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THIRD COAST GUARD DISTRICT (SR)
c/o Coast Guard Base Gloucester City, NJ 08030

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★ FRONT COVER:

Coast Guard Transport C-130
pictured on stopover at Orlando, FL
on way to EANCON in March '86
photo: M. Philip Stamm

★
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FROM THE DIRECTOR

Update LT. Collin S. Campbell, DIRAUX



NEW AUXILIARY AWARDS PROGRAM PROPOSED

By the time you read this, the new Auxiliary Awards proposal will have been presented at the National Eastern Area Meeting in New Orleans. I thought you might like to know what the Chief Director's Committee has been up to and how we've recommended the current awards system be changed.

The first thing that was done was to scrap the old two goal system.

No more GAP! In fact, the word "goal" does not appear at all in the new Flotilla Awards. Now, instead of goals to meet, each unit will strive to make their **Mission Objective**. Sound familiar? If you're an elected or staff officer at any level in the Third Southern, you should already know about Mission Objectives. The future district **Mission Objectives** are very similar to the Mission Objectives that the Commodore and I put together this year for our regional use.

The second thing the committee did was to recommend that the **Mission Objectives** should be established at the District/Region level and that the Auxiliary units should have some input into the process. The committee (three Directors and eight Auxiliaries) believe that only the District Commander knows what his needs are and the establishment of a district's **Mission Objectives** properly belongs at the district level, not at National.

The third thing the committee did was to decide that Flotilla Achievement Awards would only be given in the Cornerstone Programs of Public Education, Courtesy Marine Examinations, and Operations. Activity from our PA, MT, and GR folks would be credited by a revised AUXMIS tracking system (a simpler system) into the Cornerstone Programs. Don't panic. There's no loss of credit for the folks who actively support the Cornerstone Programs by their hard work in these vital area. Additionally, for a flotilla member to wear the ribbon corresponding to the Flotilla Achievement Award, the member must have participated in the program area. Having a current qualification does not in itself qualify the member to wear the ribbon. The member must have actually participated and have helped the flotilla earn the award.

Obviously, there are many more aspects to the proposal but space limitations prevent going into more detail here. I think the new system will alleviate most of the complaints concerning the Flotilla Awards program. In fact, it implements several very positive steps, such as: 1. **Mission Objectives** are based on the Cornerstone Programs and decided at the district level with unit input. 2. Only those members who actually help a flotilla to win an Achievement Award will be entitled to wear the ribbon for that award. 3. The proposal does away with the infamous "per member share." 4. Doing away with "per member share" removes the need for an inactive membership category.

And remember, this is only a proposal.

LT Collin S. Campbell, Director of Auxiliary, 3SR

HAVE YOU SUBMITTED YOUR APPLICATION FOR OPS SAIL '86?
We need boats for July 3, 4 and 5. There are still openings. Don't Delay!

FROM THE BRIDGE

Update Richard L. Raudabaugh, DCO



GTI

This year our national officers have asked us to emphasize the growth and retention, through the combined efforts of several staff officers and in reality our total membership. The program is called GTI Concept which means **Get 'em, Train 'em, Involve 'em**. Our organization had 45,111 members 10 years ago. Since then we've been going down in membership every year and ended last year at 30,366, representing a 33%

drop in members during this period.

Even with the poor performance in membership indicated above, the auxiliary had demonstrated ever increasing productivity in public education and training, operations and vessel examinations, which supports the belief that fewer and fewer of us have been doing more and more. There is however, a point of diminishing returns and although we are annually asking each member to do more, we simply cannot accomplish our goals to assist the Coast Guard with an ever decreasing membership, especially when we are asking our members to train more and become more professional.

Every year we enroll quite a number of new members, only to disenroll more at the end of the year. That sure amounts to a lot of paperwork, a lot of recruiting, a lot of effort by training officers in the BQ process and a dismal failure in our ability to attract the right type of person and in the retention of our members.

What is the right type of person? It is one who knows in advance that they must become involved in at least one cornerstone program in our para-military organization. To get involved in public education, operations or courtesy examinations requires a uniform, and some time away from the TV set, your boat and sometimes your family. The Auxiliary isn't a yacht club, a social organization or a loose alliance of people with a secret handshake. Instead we have a charter and mandate from Congress with stated specific objectives. Therefore, the Auxiliary isn't everyone's cup of tea. So, don't recruit and enroll a probable disenrollment, be selective in your encouragement to people so that you do get the right type of person.

What about the loss of the senior member? Why do they not remain members? Is it because the leadership is ineffective? Were there perceived cliques that left the member feeling outside? Has the Flotilla really pursued the absent member? Is the GR officer a fairly new officer who hasn't been properly trained? The answers to these questions will provide some insight into why and how we lose members. To change the trends we need our elected officers at all levels to give priority to growth and retention, with the accent upon retention. We need our membership officers to become more effective in order to reverse the annual attrition with a positive program of retention and recruiting the right type of person. And finally we need the active participation of our entire membership to make this a priority program.

Specifically, this year the efforts will be directed toward our most effective recruiting opportunity, the public education class. With the combined efforts of the public affairs officers, the membership training officers and the growth and retention officers, we will be able to implement the Get 'em, Train 'em, and Involve 'em Concept. And if we can accomplish that we will be on our way to being able to Keep 'em . . . **TOGETHER WE WILL!!!!**

Dick Raudabaugh, DCO, 3SR

FROM THE BRIDGE

Update Alexander M. Lewis, VCO



No matter where it is, boats are not immune from theft. Marine theft is big business, estimated at nearly one billion dollars annually. With the approach of the boating season, Auxiliaries can take a positive action to help diminish this plague.

For your own protection, you should keep a record of the serial numbers of your boat and the equipment to be found aboard. Start your own "operation identification." Etch an identifying mark

on the surface of this equipment, such as the last four digits of your Social Security number. This is particularly important on all portable equipment. Should anything be stolen, this procedure offers the best hope of eventual recovery.

Be ever suspicious of unusual bargains in used equipment. That very cheap radio could very well have been stolen.

Soon we will be deep into our Courtesy Examination program. The opportunity for one-on-one educational sessions exists each time a vessel is examined, and you are face-to-face with the boat operator.

A friend, who is a small boater on the Jersey coast, spoke of his feeling about courtesy examinations and the examiner. He was impressed with the fact that the Auxiliary gave so much of itself to make sure that boats were safe, and that equipment was adequate, as prescribed for the decal award. He was even more laudatory about the extra effort put forth by the examiner, in which his boating questions were answered, and boating experiences related. He was especially impressed with the Auxiliarist who ran through a man-overboard drill with him.

Giving freely of the knowledge that we have acquired through our boating courses and boating experiences helps our fellow boatman with his problems, and also serves to make him more safety conscious and safety oriented.

We can also help his welfare by taking the positive action in explaining and speaking about "operation identification," to help discourage and reduce the theft of boats and the equipment found on board.

Al Lewis, VCO 3SR

AIR OPS SEMINAR

The annual mandatory AIR OPS Seminar will again be sponsored by Group Cape May at the air station on Saturday 19 April. The program is mandatory for pilots and observers who wish to participate in this year's air program under ordered flights.

The program will begin promptly at 0900 with lunch from 11:30-12:30 at the mess hall at minimal expense with the program for the day concluding at 1600.

In addition, Group Cape May will sponsor an optional program on Sunday 20 April beginning at 0900 and concluding at 1300, weather permitting. This day's program will only be available to those personnel who are qualified pilots or observers. Test time will be available for those wishing to avail themselves of the opportunity but only by prior arrangement with AIR OPS ADSO Russ Appler.

In order to provide Group Cape May with information in advance for proper planning relative to attendance at the program, reservations for same must be submitted no later than Monday 14 April to ADSO Russ Appler at POB 535, Valley Forge, PA 19481, in writing.

Russ Appler, ADSO-OP-A, 3SR



C. S. CAMPBELL, DIRECTOR
RICHARD L. RAUDABAUGH, COMMODORE

RECAP
Topside, SPRING 1986

Boat Crew Qualifications - One reminder and one new item. Reminder: Uniforms are required for underway qualifications. Either Working Blue or Undress Blue are OK. NEW FOR FSO-MT: Please pass on a list of names when requesting underway exams. Also, pass on the type and size of the vessels available for the underway portions of the exam.

Patrol Signs and Operational Facilities - A letter from the National Staff has caused confusion concerning Patrol Signs and Operational Facilities for 1986. The letter does NOT apply to 3SR. Just to set things straight, here's the way it is for '86. To be an Operational Facility you must have all of the equipment listed in the 3SR POLICY MANUAL on your facility, have submitted the correct paperwork, and be accepted by the Director. To patrol in '86, you must be an operational facility and have the new patrol signboards. A facility owner does not have to own the new signboards nor do they have to be on the facility during the facility inspection to qualify as an operational facility.

AUXMIS INPUTS - Do not send your AUXMIS inputs to our offices (EXCEPT FOR SEMINAR ATTENDANCE REPORTS). There has been some confusion on this subject as at some time in the future, this may change. BUT, NOT YET.

Change One to Boat Crew Qualification Standards Manual In this region, after 1 APRIL, you must qualify by using Change 1 to the Standards Manual in Crewmember, Operator, and Coxswain. You can either order Change 1 from ANSC via your FSO-MA or use an Errata Sheet which is available upon request from the Director's Office. For example, if you have not completed crewmember by 1 April, you will have to finish your qualification by using either Change 1 or our Errata Sheet. By the way, Change 1 deletes two crewmember tasks and changes one task slightly. (Actually, it is easier to qualify as a crewmember by using Change 1). If you have already qualified under one or more of the three levels, you do not have to requalify by using Change 1. If you find this just a little confusing, please call us or ask any QE.

AUXLAM Open To All - Two AUXLAM classes are scheduled, open to anyone who desires to attend. The two locations are: Reading Training Base on 12 April and CG Base Gloucester City on 26 April. All classes start at 0900. Lunch is available at both locations for a small charge. All persons desiring to attend should contact Walt Moulder at 302-475-5489.

Privacy of Auxiliary Rosters - Remember that all Auxiliary rosters and directories are protected by the Privacy Act and should be safeguarded accordingly. Circulating these items among our members is fine, but not to outside concerns. Also, using the information for your business use is forbidden. Let's show some class.

BQ Testing - As mentioned previously in this newsletter, passing Part A is the only requirement of the BQ process. However, a new Part A exam will be printed (no printer jokes, ok?) in the future. The new Part A exam will cover items from chapters 10 and 11. So, don't radically change your BQ training.

OPSAIL '86 - If you're planning on participating in OPSAIL, you'd better get your applications in the mail to Andy Kratzer ASAP. Add to your application whether or not your boat is trailerable and its place of berth. Andy Kratzer has operators and crewmembers available if you need them.

Information Systems Officers - A reminder to new SO-IS officers: When you receive the AUXMIS cards and the Transaction/Error Listings from the Directors' offices, review them for errors so that you can provide more training to the FSOs. Then, be sure to quickly send the cards and printouts to the FSO-ISs. It's the FSOs who make the corrections and resubmit the cards. Also, it is a good idea to make the flotilla roster available to the members at your meetings. This way the members can check the roster to see if their activity is being properly credited. When a member receives the annual Member Summary and Status Report, it's too late to credit any missing activity.

Advanced Schools - Only two advanced schools will be offered in 1986, Advanced Instructor School (ADVITS) and Advanced Vessel Examiner School (ADVES). Both schools will be held at Great Lakes Naval Training Center, 2 - 9 August 1986. Applications may be made by detailed letter to DSO-VE and DSO-MT as appropriate. Applications must be received by the DSOs not later than 2 May. Applicants must meet the following criteria: Must be a BQ or AUXOP member for at least 2 years. All applicants must be qualified instructors. All applicants must make a firm commitment to train the members in their districts. Additional criteria for ADVITS is: Must have been an IT for at least two years. Must have taught at least 25 hours in PE or MT. Must have completed at least one Specialty Course leading to AUXOP.

Additional criteria for ADVES is: Must have been a qualified CE for at least the past two years. Must have been an FSO-VE, or DSO-VE or indicate a willingness to serve in one of these capacities.

First Repeater - Coast Guard Mutual Assistance Drive - Our 1986 Mutual Assistance Drive is coming soon. As you may know, this is the only fund drive which benefits the Coast Guard, the Coast Guard Reserve, and the Coast Guard Auxiliary. The District Board unanimously decided to show the rest of the family how the Third Southern Region Auxiliary supports this campaign by setting a goal of \$2280 for this year. Never before have we thrown ourselves into the campaign as we will this year. Start thinking about it now. We'll be sending each unit a full explanation of the program in the near future. (Note: you should already have them.)

First Repeater - All VEs - I am afraid that I am responsible for causing confusion as to the qualifications needed to perform CMEs and facility inspections. To remove any lingering confusion, here's the policy as excerpted from the Fall 1985 NAVIGATOR, CE HOTLINE 01-85, dated 1 October 1985: "A courtesy examiner must attend a 1986 courtesy examiner seminar before 31 May 1986, to remain qualified through 31 May 1987." In other words, if you attended a 1985 seminar prior to 31 May 1985, and you did your 10 CMEs/Facility Inspections, you can do CMEs and facility inspections until 31 May 1986. If we returned any of your facility inspections saying that the inspector was not current, please return them along with any nasty comment you wish to make. HOWEVER, please go ahead and get a 1986 seminar, if at all possible before you start doing 1986 CMEs. Why? Because only the 1986 seminar covers the new AUX 204 form that we are using for CMEs starting now.

Included here in its entirety is COMMANDANT NOTICE 16790 dated 7 February 1986. Subj: Changes to Coast Guard Auxiliary Administration:

1. **Purpose** This notice promulgates changes to Coast Guard Auxiliary administration which were voted upon by the National Board at the Auxiliary 1985 Fall National Conference and have been approved by the Commandant.

2. **Directives Affected:** The Auxiliary Manual, COMDINST M16790.1A; the Elected Officers Manual, COMDTINST M16791.1A; Auxiliary Member AUXMIS Guide, COMDTINST M16790.2; Auxiliary Training and Qualification Guide, COMDTINST M16794.9-1; Basic Qualification Instructor Guide, COMDTINST M16794.9-2; Basic Qualification Student Study Guide, COMDTINST M16794.9-3; Auxiliary Specialty Course Administration (AUXMIN) Student Study Guide, COMDTINST M16794.3-1; and AUXMIN Instructor Guide, COMDINST M16794.3-2 will be amended at the next printing to reflect these changes.

3. **Discussion.** Since the subject changes are to take effect immediately, it is necessary to publish them by Commandant Notice.

4. **Summary of Changes.** a. Effective 1 January 1986, the reporting of Auxiliary activities under Category 11 on the Auxiliary Mission Hour Report Form, CG 4947, will be eliminated. b. The requirement to successfully complete practical demonstrations and a written examination in Seamanship and Piloting, Communications, and Marlinspike Seamanship as a prerequisite for the Basically Qualified (BQ) Member category is discontinued, effective 1 January 1986. This means chapters 1 through 7, 10, and 11 of the Basic Qualification Instructor and Student Study Guides are still in effect. c. Changes promulgated under privileges and restrictions for Inactive membership, effective 1 January 1986, include authorization to vote on flotilla matters; attend all meetings as well as social events of the flotilla or division; wear the Auxiliary uniform with insignia of highest past office held; and fly the Auxiliary ensign on one's facility, provided that facility is currently inspected. In addition, there is a restriction that an Inactive member shall not be eligible to receive Coast Guard orders to perform a specific duty. d. Effective as of 4 December 1985, the number of years required for eligibility for Permanent Membership is changed from 10 to 15 years as a Basically Qualified or AUXOP member. Permanent members will be dues-paying members until they have accumulated 10 years of service. No Permanent member shall be eligible to receive Coast Guard orders to perform a specific duty.

5. **Action.** District commanders shall ensure that Auxiliarists are aware of these changes and that they are given the widest dissemination throughout the membership.

s/T. T. Matteson, Chief, Office of Boating, Public and Consumer Affairs
COLLINS S. CAMPBELL

FROM THE ASST. DIRECTOR

Update LT. William Cherry, Asst. DIRAUX



What is the Coast Guard Mutual Assistance Program? It is a program wholly supported by the voluntary contributions of Coast Guard Active Duty members, Retirees, Reservists, Auxiliarists and Civilians. It exists so that we may support those of our shipmates, less fortunate than ourselves, in their time of need. In 1985, Coast Guard Mutual Assistance granted over \$2.1 million worth of emergency and general assistance, aided over 200 families to buy their

first home and provided \$366,000 in education loans. Truly, "WE LOOK AFTER OUR OWN!" Proud words from a proud service!

Coast Guard Auxiliarists are authorized to participate fully in both the 'Emergency Loan' and 'Admiral Roland Student Loan' Programs. Loans made to qualified Auxiliarists are on an 'interest free' basis and application may be made through any Coast Guard command. Basically, these programs provide the following benefits:

EMERGENCY LOAN PROGRAM

Basic maintenance loans to members who suffer sudden financial or personal loss.

Loans to members stranded while traveling during a transfer or returning from leave.

Loans for transportation at a time of illness.

Travel Assistance for family members at a time of illness.

Temporary income supplements when pay checks are lost, stolen, or delayed.

ADMIRAL ROLAND STUDENT LOAN PROGRAM

Provides loans up to \$12,500.00 for undergraduate or post-graduate education through a private, non-profit agency. Funds may also be used for vocational or professional instruction.

Contributions to the Mutual Assistance Program are 100% TAX DEDUCTIBLE and may be made by an individual or on behalf of an Auxiliary unit (District, Division, or Flotilla). Your contribution can be made by cash, check, or money order in any amount you desire. The 3rd Southern Region District Board has set a goal of \$2,280.00 for the 1986 drive and you may rest assured that all contributions, whether large or small, will be greatly appreciated!

Contributions will be collected by your Flotilla Commander during the period 1 March through 15 April, 1986. Upon completion of the Flotilla Drive, funds collected will be forwarded to the Flotilla's Coast Guard Operational Commander. Donor Cards and Tax Receipts will be provided to all contributing Auxiliarists by return mail.

It's hard to ask Auxiliarists, who dedicate their entire life to the voluntary service of the Coast Guard and boating public, to give "just a little bit more." So . . . I won't! I'm sure that the Auxiliary's proud tradition of "giving so much, to so many, for so long, with so little . . ." will again prevail and that each of you will do your best to HELP US HELP OURSELVES!! I can think nothing less of the finest men and women in the world!

LT William Cherry, Asst. DIRAUX (Detached) 3SR

FROM THE WEST

Update Ednor G. Miller, RCO-W



While talking with Elsie Nichols I discovered there are many articles written about what is expected of you as an Auxiliarist. But very little is written about what we personally gain as an Auxiliarist. Doris and I have been members of the Auxiliary since 1979. Like most of our members, our first interest was to learn more about Safe Boating. As we went through our first few lessons in our BS&S class, becoming a member never entered our minds. But somewhere about

the 5th or 6th lesson a dedicated man and wife, Fred and Betty Gilbert of Flotilla 5-14 in Shippensburg PA, began to suggest membership when we completed the BS&S course. Of course Doris and I said no but the more we studied the more interesting the Coast Guard Auxiliary began to look. Like so many others who said no only to go on to become dedicated members, so did Doris and I. We are proud to be members of an organization that is willing to share their time and knowledge to helping others. The fellowship has been rewarding, meeting new people and making new friends. Although we use parliamentary procedures to set the wheels of the Auxiliary in motion many good ideas and suggestions have come from the friendly discussions at Changes of Watch.

We have learned more about boating than we ever dreamed possible. The Auxiliary gives us a challenge and a greater purpose in life, makes us want to improve on our last project, ever striving to become bigger and better. Set a goal and we'll make it or pass it. Give us a challenge, like the VE program this past year in the Third Southern between the East, Central and the West where thousands more vessels were examined than in 1984.

Many people push themselves to the edge to achieve their goals. I was asked why we would drive three hours one way to teach a one or two hour class then drive back three hours all in one evening. Why we buy our own uniforms, wear out our own cars and boats even sacrifice our own business and livelihood to attend some meeting up to 180 miles away, return late in the morning only to get 1 or 2 hours sleep before going to work. "Well" we're no different from a hometown football team beating themselves nearly to death on the gridiron or a golfer walking and swinging a golf club for 18 holes in the 90 degree heat on a summer afternoon, the endurance runner who runs till they drop or finish the race. The bottom line is fun. Someone once said when it stops being fun it's time to quit.

Ed Miller, RCO-W, 3SR

Thank you . . .

I would like to express my sincere thanks to all members of the U. S. C. G. Auxiliary who expressed their sympathy after the passing away of my husband Charles E. Fritz. To the members of Flotilla 5-15, Wilkes-Barre—a special thanks. Your kindness, thoughts and prayers are indeed greatly appreciated.

Sincerely, Elizabeth M. Fritz

MAKE YOUR RESERVATIONS NOW!

SPRING CONFERENCE

Talk it up at your meetings!

**SPECIAL ORGANIZATION
LICENSE PLATE PROGRAM**

We still need 245 more orders (3-4-86)



- The State of Pennsylvania has a special Organizational License Plate program.
- There is a one-time fee of \$20.00 for processing when the order is placed and only the normal registration fee thereafter.
- You must be a member in good standing of the organization in order to qualify for its specially designed plate.
- Plate colors are the standard blue background with gold characters.
- Plates are available to motor vehicles other than motorcycles and trailer with a gross weight of 9,000 pounds or less.
- Plates are issued in numerical sequence only.
- The organization must survey its members and provide proof of interest in purchase by at least 500 members before the special plate can be approved.
- If you would be interested in ordering such a special license plate, complete the form below.

We can do it — together,

Dick

Complete the form below and mail by May 31st
To: DCO Richard L. Raudabaugh
3801 Oxbow Drive
Camp Hill, PA 17011
I am interested in ordering the Special Organizational License Plate with the Coast Guard Auxiliary Logo. I understand that there is a one-time fee of \$20.00, which will be payable with my actual application at a later date.

Signed: Name: _____
Address: _____
Member No. _____



Growth & Retention Caroline Sweigart, DSO-GR

**AHHHHLOHA to Growth and Retention
Our New Cornerstone**

Our Fourth Cornerstone is Growth and Retention. Without our members, we would not be able to succeed (especially as our district "Theterrific Third Southern" has succeeded in the past year).

All the pats we have received have been due to the efforts stimulated by our pride in the Fourth Cornerstone. Together we can was the truth and now Together We Will shall soon be.

Why then Aloha?

At the Conference for our District that will soon be in Lancaster the theme of the day will culminate with a LUAU . . . a Hawaiian feast. This is an ingenious way to have the Fellowship that we all enjoy at our various functions from Flotilla to National level. This is what sharpens our proficiencies. It is the Fourth Cornerstone that is the real reason we remain involved not the money we receive. Warm Fuzzies should abound at this Conference because we will all be preparing for the BOATING SEASON that will soon be upon us, as well as seeing friends and having a good time.

Did one say GR? You'd better believe it! The GR that we all must practice not only involves the new member but also the one who works hard all year for OUR Coast Guard Family. A Conference is but one of the perks or rewards that we give to ourselves for participation during the year. The best way to encourage a new member is to take them to a broader meeting than the Flotilla meeting because it is at the next level that a new perspective is given to the newcomer. We are all one family and these conferences certainly demonstrate this. Aloha to the new member especially to a Conference. It is there that the fledgling will meet those who may give them the needed encouragement to expand their outlook. Those of us who have been participating for a few or even many years need the same emphasis on friendship and encouragement in service.

When the things you are participating in are no longer FUN it is time to change your areas of expertise and strive to become more proficient in another cornerstone like switching from operations to member training or vessel examinations. Burnout happens not only in professions but in volunteer organizations because the person involved cannot see the effects of the overemphasis in a selected area.

Burnout can be a problem in every Flotilla, Division or District. Change for your own enjoyment. FUN is GR. Winter Doldrums are directly due to the atmosphere and weather. They are no joke. If we could only see the humor of the situation we would be less inclined to blame losing old members and not getting new ones on one another and more actively pursue them both with more enthusiasm. WE WILL IN '86. When we enroll them, it is important to arrange for them to participate in those special experiences like the coming Conference because the 4th cornerstone supports and is the backbone of growth and retention. AHHHHHHHLOHA.

Caroline Sweigart, DSO-GR, 3SR

**NEXT TOPSIDE DEADLINE
April 30, 1986**

**FROM THE EAST
Update William Pierce, RCO-E**



**QUALITY IS THE
"BEST YOU CAN"**

My teachers in school, my parents, my peers and my bosses have always said do the "Best You Can." What does this mean?

If I am asked to build a space ship to fly people to the far planets with a "Best You Can" attitude, or build a car that's safe at 100 miles per hour under the same premise "Best You Can," I would fall flat on my face in both attempts. Why? Because I'm not trained for either job.

So—what am I getting at?

If I ask you, an Auxiliarist, to teach a class in Public Education I expect you to do the "Best You Can" by not only recapping the chapter for the subject but by learning the subject by all means at hand—other books, publications, or asking an expert in the field. In the Vessel Examination program, keep abreast of all that is new in the program, find out if in the area in which you are inspecting, there is a Public Education class going on. Is it BS&S, S&S or piloting and when it starts. Get a phone number to call. Remember you are our representatives, so by all means do the "Best You Can."

Quality first—the quantity will follow.

In our almost new BCQProgram I run into people who don't want to get into the program because they have had a boat for many years and are a little put out because we are asking them to prove what they know. I've had boats for many, many years and in the months it took to qualify as a coxswain I can tell you I learned a lot more of the kind of boating skills it takes to do the "Best You Can" in the field of operations. As I teach BCQ now I still learn new skills every time. Don't forget the Boat Crew Program is designed for the operational people and not the recreational people so there are far more skills to learn.

Remember **QUALITY** comes from **caring** and part of caring is **training**. Put these all together and do the "Best You Can."

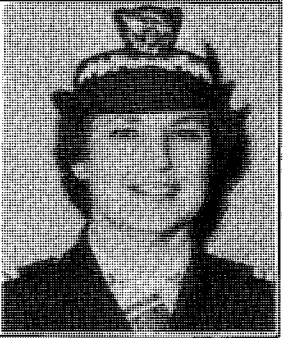
Bill Pierce, RCO-E, 3SR

C•R•A

in the Spring Issue of *Navigator*
And keep it for future use.

OFFICIAL NATIONAL STORE
U. S. COAST GUARD AUXILIARY

**FROM CENTRAL
Update Nancy K. Davis, RCO-C**



The first day of SPRING will have passed by the time this *Topside* reaches you, and our job is just beginning on the water. Our public education classes are finishing and new members have been recruited from those classes. All examiners should be hurrying to the ramps to be sure all safety requirements are met on the boats being launched. We have a large job to do; helping boaters to enjoy their recreational activity safely.

All of us heard a prologue read prior to taking the oath as a new member. As time goes by and our length of membership increases, it is so easy to become absorbed in the complexities of our various programs and forget our basic objective "SAFETY," and to forget the pledge that we made as a new member.

As a member, each of us has individual objectives. BUT we must keep in mind that the Auxiliary has established objectives too. There are times when our individual objectives and the Auxiliary's do not coincide (or what we desire may not be for the betterment of the entire Auxiliary). It is at those times that we must put our individual feelings and desires aside and work for the betterment of the Auxiliary. In order for the Auxiliary to show progress, we must do more member training, attain more members, teach more of the boating public, examine more vessels, and do more patrols, etc., etc., etc. If just a few of our people work on these projects, it is a mountainous task (and real work) for each worker. But if each and every one of us does his and her fair share, the tasks reduce in size, become a mole hill for each worker, and are easy and FUN!

Many of us joined this organization to imbibe in boating fellowship. I know of no better way to enjoy this fellowship with fellow Auxiliarists than to work on projects and tasks together. In 1985, Commodore Raudabaugh stated, "TOGETHER WE CAN." Let's all renew our pledge as Auxiliarists and in 1986 support 3rd Southern, "TOGETHER WE WILL."

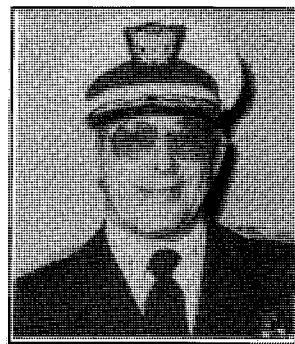
Nancy K. Davis, RCO-C, 3SR

**YOUR FLOTILLA
NEEDS ONE OF THESE FULL-COLOR CHARTS**

to display in your meeting room. Now you can wear your uniform correctly and with pride

Asy your MATERIALS OFFICER for Item 10178





Having just returned from attending The National Eastern Area Conference in New Orleans, I would like to share my feelings about an item that is of utmost importance to all active members of the Coast Guard Auxiliary.

The item is Change.

While attending various conference sessions, we were informed that there will be some changes forthcoming in certain policies and procedures.

From past experience I am aware that a certain percentage of our membership feel that many times changes in procedures and policy are made for the sake of change alone and are unnecessary for the advancement of our programs.

However, if each of our members could have attended the conference sessions and heard in detail the reasons given for the upcoming changes to be made, you would realize that the countless hours and weeks of intensive research and discussions so unselfishly given by the committees assigned to these projects can only result in a more knowledgeable and efficiently operated organization.

These changes will not only benefit our members but also the entire boating public as well.

In the course of our daily lives we are all subject to constant changes in business, family, government and almost any project we may become involved in.

Progress is change and without it we could only stand still.

In fact our world as we know it, without change would only stagnate and die.

So when these new changes in our Auxiliary are introduced, give them your wholehearted attention and support.

This will certainly assure that all boaters will benefit from a Coast Guard Auxiliary that is staying abreast of the changing times in this uncertain world.

Bob Wecker, IPDCO 3SR

WHY ARE WE LOSING MEMBERS?

Why has the Coast Guard Auxiliary, Third District, Southern Region lost over nine hundred (900) members in the past five years?

Let me give you a tabulation of the Membership in five years intervals beginning in 1940, the first full year of existence of the then Coast Guard Reserve, which was, as we all know, the precursor of the Auxiliary.

Year	# of members	Year	# of members
1940	210	1965	2144
1945	3533	1970	2406
1950	NA	1975	3300
			approximate
1955	977	1980	3200
			approximate
1960	1605	1985	2275

During the years between 1945 and 1950 (post World War II), there was a drastic reduction in membership as the result of the

Right now we are again in a timely period for Speakers Bureau activity. The boat shows and outdoor shows are finishing up. People are looking forward to outdoor activity, planning vacations, and in general, oriented to hear our message.

The need to publicize the Auxiliary and its programs is at a peak also. As the Coast Guard is stretched further the Auxiliary contribution to Boating Safety will have to expand.

Each Past Captain should consider becoming a core of this activity. I know that many members of the PCA are involved in speaking engagements to a variety of organizations. Let's look at expanding activity by pointing out at our own Flotilla, Division and Area meetings, the need for more members to "show the colors" and tell the Auxiliary Story at every chance.

Almost every organization has a need for programs for meetings, program chairpersons will welcome our help.

Every program will not deliver prospects for membership or for PE classes. Every program can identify some element of Coast Guard or Coast Guard Auxiliary activity. You never know what that identification can lead into.

In our Speakers Bureau activity we may reach people who may not think they need a BS&S course. If we look at the Boating Accident Statistics for 1984, over 40% of the operators involved in accidents had no formal instruction in Boating. Of 7510 vessels involved in incidents, 41.7% of the incidents, and 52% of the fatalities, took place on a lake, pond, reservoir, dam or gravel pit. Could more contact with the public have encouraged someone to take a course?

With all the experience with AUXMIS, with the need for good reporting, with statistics in general, how do you like the fact that statistical information is received on only an estimated 5 to 10% of reportable accidents.

For 1984 it's estimated there were 15.7 million boats in the United States. We can't be responsible for the whole United States but have we done all that can be done in our vicinity?

John McIntosh, PDCO, 3SR, PPCA

lessening of need of Port Security work in which most of us were involved.

Also, after over four years of war and rumors of war, everyone "wanted out" of the commitment required by hostilities.

But, now there is no war. Why are we now losing members when we still need them so much!!! Are the requirements for membership too tough? Are we asking the new member to shoulder too much of a burden too soon after joining? Are the old timers asked to do the same and are throwing in the towel? Are we replacing that old-timer who did so much for so long and is now enjoying his sail on yonder cloud?

We must have a good product. Several countries throughout the world have established similar organizations, patterned after the United States Coast Guard Auxiliary.

Admiral Roland, when he was Commandant, said he would like to see the membership of the Auxiliary increased to 100,000. He never lived to see it. Do you think any of his successors will?

John E. Johansen, PDCO, Historian, 3SR

TOM DICKEY HONORED AT CAPE MAY

Approximately sixty 3SR Auxiliarists turned out on the flight deck at the Cape May Air Station to honor our friend and fellow officer Tom Dickey, on Thursday, 27 February. Our contingent was led by LT Collin Campbell, USCG 3SR—Diraux and DCO Richard Raudabaugh, with all Group Cape May Personnel in formation for the awards presentation.

CDR Michael Lovett, USCG, former XO of Group Cape May and now XO of Air Station San Diego presented the Coast Guard Achievement Medal and Citation to Chief Quartermaster Dickey followed by the Acclaim of the Assemblage.

The citation read as follows: "Chief Petty Officer Dickey is cited for superior performance of duty while serving as Coast Guard Group Cape May Auxiliary Liaison Officer from April 1983 to June 1985. Under Chief Dickey's exemplary guidance and dedication, Group Cape May's relationship with the Coast Guard Auxiliary has never been better. His personal involvement at meetings, planning sessions, and operational seminars during his liberty hours has far exceeded any expectations. He has been the catalyst in furthering an outstanding relationship between the Coast Guard and Auxiliary. Far from being just an observer, he has conducted classes, planned and coordinated operational seminars, wet drills, boat qualification courses, air operations seminars, and any activity that would promote further professionalism and improve the working relationship of the units and flotillas. He was instrumental in the successful augmentation of Auxiliarists as radio watchstanders at Group Cape May Units. His dedication and devotion to duty, coupled with his keen desire to excel, have been directly responsible for the smooth coordination and successful prosecution of more than 1000 search and rescue cases by Auxiliarists during the period. His knowledge, experience, and expertise have contributed directly to many of the Auxiliarists and Coast Guardsmen alike. Chief Petty Officer Dickey's diligence, perseverance and devotion to duty are most heartily commended and are in keeping with the highest traditions of the United States Coast Guard.

The Operational Distinguishing Device is authorized."

s/P. A. Yost

Vice Admiral, U.S. Coast Guard
Commander, 3rd Coast Guard District

For the Commandant

Since any celebration for Tom would not be complete without a certain amount of fun, Division VIII presented the following "new award" to Tom.

"Division VIII, 3SR, USCGAux, has created a new award, and is pleased to announce that YOU, Tom Dickey, are the first recipient! Not many are fully aware of your activities (on your own time) in the field of Boating Safety. Recently, you were observed spending THOUSANDS of dollars of your own 'money' to personally purchase two patrol craft to augment Group Cape May's Fleet. With this in mind, and with the permission of DCP Jake Lincoln, I read the following proclamation:

'For distinguished service, far beyond the call of duty, in promoting safety ON, and especially, IN, the water, thereby rendering bathtubs safe for both bathing and recreation, you, Thomas Dickey, are awarded membership in the 'ORDER OF THE RUBBER DUCK.'

Henceforth, your title shall be: "Sir Thomas, Commodore of the Bath."

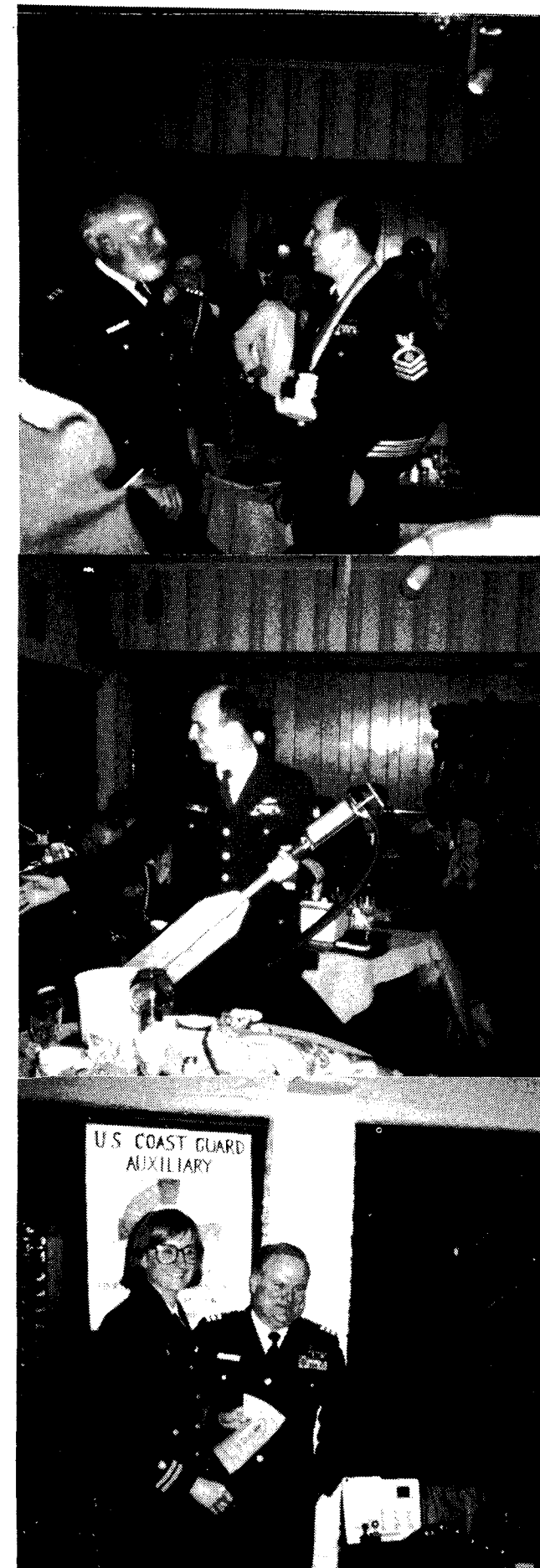
By direction:

s/Dick Bardsley

R. L. Bardsley, VCP VIII

CONGRATULATIONS TOM DICKEY! Especially from ye olde editor who promised not to print the picture of your celebration at Division XII and — I didn't.

Shown at right - several scenes from the celebration for Tom.



DIVISION X - CHANGE OF WATCH

On Saturday, 22 February 1986, Division X held their Annual Change of Watch in Bechtelsville, PA, hosted by Flotilla 10-5—committee chairman Katherine Cole. There were 128 guests present for the ceremonies. They included the Assistant Director IT Bill Cherry, DCO Richard Raudabaugh and other members from Divisions I, II, III, V, XII, XIII and XIV in addition to Division X.

A delicious buffet was enjoyed by all before the ceremonies which included many Division awards being presented as well as the swearing in of four new members in Division X.

Dancing was enjoyed afterwards, but Mother Nature did not cooperate—she provided us with a snowfall starting during the ceremonies which caused many people to leave earlier than was planned.

For the thirteen people who came from a distance too far to travel home a school bus was provided for transportation from the motel and back—a distance of only seven miles. A sing-a-long by those on the bus ended the evening in an extremely enjoyable mood.

A breakfast buffet at Sunnybrook in Pottstown was arranged by Chill Fredericks of Flotilla 10-5 for all those who stayed at the motel, joined by Rick Dotterer, DCP, and Mr. and Mrs. Chill Fredericks. All-in-all a great time.

Shown below the outgoing Captain Jim McCabe and the incoming Captain Rick Dotterer; and the new Captain and Vice Captain Elsie Nichols being sworn in to their new responsibilities.

Robert Nichols, SO-PB Division X, 3SR



CHANGE OF COMMAND—CAPE MAY

The picture below shows left to right: CDR Michael Bohlman, Commander Reserve Group Cape May; Alexander Lewis, VCO-3SR; Mrs. Muriel Lewis; CAPT Edward Tyson, outgoing Commander Reserve Group Cape May; RADM Douglas Fredericks, Senior Reserve Officer, Atlantic Area; BM2 John (Jake) Lincoln, USCG Reserve Station Cape May (Division Caption, Division VIII-3SR); RM2 Michael Dietzler, USCG Reserve Unit Cape May (IPDCP Division X-3SR)

On October 26, 1985, we had the unique opportunity to be part of and participate in the "Change of Command" of the Group Cape May command. All of the Reserve components were present. The Auxiliary was represented by Vice Commodore Alexander and Mrs. Muriel Lewis. Following the Change of Command, a reception was held in the Officers' Club. Many will remember Rear Admiral Fredericks as the speaker at the Wilmington Conference last year. CAPT Tyson has attended Auxiliary affairs with both Division X, Allentown; and Division XIV, Lancaster. It is hoped that in the future other Auxiliary units will take the opportunity to invite and welcome CDR Bohlman and the other reserve officers and enlisted men to participate in Auxiliary events. Other friends of the Auxiliary attending the event were CAPT William Babineau, USCGR. CAPT Babineau has assisted both Division XI and Division XIV in their AIM program interviews.

One note of interest. Jake Lincoln and Mike Dietzler have been in the Auxiliary for several years. It wasn't until the Winter Conference—1985, that Jake and Mike happened to have breakfast together. It was only then that they both realized they were members of the same crew, aboard the USS Alameda County AVB-1 (Advanced Aviation Base Ship), stationed out of Naples, Italy. At this time both were members of the U.S. Navy (1961-62) and stationed aboard a very slow, flat bottomed, converted LST.



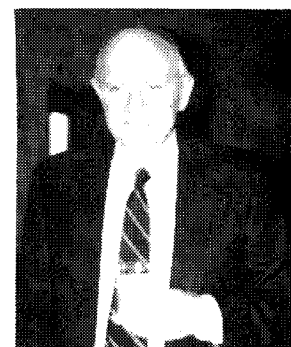
DIVISION XII CHANGE OF WATCH

Annual Delaware (Divisions I and XII) CHANGE OF WATCH hosted by Division XII was held in Felton, DE on 11 January 1986. A tremendous turnout of 174 Auxiliaries, Coast Guard, Marine Police, and friends enjoyed the family style dinner including fried oysters, roast beef, chicken salad, real mashed potatoes and the famous "Delaware Dumplings."

Change of Command Ceremony, brief comments from guests, and presentation of dual awards by Delaware Boating Administrator George W. Stewart to Division I and Division XII Auxiliary members for their outstanding performance in the categories of Operations, Vessel Examinations, Public Education, Communications, and to the Outstanding Auxiliaries for 1985.

The 174 attendance included Auxiliaries from Divisions II, III, IV, X, and XIV in addition to Divisions I and XII.

Pictures above right shows George Stewart, DE Boating Administrator; and picture below shows PDCO Robert Carson, DCP-XII and Sue Tolbert and CWO Steve Tolbert, CO, Indian River CG Station.



V. A. Doebling, SO-PB XII-3SR

Photos: Arlene Armstrong

FOR WHOM THE BELLS TOLL

The following is a list of members who have crossed the bar and whose names were called at the January winter conference in "The ceremony of the bell" to toll their loss and to meditate on their passing.

Joseph Satlof, 2-76	James Robertson, 4-2
Neil Getz, 4-9	Charles E. Fritz, 5-15
John W. Black, 6-2	John La Bau, 6-6
Harold Roberts, 8-4	DCP William Miller, 9-1
Mrs. George Soyster, 9-1	Mrs. William Parks, 9-1
Francis Savino, 10-5	Malcolm Gearheart, 11-1
PDCP Robert Moody, 11-7	Melvin Raizer, 12-2
William H. Cunningham, 12-3	Oonie Chekanian, 13-1

As we meditate on their passing, our thoughts and sympathies reach out to their families and friends for the loss they have suffered.

Materials Katherine Slayback, ADSO-MA

The District now carries the Bronze numerals as described in the latest edition of Navigator.

We have in stock the black bow ties for the ladies Dinner dress uniform.

Please get form #7051 and 7052 (Cape May uniform order blanks) from your FSO-MA or ADSO-MA—the service from Cape May has been good.

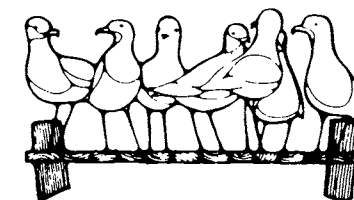
REMEMBER: Cape May will not honor order on obsolete forms—the newest form is dated 10/85.

REMINDER: Think "Spring," don't forget to order patrol signs, appropriate flags and ensigns. Facility inspections forms 2736 and 4951 can only be ordered through FSO-MA.

Anyone desiring price lists for miniature medals (miliary), or "special design" ribbons holders please contact ADSO-MA.

The District store had such a fantastic year, that we don't know how to thank all of you personally, SO A HEARTFELT THANKS TO ALL OF YOUR FOR SUPPORTING THE DISTRICT STORE. Looking forward to seeing all of the 3SR Auxiliaries in 1986.

Katherine Slayback, ADSO-MA 3SR



NATIONAL SAFE BOATING WEEK WITH SEARS

Last year, our auxiliary district in conjunction with sixteen Sears stores located in malls throughout the Delaware Valley participated in National Safe Boating Week displays in varying degrees. All in all, it was a most successful and productive venture. In fact, it was undoubtedly the most concentrated, effective and all-encompassing program of its kind in the country.

All Division Captains who had this particular activity in their area were provided with Eagle - safe boating certificates for presentation to those key personnel who helped to make the program a success last year, and who in recognition of their efforts requested the certificates. Accompanying the certificates was a letter of introduction to each Sears store manager who participated last year inviting them to again join us during 1-8 June 1986.

The only difference between this year's arrangement and last year was that the Sears store would not be mandated by their management to participate. It is left to an individual store managers discretion to elect to join us in the program. However, we should approach each store manager and agree whether to participate or not. This should be done right now to plan most effectively. Should you agree to participate, Sears management will make available to each store which participates, the same selection of boats and equipment as last year. We, the Auxiliary, should take the initiative in promoting the program and ask Sears and the mall to assist us. However, the primary effort must be ours in order to be meaningful. Please visit the mall and Sears store before 28 March so that proper arrangements can be made for the program and I receive notification of same before 1 April. Please contact Russ Appler NSBW (Sears) project director at POB 535, Valley Forge, PA 19481.

Russ Appler, NSBW Project Director, 3SR

ARE YOU READY FOR NATIONAL SAFE BOATING WEEK?

ARE YOUR CME STATIONS PLANNED?

YOU SHOULD BE FINALIZING PLANS NOW!





1986 MAY AWARDS CONFERENCE
3rd DISTRICT SOUTHERN REGION — U. S. COAST GUARD AUXILIARY
9, 10, 11 MAY 1986
TREADWAY RESORT INN, LANCASTER, PA



SCHEDULE OF EVENTS

Registration Desk.....Lobby.....Friday1700-2000
Saturday0700-1130/1400-1500
District Store—Orleans Room "A"Saturday Open thru lunch1000-1600

FRIDAY, 9 MAY 1986

1930 District Board Working SessionRampart Room
2000 District Staff MeetingSt. Charles Board Room
2130 No Host Welcome Aboard PartyBasin Street "A"

SATURDAY, 10 MAY 1986

0800-0830 Opening Ceremony and GR PresentationBasin Street "A"
0830-1200 District Board MeetingOrleans Room "C"
0830-1015 Public Affairs (PA) WorkshopBasin Street "A"
Aids to Navigation (AN) WorkshopBasin Street "B"
0900 Ladies Coffee and Get TogetherPoolside
1015-1030 Break
1030-1145 Public Education Workshop (PE)Basin Street "A"
Operations (OP) WorkshopBasin Street "B"
1215-1400 LuncheonFrench Quarter Courtyard
State Boating Administrator's Presentations
1430-1600 Member Training (MT) "PFD Fashion Show"Poolside
1430-1600 Communications (CM) WorkshopSt. Charles Board Room
1830-1930 Cocktails — No Host BarFrench Quarter Courtyard
1930 Awards BanquetFrench Quarter Courtyard
Following Awards "Hawaiian Luau Pool Party"Poolside

SUNDAY, 11 MAY 1986

0900 Past Captain's Association Breakfast/MeetingRampart Street

MENUS

LUNCHEON

Mixed Green Salad
Veal Parmigiana with Spaghetti
Garlic Bread, Beverage
Strawberry Mousse
(\$8.00)

BANQUET

Fruit Compote, Chiffonade Salad
Prince 'N Pauper
(Petite Filet Mignon and Boneless Breast of
Chicken)
Rolls & Butter
Chef Vegetable & Potatoe
Chocolate Chambord Cake
Coffee, Tea, Sanka
(\$17.00)

★ UNIFORM OF THE DAY ★

FRIDAY EVENING

Casual

SATURDAY

Before 1800 - Tropical Blue Long

After 1800 - Dinner Dress White Jacket or

Dinner Dress Blue (White Shirt, Black Bow Tie,

Miniature Medals, No Name Tag) or

Appropriate Civilian Attire

SUNDAY MORNING

Casual



TOPSIDE (3SR) SPRING 1986

IT'S THAT TIME AGAIN!!

The next big District Conference will be held at the Treadway Resort Inn in Lancaster on May 9, 10, 11, 1986.

This is our annual Awards Conference as well as on-going workshops. This year the workshops will be presented by, Public Affairs, Aids to Navigation, Public Education, Operations, Communications and Member Training. The latter will be a PFD Fashion show at the pool in the afternoon. You will be surprised at the number of new items that are available. Comfortable, good looking and some even warm for use in cold weather.

We are pleased to announce that Admiral Yost has already accepted our invitation and will assist at the presentation of the awards.

Good food, fellowship and information will be the highlights of this meeting. Don't forget the District store will also be there for your patronage.

We will again have reserved tables for all meals. It seems to be working out just great and it will if all follow the rules.

IMPORTANT: The closing date for the HOTEL reservations is APRIL 9, 1986. This is the final date that they will accept reservations at the Coast Guard Auxiliary reduced rate. By the time you receive this issue of *Topside* you should have received a separate mailing of the hotel reservation form in order that you could get your reservations in on time. The reservation date for meals and workshops is May 1, 1986. We cannot extend this date, so get your reservations in EARLY.

The theme for the party after the Banquet will be a "HAWAIIAN LUAU" and it will be held around the pool. Don't forget those loud sport shirts and grass skirts.

Looking forward to seeing you all at the Treadway May 9, 10, 11.

Phil Stamm, Conference Coordinator, 3SR

HOTEL RESERVATION FORM IN SEPARATE MAILING — HAVE YOU SENT YOURS IN?
DEADLINE IS (WAS) 9 APRIL 1986

seemed to be a fun and useful idea. But — at least from the IS standpoint — we don't have to hear about how the micro can beat AUXMIS every time: There aren't any micros out there! I know because a desire to work together is the hallmark of the Auxiliary and there should be more than eleven people in the whole Third Southern involved if the machinery was out there.

Joe Sowers, DSO-IS, 3SR

mobile stations and communications specialists.

Talk to your flotilla communications and member training officers for advice and training information and get involved in this program.

Remember, you can use this radio only when engaged in Coast Guard or Auxiliary business!

Jack Powell, DSO-CM, 3SR

NATIONAL SAFE BOATING WEEK

In this day and age, all "Hucksters" who have something to sell have their Annual "Week of Observance;" *National Bubble gum Week, National Roller Towel Week* and *National Remember Your Mortgagor Week*. This seems to be the "Norm." However, **NATIONAL SAFE BOATING WEEK** is unique in that what we purvey is not for sale, but given away freely to the boating public, without discrimination of race, creed, color or ethnic background. The Auxiliary product is boating knowledge, boating responsibility, boating information to make boaters aware of the dangers to life and property in the operation of watercraft. We in the Auxiliary have been privileged to receive vast amounts of boating "Know How," generously and without any cost to ourselves except our time. What better way to serve the Auxiliary Mission than by teaching boating knowledge, which in turn makes the waters a safer and more pleasurable place for all of us to enjoy.

National Safe Boating Week this year is from June 1st to the 7th. So let us conscientiously try, in these seven days, to get the AUX-

iliary Message across to the boating public **SAFE BOATING IS FOR THE ENTIRE BOATING SEASON** not just a week. This goal can be accomplished by vital publicity—contact local mayors regarding press conferences proclaiming NSBW; by TV and Radio Spots, Newspapers, Boat Shows, Ship Chandlers, marinas, participation in mass CME, SAR Exercises, Safety Stations, Patrols and personal contacts. Already many SEARS Stores have agreed to implement our Auxiliary efforts by providing boating displays in their malls, without any reference to Sears merchandise.

The National Safe Boating Council will produce a combination action manual and press kit containing posters and other material plus a series of Popeye Cartoon Stories to convey the safe boating message. We are told the kit will be distributed in April.

Please, all 3SR Public Affairs Officers — start planning your programs **NOW — DON'T DELAY** —keep in touch with your Division and Flotilla Officers. SEMPER PARATUS.

Howard "Bud" Farrer, SPO-NSBW, 3SR

TOPSIDE (3SR) SPRING 1986



OF LAWS AND THINGS

By the time you read this, most units of the Auxiliary will be well into one or more of the several public education classes. All of us will be starting plans for our spring and summer activities. As we increase our contact, as Auxiliarists, with the public, we increase our exposure to liability based on that contact. With this in mind, it would seem appropriate to review some key elements of the Auxiliary national liability insurance coverage.

As most of you know, in September of 1983, the National Board took action to acquire third party liability insurance for member activities other than activities while operating under competent Coast Guard orders. Claims resulting from activities while under Coast Guard orders are claims against the U.S. Government will be handled by the Coast Guard.

Third party claims are those made by persons other than members of the Coast Guard Auxiliary. All members are insureds under the policy. Under certain circumstances, family of members and volunteers who may be assisting members in authorized activities may be covered.

Coverage provided is excess liability coverage. Thus, Auxiliary insurance coverage commences after the member's own liability insurance, if any, has been exhausted. Total coverage is \$2,000,000.00, except for \$125,000.00 limit for damage to real property and \$10,000,000.00 coverage for non-owned aircraft. A more detailed description of the type of coverage provided can be found in the Fall 1984 issue of Navigator.

Prompt notification of claims or potential claims is required in order to bind the insurance coverage. If there is a claim or an occurrence which may give rise to a claim, the member involved, or any other member with knowledge of the claim or potential claim, should inform the District Commodore or me immediately. Flotilla Commanders should instruct their members concerning the importance of prompt notification. Delay in notifying the insurance company may relieve the company of liability.

On occasion a property owner may request a certificate of

necessity, brief and incomplete. To determine the specific application of any provision of the national insurance policy or Federal law, reference must be made to the insurance policies or applicable Federal law or regulations. If you have specific questions concerning coverage, please put your questions in writing and send them to: DSO-LP Welton J. Fischer, 550 Cleveland Avenue, Chambersburg, Pennsylvania 17201.

Welton J. Fischer, DSO-LP, 3SR

Member Training James J. McCabe, Jr. DSO-MT

THE "GTI" THEORY

On March 13th I attended a joint meeting of DSO-MT's, PE's, PA's, and GR's held in New Orleans at the National Eastern Area Conference. The emphasis of this meeting was Members: "Get 'Em, Train 'Em, Involve 'Em!" In the first part—getting new members—the involvement of people, then the Member Training Department takes over and gets the people BQ'ed. It was recommended that at the time of initial involvement with a flotilla, the new member's interests were discussed and a personalized training program worked out to satisfy the new member's needs and desires.

It is my personal view that most of the drop-outs we experience in Third Southern are caused by failure to satisfy a new member's needs or expectations. Generally the initial contact the new member has with the Auxiliary is the Flotilla meeting. These presently range from mediocre to terrible! The Commodore has agreed to a review and suggested changes in our Flotilla meeting formats. We are conducting a current study as to a way to significantly improve the quality and attractiveness of attending these meetings and also implementing a "Training topic of the Month." Any input on this subject would be most welcome at this time.

Let's make the Coast Guard Auxiliary synonymous with Enthu-

Following Awards "Hawaiian Luau Pool Party" Poolside

SUNDAY, 11 MAY 1986 0900 Past Captain's Association Breakfast/Meeting Rampart Street

MENUS

LUNCHEON

Mixed Green Salad
Veal Parmigiana with Spaghetti
Garlic Bread, Beverage
Strawberry Mousse
(\$8.00)

BANQUET

Fruit Compote, Chiffonade Salad
Prince 'N Pauper
(Petite Filet Mignon and Boneless Breast of Chicken)
Rolls & Butter
Chef Vegetable & Potatoe
Chocolate Chambord Cake
Coffee, Tea, Sanka
(\$17.00)

★ UNIFORM OF THE DAY ★

FRIDAY EVENING Casual
SATURDAY Before 1800 - Tropical Blue Long
After 1800 - Dinner Dress White Jacket or
Dinner Dress Blue (White Shirt, Black Bow Tie,
Miniature Medals, No Name Tag) or
Appropriate Civilian Attire
SUNDAY MORNING Casual



Information Systems Joseph Sowers, DSO-IS

WHERE'S MICROS???

No, that is not an advertisement for a new, extra-small hamburger.

Rather it's a comment on what we normally call lack of communication. For several years, the Information Systems staff — at all levels — have been hearing how "my little SNAFU home computer can beat rings around AUXMIS!" At meetings we have heard how these home systems are (1) more accurate than AUXMIS, (2) more timely than AUXMIS, (3) can keep track of things that AUXMIS doesn't do such as Flotilla budgets, reasons for CME failures indexed to geographic area, SAR aids, etc.

Well, this time I'm not going to defend the big system against the small system. That has been done in past columns. Instead I will concede that item 3 is certainly true — many things can and could be done using the SNAFU's of the computer world that are simply not — and may never be — available on the main computer system.

Last August, a letter was sent to all SO-IS officers in the country offering to setup a 'share-ware' library of Auxiliary applications for microcomputers; in fact, this was reproduced in the last issue of TOPSIDE so that we could be sure all the Third Southern Auxiliarists would be able to share in the benefits. A recent communication from the author of that letter the Branch Chief-Microcomputers on the National staff has listed a total of 11 responses from the entire Third Southern. (He has received responses from Divisions I, IV and XIII). More people than that have told me at various Curbstone Conferences how they use their micros to help out the Auxiliary. So — Where's the Micros? At first thought we were taking the usual approach of blaming the Chain of Communication. Maybe the SO-IS never told the FSO-IS about the opportunity; perhaps the FSO-IS didn't make it known at the Flotilla meeting. But, after seeing it appear in TOPSIDE, the communications problem seems to be a bit more fundamental. Too bad — being able to share Auxiliary software and applications seemed to be a fun and useful idea. But — at least from the IS standpoint — we don't have to hear about how the micro can beat AUXMIS every time: There aren't any micros out there! I know because a desire to work together is the hallmark of the Auxiliary and there should be more than eleven people in the whole Third Southern involved if the machinery was out there.

Joe Sowers, DSO-IS, 3SR

Communications Jack Powell, DSO-CM

We sometimes take for granted that all Auxiliarists are familiar with all Auxiliary programs and associated jargon. Too frequently, this assumption is incorrect and we wind up confusing a member that we are trying to covert to our cause.

For example, everyone knows what AUXRAD is — Right?? Wrong! So we explain that AUXRAD is an acronym for Auxiliary Radio. That answers one question but leads to another. What is Auxiliary Radio? For the benefit of new members and even some who have been around for a while, we'll try to answer that question and others that may spawn from it.

Auxiliary radio is the communications program of the Coast Guard Auxiliary, consisting of fixed land (in a home or other building) and land mobile (in cars or other land vehicle) stations. Yes, you can have a VHF marine radio in your car or home without FCC licensing, provided it is used only for Auxiliary business.

To qualify as a fixed land or land mobile station, you must first have a VHF marine radio, dedicated to that station, which includes channels 6, 16, 22, 83, and at least the working channel of the Coast Guard group in your area of operation. The radio must be inspected yearly by a communications staff officer (flotilla, division, or district) and a form 2736A Radio Equipped Facility and Offer to Use filled out and sent to the Director's office. Upon receipt of the 2736A and approval by the Director, an Auxiliary call name for fixed land stations or call letters for land mobile stations will be assigned.

Example:

- 1. Fixed land — Auxiliary Radio Cherry Hill
- 2. Land Mobile — Auxiliary land mobile radio 13 H

You will use this call name or letters in lieu of an FCC call sign. You will also want to complete the Auxiliary Communications Specialty course.

The Coast Guard is planning to make more use of Auxiliary radio for patrols and SAR, so we can use more fixed land and land mobile stations and communications specialists.

Talk to your flotilla communications and member training officers for advice and training information and get involved in this program.

Remember, you can use this radio only when engaged in Coast Guard or Auxiliary business!

Jack Powell, DSO-CM, 3SR

NATIONAL SAFE BOATING WEEK

In this day and age, all "Hucksters" who have something to sell have their Annual "Week of Observance;" National Bubble gum Week, National Roller Towel Week and National Remember Your Mortgagor Week. This seems to be the "Norm." However, NATIONAL SAFE BOATING WEEK is unique in that what we purvey is not for sale, but given away freely to the boating public, without discrimination of race, creed, color or ethnic background. The Auxiliary product is boating knowledge, boating responsibility, boating information to make boaters aware of the dangers to life and property in the operation of watercraft. We in the Auxiliary have been privileged to receive vast amounts of boating "Know How," generously and without any cost to ourselves except our time. What better way to serve the Auxiliary Mission than by teaching boating knowledge, which in turn makes the waters a safer and more pleasurable place for all of us to enjoy.

National Safe Boating Week this year is from June 1st to the 7th. So let us conscientiously try, in these seven days, to get the AUX-

iliary Message across to the boating public SAFE BOATING IS FOR THE ENTIRE BOATING SEASON not just a week. This goal can be accomplished by vital publicity—contact local mayors regarding press conferences proclaiming NSBW; by TV and Radio Spots, Newspapers, Boat Shows, Ship Chandlers, marinas, participation in mass CME, SAR Exercises, Safety Stations, Patrols and personal contacts. Already many SEARS Stores have agreed to implement our Auxiliary efforts by providing boating displays in their malls, without any reference to Sears merchandise.

The National Safe Boating Council will produce a combination action manual and press kit containing posters and other material plus a series of Popeye Cartoon Stories to convey the safe boating message. We are told the kit will be distributed in April.

Please, all 3SR Public Affairs Officers — start planning your programs NOW — DON'T DELAY —keep in touch with your Division and Flotilla Officers. SEMPER PARATUS.

Howard "Bud" Farrer, SPO-NSBW, 3SR



"PITCH" FOR NEW MEMBERS

This speech was developed to give to Auxiliary BS&S classes. The intent is twofold:

- Bring a strong Coast Guard commitment to boating safety to the class from an active-duty Coast Guard official.
- Provide active-duty support to the Coast Guard Auxiliary Growth and Retention Program by putting in a plug for joining the Auxiliary.

This speech lasts approximately 15-20 minutes.

WHAT'S IN THIS FOR YOU?

Good evening, ladies and gentlemen. Through the Coast Guard Auxiliary, the Coast Guard brings you this program which can best be described as "preventive SAR." Each of you has your own reason for taking the course, such as earning a reduction in your boat insurance premium. The objective of this course is to prevent you, the boater, and me, a representative of the Coast Guard search and rescue forces, from meeting professionally. In short, the Coast Guard does not want to save your life, it wants to prevent you from losing it.

Although you may not realize it, many people get into trouble on the water. Most are "minor" troubles which merely cause an inconvenience. Far too many are emergencies in which there is a significant probability that injury to persons or damage to property will occur. Having an emergency on the water is far different from having an emergency on the land. If you have an emergency on the water, the event has one of three possible outcomes: 1) you will die of hypothermia, 2) you will die from drowning, or 3) you will be rescued before one of these comes to pass. The objective of the Coast Guard search and rescue forces — regulars and Auxiliarists — is to achieve the third outcome.

The objective of this class is to enable you to help us win this three-way race.

No one ever goes out on a recreational boating trip expecting trouble. But trouble — an emergency — comes in many forms. Your boat strikes a submerged object and begins taking on water. The engine fails to start. The engine catches on fire when it does start. You get a big fishhook in a useful part of the body. The emergencies which have happened in real life boggle the imagination — please don't personally try to be creative in this area!! The problem with an emergency on the water is that you don't get to pick what happens — Mother Nature does. And, things being the way they are, Murphy's Law applies, and what happens will be the worst possible in the circumstance.

The point is — and the point of this class is — what you do before the emergency directly affects your chances of surviving the emergency — The steps that you take here and at the dock before you get underway can well ensure that we get to enjoy the look of relief on your face when we get to you.

How many of you in the class have life insurance?

Well, I look at what you think of life insurance as death insurance. No one benefits from the preparations you are taking until you die. The value of your policy is the value you place on your death. I can guess the value of your life by looking at the equipment in your boat and seeing what you have spent to preserve your life in an emergency.

You can buy the minimum possible equipment to signal the rescue forces by buying a hand-held flare that can be seen maybe three miles — or you can spend a couple more bucks for flares that can be seen for twenty miles. You can check the weather before you leave the dock or you can take whatever Mother Nature gives you. You can learn to navigate your boat or you can proceed "by-guess and by-God" and take whatever destination God gives you. You can equip your boat with Type III PFDs (you'll find out what these are in class), or you can buy the insurance of a Type I which will keep your head out of the water and prevent you from drowning when you get drowsy from the effects of hypothermia. You can rely on a Citizen's Band radio and hope someone hears you or you can buy a good radio which transmits on frequencies monitored by the Coast Guard. Far too often, you spend the minimum possible — and get the minimum benefits.

This radio is the single most important piece of equipment you may ever buy. When you have an emergency on the water, your objective probably is to make it my emergency (or someone else who can help you) so you don't have to resolve it by yourself. The best way to get the attention of the Coast Guard search and rescue forces is to talk on the radio. Another good idea to ensure the Coast Guard finds out you may have a problem is to leave a "float plan" with a responsible adult with instructions to call the Coast Guard in the event you do not return. A float plan is a description of where you are going, what you are going in, what you are going to do, who is with you, when you will return, and what equipment you have on board. Don't put your wife (husband, best friend, mother, etc.) into this conversation:

Good evening, Coast Guard Search and Rescue.

My husband didn't come back from a fishing trip. Okay, we'll need some information. Where was he going? I dunno.

When did he leave?

Sometime early this morning.

Where did he leave from?

I dunno.

What kind of boat is he in?

I dunno, it's his friend's boat.

What is his friend's name?

I dunno.

Is there a radio on the boat?

I dunno.

You very quickly get the drift of this conversation. And if the husband is out drifting in a disabled boat, it may be a long time before the Coast Guard finally figures out where he might be.

I am reminded of the prayer of an ancient mariner: "Dear God, help me!! For thy ocean is so great, and my boat is so small."

And everything you can do in your boat to help the search and rescue forces find you makes your boat just a little bigger and your chances of surviving an emergency just a little greater.

Knowledge is a great tool in a survival situation. It's even better employed in avoiding survival situations. Preparation is another really useful tool in your survival experience. Hopefully, that is why you are in this class and we in the Coast Guard certainly hope that you get some useful information out of this course. Right now, before you get underway in your boat, I urge you to sit quietly in your boat and try to imagine things that could go wrong. Simple things. And then try to think of what you could do to fix the problem before it became an emergency. Example: Can the engine catch on fire? Where is my fire extinguisher. Is it the right type? Is it charged? Do I keep it where I could get to it if the fire broke out, or is it mounted right next to the gas can? Where is the backup? If fire broke out, could I get to the life jackets?

The Coast Guard has a motto: "Safe Boating is NO ACCIDENT." Accident prevention takes preparation. Lack of preparation makes for a survival situation. And remember that preparation includes both buying the equipment and KNOWING HOW TO USE IT. Read the directions for the flares now, not when you really need it to signal that you are sinking in a storm-tossed boat in a pitch-black night. Remember Murphy's Law!!

Let me assure you that if you do not get into trouble, I won't be disappointed — in fact, it would make me happy. The Coast Guard is not into promoting volume business. We train to perform our job in the worst of conditions when the circumstances or the elements completely overwhelm your capability to deal with them. You don't really have to worry that I will be bored if you don't run out of gas on a clear, sunny Sunday afternoon. I don't need the practice of towing disabled boats on a calm sea.

Hopefully, my little talk has given you something to think about. Hopefully, my little talk has given you something to do!! What is the answer to the problem of how to deal with the whim of Mother Nature (not to mention our friend Murphy)? YOU ARE THE ANSWER. The fact that you are here is part of the solution, because when you finish the class, you will be more capable of dealing with what you may face. If you want to learn more, there are many more courses you can take. Or, you can talk with members of the Coast Guard Auxiliary where I have found an enormous wealth of knowledge and experience.

You can be a bigger part of the solution by telling your friends about this course. You would be amazed at how few boaters ever take a course such as this. You would be amazed at how much you, the taxpayer, pays for their oversights and mistakes. Spread the word!!

Finally, if you want to be a really big part of the solution, talk to these Auxiliarists about joining their organization. They are the same sort of people you are. They own a boat for the same reasons you do. The difference is that they have taken the extra step of learning a lot more about this business than you have. They do an enormous job and not only try to help keep you from getting into trouble, but come out and assist you if you do. They will tell you more about the Auxiliary as the course progresses.

I'll close with this thought. You are going to be taking a final exam at the end of this course. You'll find it easy to pass, because you're going to be given the answers over the next few weeks. When you pass it, you'll be awarded a certificate. But the real final exam may come later — when you unexpectedly face a difficult situation in your boat out on the water. That practical exam may not be so easy to pass. Pass that one, and you get to keep your life! s/Ken Hollemon, CDR, Group Cape May, NJ

WINTER CONFERENCE A BIG SUCCESS AT THE VALLEY FORGE HILTON

Everything had been planned, rooms set, meetings rooms all in order, food being prepared, speakers primed, ready to present the workshops and the seminars. Almost 500 members ready to receive the information when the Weather Man did us dirt. NO not snow, HEAT 62 degrees, a record for the date, and the hotel had secured their water cooled air conditioning system at least a month ago. Sorry, we did out best but sometimes . . .

In spite of the heat it was a good conference and all of the workshops were well presented and received. The District store did a bang up job as always and had lots of new items on display.

In the evening after the Banquet we found the real side of some of our members. They like to gamble! And gamble they did, with play money of course, and then ended up the evening with an auction so that they could spend their play money. We found out that Bob Nichols still remembered how to conduct an auction. Many years ago he conducted horse auctions and he still has the patter down pat. Good job Bob and thanks to all who helped run the events.

No article about the conference would be complete without my heartfelt thanks to Lenore and Will Roush for the great job that they did at the registration desk. It sure takes a big load off my shoulders. I also want to thank my wife Alice for all her assistance in keeping the reservations straight.

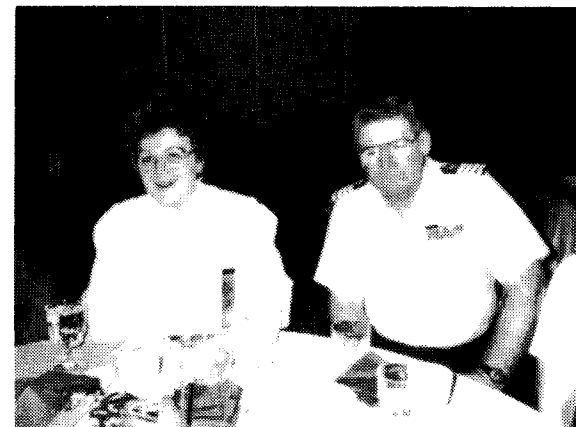
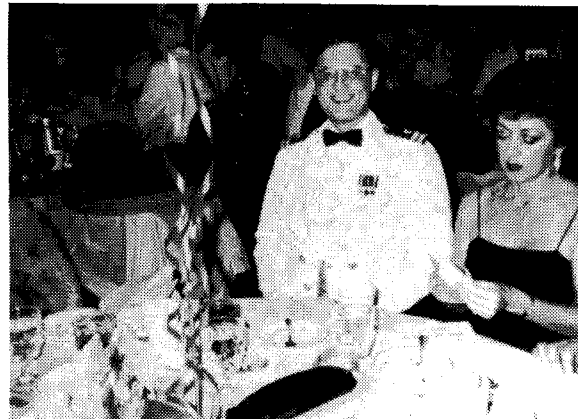
M. Philip Stamm, Conference Coordinator, 3SR

Editor's Note: Some scenes from the MonteCarlo night fill the balance of this page. Good time enjoyed by all, especially Bob Nichols, ADSO-PB.



NATIONAL EASTERN AREA CONFERENCE, NEW ORLEANS, LA

The National Eastern Area Conference in New Orleans, Louisiana on March 12th through the 15th was attended by 49 members of Third Southern. It was the largest district representation at the conference. Everyone not only acquired additional knowledge of Auxiliary policies, procedures, and educational material, but most of all enjoyed themselves tremendously. Our compliments to NARCO-East Henry Pratt and his committee for a job well done. From the workshops and meetings to the meals and planned sight-seeing and the Friday evening dinner at a great restaurant and a fabulous show at another club afterwards. Many of the Third Southern members traveled to and from the conference in the C-130 shown on the cover of this issue. A little bumpy going into the city and a little delay coming out—but our congratulations to CAPT Tom who handled it like the pro he is—we might even do it again given the opportunity. Shown on this and the facing page are some of the Third Southern Group. (I did take everyone's picture but unfortunately they didn't all turn out well—that's the chance you take with amateurs like me. Even if they had—space would not be available to get all in *Topside*.) Some of us are now looking forward to the Western Area Conference in Hawaii next month—it can't come fast enough. If you have never attended a National Conference and have the opportunity—by all means take advantage of it—they're great events.



ARE YOU READY FOR NATIONAL SAFE BOATING WEEK?



**DIVISION II's
CHANGE OF COURSE
OFFICER'S CLUB
PHILADELPHIA NAVY
YARD
FEBRUARY 14, 1986**

'Twas a cold and snowy evening but inside the Officer's Club warmth and fellowship prevailed for Division II's Change of Course. The menu was super — choice of either Surf and Turf or Crab Imperial — absolutely fantastic fare plus a complimentary glass of pink champagne and for dessert, Strawberry Shortcake. As of that morning we had reservations for 80 people. Sickness and the weather took its toll during the day and we ended up with 68 in attendance. (Because of the Club's super attitude, we were able to refund the dinner cost to the 'no shows'.) The big band of the Albert DiSalvatore Orchestra played in the main dining room and many present enjoyed the dancing.

Guests included RADM Douglas Fredericks and his lady Pat; DCO Dick Raudabaugh and Juanita; CMDR Patrick Wendt and Pepper; Frank Taylor, DCP XIV; Bill Dillon, DCP XIII and his lady Marie; RCO-E Bill Pierce; LT Bill Cherry, Asst. DIRAUX; eight DSO's and eight ADSO's plus the VCP III Jeff Jones and his wife Sharon.

Several awards were presented: NACO Award to Jim Legensky by DSO-GR Caroline Sweigart for bringing in three members last year; a special presentation to George Brouse by DCO Dick Raudabaugh for his tireless efforts in 1985 for the Vessel Examination Program, which achieved 132% of their goal.

A surprise award to Russ Appler, DCP, was presented by RADM Fredericks on behalf of ADM Paul Yost for his outstanding work in flying the Commander of the Atlantic Region from "cow pasture to cow pasture."

E.P.I.R.B.



Last year I took the opportunity to write to the GUEST Company, Inc., 130 Shield Street, PO Box 10130, West Hartford, CT 06110, and ask them if we might be able to obtain some manufactured safety devices which were defective insofar as saleability, but which we might use for demonstration purposes in our MT or PE classes and at boating displays. They obliged by sending me an E.P.I.R.B. which we have used in our classes and flotilla meetings.

Following a complimentary letter to them, they asked for information concerning Auxiliary contacts. This we are not permitted to do, and LT Bill Cherry responded to them to that effect. This, however, does not restrict interested flotillas from inquiring to GUEST for information, handouts . . . etc. as they may be able to provide.

They are interested in us, and we can use the opportunity to show and explain this type of safety equipment. It must be noted however, the Auxiliary **CANNOT** promote a specific manufacturer or their product, but we are permitted to tell people that these items are available and how they can be used to help save boaters' lives.

A picture of the unit is shown at the left.

Mike Dietzler, IPDCP XIV, 3SR



Public Education Alice Stamm, DSO-PE

A most successful workshop was conducted at the January Conference. A special thank you to both Harry Bickel, Division IV, for his training aid on anchoring and his part in the workshop, and to Philip Stamm ADSO/PE-S for his part in explaining the new Short Course. Both of these gentlemen made the workshop a well-rounded and enlightening time.

WE MADE OUR NATIONAL P.E. GOAL. THANK YOU ALL. Our goal for 1986 is up by about 200 hours. We can make that also, if all man hour cards are filled out and sent in.

National seems to want us to step up the teaching of Coastal Piloting and Water 'N Kids. We in Third Southern came in third and fourth in these areas in 1985. Don't slack off the other programs.

COASTAL PILOTING WORKSHOP IN LANCASTER. Everything you always wanted to know about this course and were afraid to ask. Come and listen and learn and question Walton Porter ADSO/PEC, as he puts on the workshop we had to cancel at Wildwood Crest. Walt will have slides, extra slide commentaries for this course and copies of the corrections that have come to date from National via the Speed Gram. It should be outstanding. Don't miss it!!!

Looking forward to seeing you all at our awards conference in Lancaster. It's one where we all learn and have fun. Remember the fourth cornerstone Fellowship. So COME ONE, COME ALL and attend the Public Education Workshop on Coastal Piloting. Questions on other courses will also be answered. See you all May 10, 1986.

Alice F. Stamm DSO/PE

APPLICATION FOR ACADEMY INTRODUCTION MISSION AT THE U. S. COAST GUARD ACADEMY		
<p>In accordance with the "Privacy Act of 1974" the following authority for collecting the information contained in this form is provided.</p> <p>A. Authority. 14 USC 33 182, 468. Disclosure of the information is voluntary.</p> <p>B. Principal purpose(s) for which information is intended to be used. (1) Provision of information necessary to permit means of contact with applicant for project AIM. (2) Consent of parent or legal guardian of minor to participation in the program. (3) Provision of contact information in the event of emergency while person is at Academy. (4) Statement of physical and mental qualification of applicant for possible future admission to the Academy.</p> <p>C. The routine uses which may be made of the information. Compilation of names of attendees at project AIM.</p> <p>D. The effects on individual, if any, for not providing all or any part of the requested information. The person may not be contacted for interview or selected to attend project AIM.</p>		
INSTRUCTIONS: Sponsoring Auxiliary Unit shall insure that this application is completed in duplicate and forwarded to the Director of Auxiliary (<i>See Reverse</i>).		DATE OF APPLICATION
NAME OF CANDIDATE (<i>Last, first, middle initial</i>)	PLACE OF BIRTH	DATE OF BIRTH
ADDRESS (<i>Street, City, State, Zip Code</i>)		
NAME OF SPONSORING AUXILIARY UNIT		HIGH SCHOOL IN WHICH PRESENTLY ENROLLED
NAME AND ADDRESS OF PARENT OR GUARDIAN		TELEPHONE NO. OF PARENT OR GUARDIAN
<p>I HEREBY APPROVE my <input type="checkbox"/> son's <input type="checkbox"/> daughter's participation in Academy Introduction Mission to be held at the Coast Guard Academy:</p> <p>FROM _____ TO _____</p> <p>_____ <i>Signature of Parent</i></p>		<p>I CERTIFY that to the best of my knowledge this individual possesses no physical or mental characteristics which would constitute a barrier to consideration for admission to the Coast Guard Academy.</p> <p>_____ <i>Signature of Auxiliary Division Captain</i> _____ <i>DIST.</i> _____ <i>DIV.</i></p>

PREVIOUS EDITIONS ARE OBSOLETE

SN 7530-00-FO1-7050

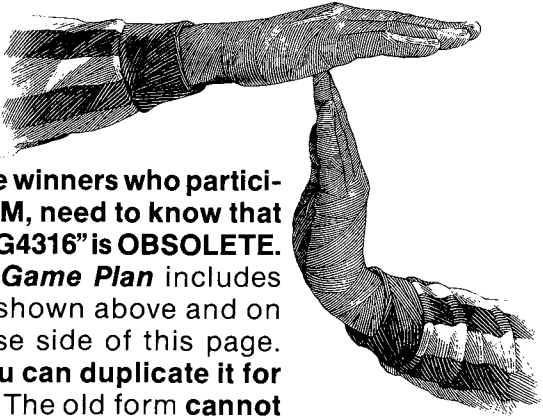
BEFORE ME, the undersigned authority, personally appeared _____, known to me to be the person(s) whose name(s) is (are) subscribed on both sides of this instrument and who signed the same in my presence and (s)he (they) acknowledged to me that (s)he (they) executed the same as their free act and deed and that the same are true and correct.

The Are No TIME-OUTS in the AIM World!

And all the winners who participate in AIM, need to know that the old "CG4316" is OBSOLETE. The new **Game Plan** includes the form shown above and on the reverse side of this page. **Yes — you can duplicate it for your use.** The old form **cannot** and **will not** be accepted!

Please give this the widest dissemination possible!

Helen McCabe, BC-MAE



NOTARY PUBLIC

STATE OF _____ :
COUNTY OF _____ : SS:
ON THIS, the _____ day of _____, 19____

(SEAL)



AUTHORIZATION FOR MEDICAL CARE AND MEDICAL RELEASE

I (We), the undersigned, am (are) the parent(s) and/or legal guardian(s) of the person of _____, a minor, being under the age of eighteen (18) years. I (We) have specifically granted my (our) said child permission to attend the Coast Guard Auxiliary Academy Introduction Mission program, (Project AIM), to be held at the U.S. Coast Guard Academy in New London, Connecticut from _____ August 19__ to _____ August 19__.

To the best of my (our) knowledge and belief my (our) said child has no mental or physical defects, diseases, or impairments, and during such program he/she may engage in physical activities, including drills, exercises and sports.

In the event that my (our) said child, _____, should become ill or injured while participating in this program, including the period of time while my (our) said child is traveling from his/her place of residence to the U.S. Coast Guard Academy, while at the U.S. Coast Guard Academy, and returning from the U.S. Coast Guard Academy to his/her place of residence, I (we) hereby authorize medical personnel, including trained nurses and "paramedics", to administer drugs, medication, blood, and medical treatment, to include emergency first aid and surgery, should such be necessary in the opinion of said medical personnel, to protect the life, health, or safety of my (our) said child. All decisions concerning medical treatment of all types may be made by such medical personnel.

In the event of an emergency I (we) can be contacted at the following telephone number(s): _____ and/or address(s) _____

I (we) further agree that any and all medical treatment deemed to be necessary and appropriate, in the opinion of such medical personnel, may be undertaken without notification to me (us). I (we) further represent and agree that in the exercise of the discretion in selection of medical facilities, medical personnel, the U.S. Coast Guard, the U.S. Coast Guard Auxiliary, and the officers, members, personnel, and employees thereof, are hereby released, indemnified and held harmless from any loss or liability they, or any of them may incur or suffer by virtue of acts or omissions in pursuance of the premises herein set forth. I (we) further agree to reimburse the said U.S. Coast Guard, U.S. Coast Guard Auxiliary, and the officers, members, personnel, and employees thereof, for any and all costs and expenses they, or any of them, may incur, in connection with such medical treatment.

Medical and Hospitalization coverage insurance, which includes coverage of my (our) said child, is in force and effect, being policy(ies)

Number(s) _____
written by _____
insurance company(ies) (if none, state "none").

I (WE) HAVE READ AND UNDERSTAND THE AGREEMENT HEREIN CONTAINED

Witness my (our) hand(s) this _____ day of _____ 19__.

Father

Mother

Guardian

SAILING AND THE AUXILIARY

Comparable activity

What possible reason would any sane person have for becoming a sailor? The popular definition that "Sailing is the fine art of getting wet and becoming ill, while slowly going nowhere at great expense" is most aptly stated.

Why also would someone join the USCG Auxiliary? It's time consuming, and certainly not a profitable venture. As one rises through the ranks, even more "free" time will be expended on Auxiliary business, responsibilities increase and pay remains the same.

To the uninitiated, both pursuits seem unappealing, being more time consuming and trouble than they're worth.

Just as we "ragbaggers" feel great having arrived safely at our intended destination after a long and wet slog to weather, as Auxiliarists we feel that same way knowing that through a successful PE class, vessel examination or patrol we have contributed towards making our boating waters a safer place for everyone.

Both pursuits are challenging and stimulating, the only reward being a feeling of personal accomplishment derived from the activity.

Robert P. Myers, FL 6-1, 3SR

STACKER DISPLAY

The display shown at the right with parts and assembly instructions is manufactured by the IDL Inc., 535 Old Frankstown Road, Pittsburgh, PA 15239. United Way uses this eye catching display during their campaign period through the year. What got my attention and interest concerning this display is it's portability. I have always been looking for something to take to a shopping center, school, or work to explain the Auxiliary and it's purposes. This particular "Stacker Display" is a real attention getter, light weight and very functional for our purposes.

The display assembles in one minute and fits into a flat box only 1-3/4 inches deep. The Auxiliary emblem can be obtained through your Materials Officer for placement on the top panel, or the manufacturer could have them preprinted. They could be used at your PE classes, MT classes, Safe Boating booths, Vessel Examination displays, schools, wherever you want. When assembled, the display is over six feet tall and with the four side panels, each cornerstone of the Auxiliary could be advertised. One way to complement the display would be with photos—the next day it could easily be turned into an appropriate display for a PE class.

IDL, Inc has no blanks on hand at this time. The display I have was borrowed from United Way. IDL, Inc. will produce these displays in a quantity of 50 for \$850., making each display approximately \$17.00 each. We would like to see how much interest there might be to obtain 50 orders from the flotillas within the 3rd Southern Region.

If your flotilla is interested, please contact Mike Deitzler, IPDCP XIV, 407 E. Evergreen Road, Lebanon, PA 17042 (H) 717-272-8054 or (B) 215-775-2600. I believe that this display could be a real asset for the Auxiliary and each flotilla.

The display was presented to the Past Captains' Association at the Winter Conference with high approval. We are trying to obtain enough interest to get them into the National Store line as an easily obtainable, high volume item. The Director indicated that if funds weren't so questionable at this time—he would get them himself.

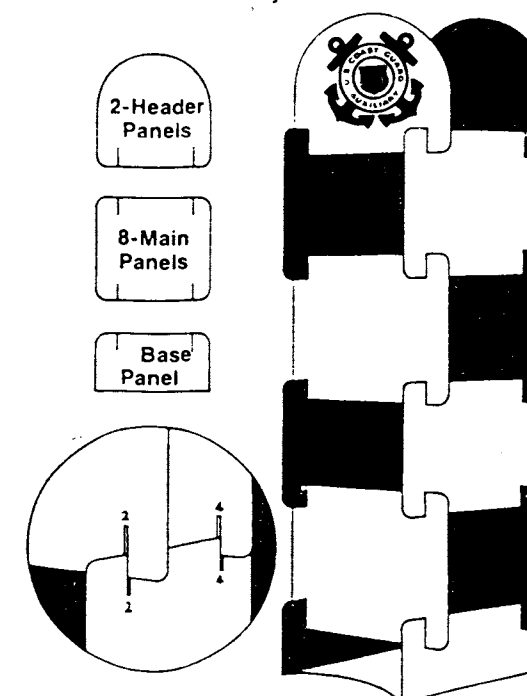
Mike Deitzler, IPDCP XIV, 3SR

FLOTILLA 3-3 CONDUCTS SAFE BOATING DEMONSTRATION

Flotilla 3-3 recently demonstrated a completely equipped patrol facility. Shown below, the members left to right are James Barsuglia, John McIntosh, John Simkins, Martin Giacomoni, Michael Jordan, Anthony Stanewich.



Assembly Instructions



1. Assembly must begin with the base panel and work up.
2. Note that the assembly slots are numbered for ease of assembly and correct sequence of the panels. The unprinted side of each panel faces the INSIDE of the display.
3. Slide the panels with corresponding numbered slots together, as shown in the sketch below. In some cases, the slots have no numbers. These will also fit together.
4. The header panels have no numbers. Slide these into place last, into the slots on the top panel, which also have no numbers.
5. After assembly, this is a free standing display, as shown below.



THIRD DISTRICT SOUTHERN REGION CALENDAR—1986



DISTRICT CONFERENCES

May 9 - 11 Conference & Awards Banquet - Treadway Inn, Lancaster, Pennsylvania
July 18 - 20 Wilmington Hilton, Claymont Delaware
October 24 - 26 Flanders, Ocean City, New Jersey



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DISTRICT AREA MEETINGS

CENTRAL AREA

April 12 - Newark, Delaware
June 9 - Newark, Delaware
August 11 - Newark, Delaware
November 8 - Newark, Delaware

EASTERN AREA

April 5 - Mt. Ephriam, New Jersey
June 3 - Base Gloucester, New Jersey
August 5 - Base Gloucester, New Jersey
November 22 - Manahawkin, New Jersey

WESTERN AREA

June 17 - Harrisburg, Pennsylvania
August 19 - Harrisburg, Pennsylvania
November 18 - Reading, Pennsylvania

NATIONAL

WANCON (Western) - April 12 - 14, Honolulu, Hawaii
CANCON (Central) - May 7 - 10, Minneapolis, Minnesota
NACON (National) - September 10 - 13, Denver, Colorado

TOPSIDE DEADLINES

April 30, June 30, Oct 30

POPEYE—FOR NATIONAL SAFE BOATING WEEK



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