

topside

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Front Cover:

USCG HELICOPTER (HH52A) Flies over New York City.

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A VIEW FROM THE BRIDGE



WHO PAYS WHICH COST?

"CG Station this is AUXILIARY VESSEL
I'm aground!" ———

The action is over! Now starts the paperwork. What happened? Weather conditions? Operational situation? Poor maintenance? Poor decision?

Who contributed? The Owner/Operator? Other vessels? Towed vessel? Traffic in the area? Maintenance condition of the Aux. vessel?

These and many more questions are the beginnings of the investigative process which follows every instance in which an Auxiliary vessel is involved in a "Damage Incident" during an authorized patrol. Many questions have arisen lately as a result of some of the damage claims which have been submitted to the office of the Director. This article and the one to follow in the next issue are intended to clarify some of the issues at stake in the determination of whether or not a claim will be paid, and under what circumstances the Coast Guard is liable for the damage as compared to the circumstances under which the Auxiliarist is liable for the damage. I shall grant at the outset that this will probably raise more questions than it will answer, but I am willing to take that risk and to answer any questions which are submitted to my office following the articles. Some questions can only be answered in the light of an actual case, but the guidance established by the reprinting of the following articles from the case files of the Coast Guard Legal office may assist Auxiliarists in knowing just where the fuzzy line between Coast Guard responsibility and Auxiliarist responsibility rests. The following two cases were decided in 1964, but the policy goes back to 1941 as amended in 1944, and is still effective.

1. Auxiliary, facilities and equipment; liability of the Coast Guard for damages caused to.

In reply to an inquiry concerning the above subject, the Chief Counsel has stated that the responsibility of the Coast Guard for damages to Auxiliary facilities and equipment extends only to those situations where the damage was caused by the Coast Guard operation of the facility. He then continued:

"The meaning of the phraseology in [14 U.S.C. 830] becomes clearer when it is realized that the statute establishing the Coast Guard Auxiliary had a somewhat more limited scope than the applicable sections of Title 14, U.S. Code.

"Section 6 of the Act of 19 February 1941 (55 Stat. 10) provided for the assignment of Auxiliary facilities to Coast Guard duty only when placed in charge of service personnel. Section 7 gave the facility a public vessel status when so assigned. Section 8 authorized the expenditure of Coast Guard funds to operate such facilities and for repair of damages when responsibility for such damages rested with the Coast Guard. Section 5 of the Act of 30 September 1944 extended such authority for loss of the facility and Section 3 of the Act removed the requirement that the facility be in charge of Coast Guard personnel.

"While some requirements have been relaxed as far as operation is concerned, the basic responsibility for repair of

(Continued on page 10)



discredit not only to you, but to the Auxiliary as a whole. And furthermore, your possible failings reflect unfavorably on the Coast Guard — many times the public simply doesn't know the difference between us and the active duty service.

And finally, we simply cannot do our job if the public doesn't cooperate. We have a lot to offer, but unless we act

always in a professional manner, in "The high standards of the Coast Guard and the Auxiliary," to coin a phrase, the public might not be willing to accept what we offer. We are good. Remember that. But unless we look good, and act good we could be the best in the world and nobody would care.

UPDATE... Lee B. Weaver (VCO)

—WHERE IS OUR CHAIN OF COMMAND—

Our Auxiliary Flotilla members need to be trained to use our Chain of Command properly. Too many of our members are taking their problems directly to the Director of Auxiliary. Our Auxiliary is a Civilian organization and the Director of Auxiliary is a liaison officer of the U.S.C.G. The Director is to be called upon to supervise the programs of the Auxiliary and to advise when necessary only thru the Chain of Command.

Our staff officers are trained to handle most problems that come up in the Auxiliary. Our Auxiliary members must learn to rely on the expertise of our Commodores, Captains, and

Flotilla Commanders. Our officers are quite efficient and capable of handling most things that come along.

Eventually our District will be converting to Quarterly District meetings. When and if this goes into effect, the Chain of Command will be called upon to a much greater extent.

The time has arrived for us to concentrate all efforts towards the use of the Chain of Command. All Flotilla Commanders and Captains must stress the importance of this to their Flotilla members. Our Auxiliary will run more efficiently when this is accomplished.

UPDATE... Richard Hudson (RCO-C)

The 1980 Great Oaks Rendevous was a big success which is directly attributable to the comprehensive efforts put forth by VCO Weaver and the members of Division I. Our sincere thanks for a job well done.

A review of the programs through the period of 1 June 1980 indicates that we are making progress in some areas. In this regard we should exceed goals set in 1979 in the area of CME examinations and numbers of persons taught in our public education classes. In other areas we will come close and, with additional effort on our part, could exceed these marks also.

However, we will be down in other areas such as membership growth and retention, operations and in the number of Auxiliarists participating in the Auxop program. A more concentrated effort is required in these fields. Operations will be hardest hit by a lack of funding and those members boating

the 5th district who have been pre-empted from patrol dates.

We are striving to maintain a positive rate of growth in all programs, but this must never be done by sacrificing the excellent quality we have developed in our programs.

A step in the right direction has been the development of the instructor training program by Burt Hodgden, DSO-MT, and his staff to give us better qualified instructors. The National Staff has also been developing new course texts and teaching aids. All will be of value in the fall public education classes and well into membership training in 1981.

I believe the entire membership is striving for better programs and for an excellent second half of 1980 and forward into 1981. We sincerely appreciate your efforts and concern for the improvement of the service we have to offer to the boating public.

UPDATE... Rodger Derr (RCO-E)

HOW TO GROW AN AUXILIARIST

You start early.

With a boy or a girl, with an eye on the water.

And a dream in the heart.

You bring that youngster along — teaching, swimming, boating (Water & Kids) — doing all you can to help keep the dream alive and growing.

Then, when the time comes, you give that young adult the very best training (BS&S) and the use of a safe seaworthy boat. From that point the Coast Guard Auxiliary will take over — teaching the HOW TO's: Inspect a boat, teach a class, run a patrol. By this time the dream is reality and the new Auxiliarist will receive one of the most comprehensive training and support programs, the Operational Specialty Courses. And, they

will get administrative assignments — THE STAFF OFFICER, which help develop their leadership.

So - the seed was planted and nurtured and the dream became reality. This Auxiliarist might be your next Flotilla Commander, Division Captain or maybe the National Commodore.

The Third Southern Region has been "growing" Auxiliarists for decades. Literally, thousands have been BQ'D and many have gone thru the ranks to the highest offices. Why — to assist the Coast Guard and to promote boating safety — their dream.

We as members of the Coast Guard Auxiliary whether in front of a class, working a patrol, speaking before a group, are always planting seeds to grow Auxiliarists, so we must be always ready with the best training and leadership programs - for young boaters with dreams.

UPDATE... Robert L. Wecker (RCO-W)

Whenever two or more people are involved in any project or endeavor, they must pull together to be successful. I feel most of us will agree that this policy applies to our daily participation in life, be it in the home, employment, or our involvement in any organization. The Auxiliary with its many varied activities and programs is most certainly a shining example of members working in unison to achieve the successful completion of these many varied endeavors.

Our Operations, Education and Vessel Examination programs in the 3 SR have all been successful because we have exercised the teamwork required in the Flotillas to obtain the goals we seek. However, since we are an active, progressive organization, we are constantly aspiring for greater achievements.

Many of our members who reside in one area of our District keep their boats and do their boating in entirely different areas of the District. If you are a member of an inland Division and do your boating in a Coastal area of the District, and are

UPDATE... William Dischert (IPDCO)

There are times when those who are elected or appointed to office have not been properly prepared for office. Very often these people are recently basically qualified and take the office not because they want it, but are pressured into it by older members who did not want an office and knew how to say no. Many of these people are unable to do the job only because they have little or no knowledge of what is expected of them and become frustrated and lose interest. When this happens the office holder is, many times, censored by those who pressured him into the office and wrongly accused of apathy.

Isn't a fact that this individual failed because his unit, and especially the older members had themselves become apathetic. Had the members researched the individual as to his education concerning the office and his understanding of what was expected of him, would he have been placed in the position? Was his unit supportive or rejective? If the individual has not been trained and supported by the unit, put the blame

interested in participating in Operations in the area where you do your boating, contact the Flotilla Commander of that area and offer your services. If you have a problem identifying these people, contact your own Flotilla Commander, who by using the District Directory, will be able to provide you with the name, address, and phone number of the Flotilla Commander and Operations Officer of the Flotilla in your boating area.

FC's and FSO/OP's, if you find you need additional personnel to complete your Patrols, try checking your local marinas for vessels displaying the facility decal. Check with the marina operator for the identification of the facility owner. Introduce yourself and request their assistance. In this way we will not only be expanding our operational program, but initiating new friendships, furthering our fellowship cornerstone, and most certainly using teamwork as the name of the game in the Third Southern Region.

where it should be, on the unit not the person.

When the job starts to go downhill the office holder may begin to lose self-confidence and the feeling is compounded when unkind, unwarranted and insensitive remarks by the members filter down to him and possibly at this point he will feel humiliated and rejected. He may be a perfectionist and fear failure and the knowledge that he is failing in his office may give him a false low opinion of his ability leading him to be preoccupied with his inadequency and completely turn his back to the job. He may not be a success in the job but that does not mean he is a failure, rather, his unit has failed him.

It is certainly within the realm of possibility that, with proper training, guidance, counselling, praise and understanding he could become the proper person for the job and do an outstanding piece of work while turning apathy to enthusiasm.

Flotilla 42 Meets for "Silver Jubilee"

In celebration of "Old Timers' Night", 35 members of Flotilla 42 turned out to honor shipmates of 25 or more years in the U.S. Coast Guard Auxiliary.

The "Silver Jubilee" event was held at the American Legion Hall, Post 667 in Manoa, Pennsylvania, on May 30, 1980.

Arranged by Paul Gettz of 42, four senior members were hosted for their contributions of time and labor over many years to the Auxiliary.

The four with total membership of over 131 years in the U.S. Coast Guard Auxiliary are: John Johansen, former Commodore of the 3rd Southern; Alfred Ward, William Gibson, all formerly members of Flotilla 22, with membership in the Temporary Reserve during W.W. II, and Charles Smith, Jr., one of four generations serving in the Flotilla.

Submitted by:
J.C. Robertson FSO/PB 42

IN MEMORIAM

Division II is sadden by the loss of two of its faithful members,

FRED EMAS — FLOTILLA 26

PAUL SCHROTH — FLOTILLA 23

Our sincere sympathy is extended to their families. They will be remembered as dedicated Auxiliarists.

Submitted by
Muriel G. Lewis
SO-PB II

ASK THE DIRECTOR

Stumped? Can't find the answer? The manual isn't clear? Four answers to the same question -- who's right? When all else fails, ask the Director!

Q. I am confused about the term "OPERATOR". How is it used? How does it apply to the GAP goals? How does it compare with AUXOP?

A. The term OPERATOR in boating language means the person in charge of the vessels movement. In the Coast Guard family, we used the term "SKIPPER" to refer to the person in charge of the vessels movement. Auxiliary terminology provides us with the following meanings:

(a) "OPERATIONAL QUALIFIED" — This term is applied to a BQ or AUXOP member who has completed the Patrols and Communications OSC courses and has had the current Operations Seminar.

(b) OPERATIONAL FACILITY — This term refers to a facility that meets the requirements of Section "C" of Chapter IV of the 3SR Officer's Guide.

(c) "OPERATOR" — This term defines an award issued to a BQ or AUXOP member who, having completed the OSC course in Patrols, plus the OSC course in either Communications, SAR or Seamanship, performs 5 missions and 20 hours of operational activity in the following categories; Safety Patrols, Regatta Patrols and Chart Updating Patrols or Operational Support Missions. This activity must be done in one calendar year. Note, these Patrols may be performed as either skipper or crew, and the Chart

Updating Patrols do count for this award. Also note, that a person may qualify for this award without being "Operationally Qualified" as defined in sub-paragraph (a) above. Additionally, the Patrols may be performed as Category 1, 2 or 3. Upon initial qualification, a member is awarded a grey ribbon with three broad blue verticle stripes.

(d) AUXOP — This is a membership category (not an award) that is granted to a member that has completed all seven OSC courses. Note that an AUXOP member may or may not be "Operationally Qualified" or an "Operator".

(e) The GAP Award in Operations (a grey ribbon with three broad green vertical stripes) is awarded to every member of a Flotilla that has reached or exceeded the Coast Guard goal in operations. To qualify for this award, only skipper hours are counted (as well as Category 7 hours). Once again, this award is based on skipper hours of Safety and Regatta Patrols and Operational Support Missions only. (Note, Chart Updating Patrols are counted for this award).

I hope this clarifies the terms.

NOTE: If you have any questions, comments, or suggestions, write:

Topside—Editors
P.O. Box 5096 Sta. A
Wilkes-Barre, PA. 18710

PAST CAPTAINS ASSOCIATION

Members of the Past Captains Association are hearing very favorable comments about their efforts to make the District Awards Program known to all Auxiliarists. The PCA hopes that these efforts are successful in that more Flotillas are recognized for their achievements next February at the awards banquet.

If you don't try to keep your Flotilla a secret, the chances of being recognized are within easy reach. Assuming that the District Dues were paid on time, Monthly Unit Reports are going in on time and all facilities are inspected before the

deadline date so that the inspection reports are received by the Director's office on time, you've got it made.

All that is left to do is to inform Auxmis what you are doing. The forms to be used with Auxmis are brief and simple to fill out.

Once the information gets into Auxmis, your Flotilla's successes are no longer a secret. Success breeds more success and everyone wants to be successful.

CLIFTON McGRAW — P-PCA



one
big



happy family!

DISTRICT PRESS

COAST GUARD INSTITUTE COURSE — the following changes are effective 1 July 1980. (1) End of course tests (EOCT) need not be requested — they will be sent automatically 3 weeks after enrollment. (2) As each test is administered and failed, a new EOCT will be automatically sent, until:

- a. The student receives a passing grade.
- b. The student takes and fails 10 EOCT's.
- c. The student or command request disenrollment by returning EOCT unadministered.
- d. A maximum of 36 months have passed since enrollment.

In situations a. through d., ALL unadministered tests and returnable (non-expendable) course materials MUST be returned to the Institute before the student can enroll in another course. (3) There is no longer an INACTIVE status. The student is either ENROLLED or is not enrolled. If an EOCT is returned unadministered the student is automatically DISENROLLED. (4) There is no longer a firm deadline for administration of EOCT's.

SPECIAL NOTES — When this system is running, ALL students currently enrolled in a course who do not have an EOCT out, will automatically be mailed an EOCT and the new system of exam administration will begin. Students who are in the "DISENROLLED Due to Inactivity" period under the old system will be reinstated. EOCT's will be mailed, and the new system of exam administration will begin. Tests that are currently aboard your unit may be held by you until ADMINISTERED, even though the deadline date has passed. Flotilla Commanders please make sure this information is passed on to FSO-MT's. This change reflects what is already stated in the 3SR Officers Guide on pg. II-2.

REMINDER — SAR Incident Auxiliary Report (CG-4612). The value of property should be shown in THOUSANDS, not hundreds as shown on the form — i.e. 25 is 25,000 or 2 is 2,000.

NEW 3-LESSON BASIC BOATING MATERIALS READY

The new three-lesson Basic Boating course is now available from the Auxiliary National Store, in St. Louis. Individual Auxiliarists may order an Instructor Kit(s) directly from the National Store by enclosing a check for the proper amount. The new 3-lesson Basic Boating Instructor Kit (Stock Number 10055, for \$2.00) for this new edition of Basic Boating includes the following items:

Basic Boating Textbook
Instructor Lesson Plans
Slide Commentary

Certificate
Pocket Card (Certificate)

Slides for this course are being distributed through the District Director's Offices. ANSC will ship the slides to Directors by 1 October 1979, so they should be in the field shortly thereafter.

NATIONAL NOMINATING COMMITTEE

The following members comprise the 1980 National Nominating Committee:

DCO Robert Carson, 3 SR, Chairman
DCO Donald Krug, 1
DCO Virgil Wagner, 2ER
DCO Miles Klein, 9WR

DCO Ronald Bartlett, 13
DCO Willys Lord, 14
CAPT John Duenzl, USCG, CHDIRAUZ

This is a reminder to all who aspire to any elected office above Flotilla Commander. In addition to the other eligibility requirements, effective with elections this fall, successful completion of the Flotilla Elected Officers Course is mandatory. See Commandant Instruction 16792.1 on this subject, dated 14 January 1980. Course materials, which include the Flotilla Elected Officers Manual and an exam, are available for home study through the FSO-MT or FC. The final exam is open book, no time limit, passing score 90%.

EXCHANGE PRIVILEGES

In the recently issued Commandant Notice 4066, dtd. 10 March 1980, the subject is the extension of limited exchange privileges to Auxiliarists.

This is an augmentation of the previously authorized list of items available. Items will be available based on local inventory, space, and potential demands at the particular exchange. Following is the new list:

- A. Articles of Uniform
 1. Uniforms and Accessories
 2. Insignia
- B. Boating Safety Items
 1. Personal Flotation Devices
 2. Fire Extinguishers
 3. Visual (Distress Signals)
 4. Foul Weather Gear/Sou'wester Hats
 5. Boating Shoes/Sneakers
 6. Sun Glasses

7. Heavy Work Sweaters
8. Work Gloves
9. Flashlights and Batteries

- C. The Commanding Officer may also authorize, on a case basis, the sale of health and comfort items to Coast Guard Auxiliarists on orders when extenuating circumstances and/or location of duty warrant such authorization.

COMMANDANT NOTICE 16797 — this notice promulgates the redesignation of the Skippers Outboard Special (SOS) and the First Aid for the Boatmen course as civic lectures. The SOS is being phased out as a course and is being replaced by the more comprehensive 3 lesson Basic Boating Course. Due to the Specialized Nature of the subject, First Aid for the Boatmen has been removed from the list of courses offered by the Auxiliary. It may be offered as a 2 hour civic lecture and be presented by a physician, registered nurse, or qualified Red Cross Instructor. Because of these changes, the method of inputting to AUXMIS will also change. These subjects will no longer be reported on the Auxiliary Course Completion Form CG-4954. They should now be reported as Civic Lectures on line one of the PR Report, CG-4952. As of 31 March 1980 any First Aid or SOS presentations reported on the Course Completion form will be rejected by AUXMIS. Those reported between 1 January & 31 March 1980 will automatically be adjusted to appear as civic lectures and credited to the sponsoring Flotilla. For individual credit, Auxiliarists should no longer use line 04 of AUX.Man Hr. form CG-4947; instead use category 10, Public Appearances and Boating Safety Booths.

CG FORMS 2736 and 2736A — Contrary to instructions on the form please enclose the green copy when forwarding to the DIRAUX office.

MOBILE RADIO FACILITY — QUESTION — Can a radio facility in a car have the facility decal on the car window?

ANSWER — Yes, left rear window (Note: Check State Vehicle Laws).

BASIC BOATING COURSE — the wrong course completion card was included with the course materials. The incorrect card indicated the course was BS&S. New cards have been printed and will be included with all materials distributed in the future. Destroy all cards which indicate BS&S contained in the 3 lesson package.

SMALL BOAT LAW and SMALL BOAT LAW 1978 SUPPLEMENT — are available for \$29.95 and \$14.95 through H.L. Markow, P.O. Box 011451, Miami, FL 33101.

DUES — The DSO-FN requests that dues must accompany the enrollment forms. New members must pay \$6.50 and permanent members \$5.00.

SEAT CUSHIONS — Approved seat cushions may be used instead of the ring buoy on non-operational facilities less than 26' in length. Ring buoys are still required on all operational vessel facilities.

PATROL HOURS — 10 hour patrols are not mandatory on the Delaware River. Patrol orders are issued showing the period during which the patrol is to be done, normally between 1000 and 2000. This does not mean the patrol is to be 10 hours long. It may be any length from 6 to 10 hours during the period.

WOMAN OF THE YEAR NOMINATIONS — Division Captains - start thinking of your nominees. The DCO would like all DCP's to advise him in writing during September of the division nominee for Woman of the Year.

PUBLIC EDUCATION COURSES — It has come to our attention that some attendees are not being notified in a timely or formal manner. FC's and FSO-PE's must insure that all persons attending Auxiliary courses are given a prompt written statement of their course record, successful or otherwise.

RCO-E — Rodger DERR's new home phone number is (215) 925-3296.

DIRAUX VISITS — In the future, a letter will be sent in advance of a visit to a Flotilla or Division meeting. It is hoped that the DCP or VCP also attend the scheduled Flotilla visits in their Division. A copy of all visits in their division will go to the DCP and VCP.

FLOTILLA ELECTED OFFICERS TEST — although the test is open book, it must be taken individually and without discussion by those taking the test.

AUXMIS NEWS — The 3SR Piloting and Coastwise Navigation has not been approved by the National Staff as a public education course. Therefore, teaching this course, the Skippers Outboard Special, and First Aid for the Boatman, are all reported on the monthly PR Report (CG-4947).

Remember to indicate patrol status, type of water, and date on Man Hour Cards for category 1, 2, and 3 patrols.

FACILITY INSPECTIONS - Listed below are the flotillas who achieved 100% facility inspections by the 1 July 1980 Deadline, according to our records. Any corrections or questions should be brought to our attention as soon as possible.

The flotillas are: 1-1, 1-9, 2-1, 2-76, 3-2, 4-2, 4-4, 4-8, 4-11, 5-2, 5-3, 5-5, 5-10, 5-12, 5-13, 5-14, 6-5, 7-1, 7-9, 7-12, 8-6, 10-1, 10-2, 10-3, 11-1, 11-3, 11-6, 12-2, 12-3, 12-4, 13-2, 13-5, 13-6, 13-7, 13-8, 13-9, 14-1, 14-2, 14-3, 14-4, 14-5, 14, 2-4, 3-8, 13.3

A VIEW FROM THE BRIDGE



(Continued from page 3)

damage is the same. In other words, where the damage, with or without negligence is caused by the operation itself, the responsibility is that of the Coast Guard. Where the damage is caused by some defect in the facility or through the negligence of the Auxiliarist-owner himself, it is not considered to be the responsibility of the Coast Guard."

PART A — Coast Guard Decisions, Opinions, Digests, and Rulings

1. Claims against Government; liability of the Coast Guard, for damages caused to auxiliary facilities.

In connection with a claim of an auxiliarist against the Coast Guard the Chief Counsel has recently stated the following:

"Section 6 of the Act of 19 February 1941 (55 Stat. 10) was the first legislation authorizing the Coast Guard use of Auxiliary facilities and limited such use to operation by designated Coast Guard personnel. Section 7 of that Act gave the facility status as a public vessel when so operated and section 8 authorized expenditure of Coast Guard funds to operate the facilities and for repair of damages 'where, upon investigation by a board of not less than three commissioned officers of the regular Coast Guard, it is determined that responsibility for the ... damage necessitating such ... repair ... rests with the Coast Guard.

"The above language is quoted to illustrate the fact that even when the operation of the facility was under the complete control of Coast Guard personnel, repairs to the facility for damage incurred during Coast Guard operation was limited to a finding that responsibility for the damage rested with the Coast Guard. Such responsibility did not extend to damages resulting from the condition of, or inherent defects, in the vessel.

"While legislation subsequent to 1941 has relaxed the operational aspects, the basic authority for repair damage remains the same. Under that authority, responsibility rests with the Coast Guard only when the operation itself causes the damage. It does not extend to damage caused solely by the owner's negligence nor does it extend to damage caused solely by some defect in the vessel itself.

"While any reasonable doubt as to the cause of the damage should be resolved in favor of the auxiliarist, the present case does not, in my opinion, contain any such doubt. The facts show that the damage to the engine was caused by inadequate maintenance of the engine, with no overhaul during at least the five-year period of ownership by (the auxiliarist). The fact that the breakdown occurred while the vessel was returning to her base from a regatta patrol was merely coincidental and the fact that the vessel may be considered to be 'under orders' at the time is not significant in determining responsibility.

"Under the circumstances, it is my opinion that the damage was not caused by the operation as a facility under orders and that responsibility for the damage does not rest with the Coast Guard. Reimbursement for the repairs is therefore considered unauthorized."

In summary, there are two main points to be gleaned from this article:

"...Where the damage, with or without negligence, is caused by the operation itself, the responsibility is that of the Coast Guard. Where the damage is caused by some defect in the facility or through the negligence of the Auxiliarist-owner himself, it is not considered to be responsible of the Coast Guard."

"...any reasonable doubt as to the cause of the damage should be resolved in favor of the Auxiliarist."

These are the principles by which we abide and, beyond being based on sound legal precedent, are fair to all parties.

R.A. DECORPS, JR. CAPT, USCG
Third Coast Guard District (ba)
Auxiliary Branch
Governors Island, NY 10004

DISTRICT PRESS

(Continued from page 9)

NEWS FROM ANSC (1) ANSC will have a new Flotilla Commander's order blank by July. The new order blank will have new items and some deletions of other items. Please use present form until you receive the forms. (2) ANSC 3014 (CG 485) will not be available from the Supply Center and is deleted from the new order blank.

CG INSTITUTE COURSES — CGI requests Auxiliarists who take Institute courses and all Membership Training officers, to promptly return non-expendable materials used during the courses. NOTE: These materials should be sent to the DIRAUX office and will be forwarded to the Institute with a cover letter.



DIMINISHING ACTIVITY CALENDAR FOR THE 3 SR DISTRICT

SEPTEMBER 1980	District Board 1000 Fall Rendezvous - 20 September
OCTOBER 1980	District Board - Gloucester City, N.J. - 2000 (District Elections)
NOVEMBER 1980	District Area Meetings East Central - 3 November West - 4 November - Shelly's Tavern - Lancaster, Pa.
DECEMBER 1980	District Board Meeting Gloucester City, N.J. 2000



FLOTILLA 81
Classroom headquarters could only provide space for half of the posters that were entered in the contest but ...

the hardest part was picking the winners. We need a hundred prizes for a great bunch of Kids!



THE WINNERS: in Ocean City's "Safe Boating" Poster Contest, opened to all O.C. students. Over 350 posters were entered and those judged to best express the students' concept of Safety were: Left to Right: David Reilly, 2nd prize in Third Grade, Pam Dougherty, 1st in Third Grade, Gilliam O'Neill took first in Second Grade and Daniel Schwenk, second prize.

The children were presented their awards by Flotilla Commander Robert Winkle at Flotilla 81's regular meeting.

Submitted by Warren E. Fox
FSO-PR-PB 81



CG POLICY - BOATING SAFETY

1. These questions and answers were contained in a letter from RADM Caldwell, Chief Officer of Marine Environment and Systems to a correspondent and present well-stated summaries of CG policy on several subjects which generate repeated questions.
2. Though most of the questions are not directly Auxiliary-related, I know they come up from time to time.

R. A. DeCORPS, JR.
CAPT, USCG

EXTRACT FROM RADM CALDWELL'S LTR.

1. What is the Coast Guard's authority under which we conduct boarding and inspections?

Under 14 USC 89, "the Coast Guard may make inquiries, examinations, inspections, searches, seizures, and arrests upon the high seas and waters over which the United States has jurisdiction for the prevention, detection, and suppression of violations of laws of the United States. For such purposes, commissioned, warrant, and petty officers may at any time go onboard of any vessel...". Copies of the United States Code may be obtained from West Publishing Co., St. Paul, Minnesota...

2. What is the Coast Guard's policy as to boarding vessels in their slips, or tied to a marina dock?

Our past efforts have been directed towards boarding vessels that are underway, dockside boarding not being a routine part of our enforcement program. While we do not anticipate changing this, we will check dockside vessels if we receive reports of a violation or if we have reason to believe a violation has occurred.

3. Do you have specific authority to board vessels not underway, and can an owner of the moored vessel refuse the Coast Guard to board?

The Coast Guard has the authority to board vessels not underway under 14 USC 89. Resisting or impeding a Coast Guard boarding officer can result in a fine of not more than \$5,000 and imprisonment for not more than 3 years (19 USC 111).

4. Relative to MSD regulations, must the old through head be physically removed from the boat to be in compliance?

Since the MSD regulations only apply to vessels with installed toilet systems, removal of the system removes any requirements that a vessel comply. All components of the installed system, with the exception of hull and deck fittings and those parts that are an integral part of the vessel structure, such as a bowl fiberglassed into the liner, must be removed.

5. Does rendering it inoperable put the boat in compliance, i.e. filling the bowl with concrete, or disconnecting the through hull fitting or some such action? If not, is there an acceptable method?

A vessel must either install a MSD or remove the toilet. Temporary measures, such as disconnecting the through hull fittings or locking the head door are not acceptable. A rough rule of thumb is to remove all those parts that are removable.

6. Does a porta pottie, with or without the old head, comply?

The Coast Guard does not regulate or certify porta potties. Since the regulations require the installation of a certified MSD on an affected vessel, a porta pottie, because it is uncertified, will not bring a vessel with an installed system into compliance. Vessels without installed heads are not affected by the regulations and may use a porta pottie. However, some states (Wisconsin, Minnesota, and Texas) prohibit or restrict their use.

The individual boatman may comply with the MSD regulations in one of two ways. He may install a certified Type I, II or III system or he may elect to remove his installed system. If he removes his system, he may use a portable toilet when it does not conflict with state or local laws. The Coast Guard does not require the use of a portable toilet on a vessel without an installed system, but the boater without an installed toilet may wish to consider it as a convenience for those onboard and to avoid untreated sewage discharges in violation of local, state or Federal law.

NATIONAL SAFE BOATING WEEK IN PHILADELPHIA

Safe Boating Week was proclaimed by Mayor William J. Green of Philadelphia, encouraging the citizens of Philadelphia to take advantage of the Auxiliary's services.

Division II 3 (SR) coordinated the Auxiliary activities for National Safe Boating Week at Penn's Landing, Philadelphia, on Sunday, June 1, 1980.

More than 7,500 people viewed the demonstrations and visited the Safe Boating booth maintained by Flotilla 2-76 3 (SR). The Flotilla also had its in-the-water CME station open, and was busily demonstrating safety examinations to a standing audience all day long.

The focus of activity centered around the RED OAK, a 153-foot Coast Guard buoy tender. The RED OAK entertained an overflow stream of visitors the entire day.

An Auxiliary Communications Center was in continual operation and demonstrated how the nerve center of Auxiliary and Coast Guard communications is handled. Area Coordinator "Andy" Kratzer, of Flotilla 6-5, supplied the communications van and directed its activities.

A "Man Overboard" demonstration and an air-sea rescue maneuver were viewed by the crowds. Charles Maltbie of Flotilla 13-6, and Lew Sweigart of Flotilla 13-7, handled the air-sea rescue, and George Ryan of Flotilla 13-5 was in charge of the "Man Overboard" drill.

The celebration ended with a parade of decorated boats, and the prize for best-decorated boat was awarded to Howard Reinhard of Flotilla 2-3.

Muriel G. Lewis
SO-PB II 3(SR)

SUCCESSFUL A.I.M. CANDIDATE



Luann Barndt is Flotilla 2-76's successful A.I.M. candidate for the United States Coast Guard Academy Class of 1984.

Luann is a willowy five-foot-nine-inch girl, barely weighing 125 pounds. At first glance, one would never imagine that she could hold her own among the best men in the United States, but don't let looks fool you.

Luann is a feisty teenager. She has spent the later part of her life proving that being female will not deter her from her fondest dream--that of being a Coast Guard Cadet. She has competed openly for an appointment and achieved her goal.

Being an avid swimmer, cross country runner, and lacrosse player, have all contributed to Luann's physical development. While she has never been number one in winning, she is always number one in enthusiasm and support of her teammates.

At a recent graduation from Wissahickon High School,

Luann was awarded a scholarship award for being a "senior who has exhibited a strong feeling and empathy towards people and has provided help to individuals. This student should be an achiever, but more importantly has shown a greater capacity to be concerned with the achievements of others." This award and other activities reveal the more sensitive side of Luann.

Luann has worked with both young and old. She teaches young children swimming and Sunday School. She helps older neighbors do household tasks they are no longer able to do. And she has aided the disabled in the Wheelchair Olympics held at her high school by being a lifeguard and a compassionate listener.

Throughout high school Luann has maintained a high scholastic average and taken part in extra-curricular activities. She has worked on the yearbook staff as a photographer, sung in chorus, and been a three-letter "man". She has also been a member of the Honor Society for two years and a life guard at the school pool.

Luann lives with her parents in Ambler, Pa. She has a sister, Lynell, 11 years old, and a brother, John David, 8 years old. One special activity the family enjoys sharing is spending time at a cabin in the Pocono Mountains, Unser Blotz, named after Luann's Pennsylvania Dutch heritage.

Perhaps it was at Indian Lake that Luann learned she loved water and wanted to make it her life as she swam and sailed her sailboat. Sailing on the Eagle will be a far greater experience for Luann, an experience incomparable to any seaman's dream.

Luann's sister would like everyone to know that Luann is number one with her family. She is also number one with the members of Flotilla 2-76 and Division II 3 (SR).

Muriel G. Lewis
SO-PRII



Standing left to right: Donald W. Holleger, DCP XII, Theona M. Carson, VCP XII, Col. Cochran Delaware State Police.

NOW HEAR THIS . . .
NOW HEAR THIS . . .



ALL OF THE 'MACHO' CATS ARE
GOING AUXOP! JOIN THE PACK!
IT'S THE CAT'S MEOW!!

When the boundary limits were defined in the PHILADELPHIA DISTRICT, this Division became known as the BERKS COUNTY DIVISION in 1940. Subsequently, in 1943, the designation was changed to the EASTERN PENNSYLVANIA DIVISION, the District being Fourth Naval.

DIVISION V and DIVISION IV (Delaware Division) were, for over a decade after World War II, understrength by established standards. DIVISION IV had two Flotillas and DIVISION V had only three. One Division Captain administered both Division. This arrangement continued until about 1950.

Division V is the nucleus from which Division X, XI, and XIV were formed.

This is how it all developed:

Flotilla	Was	Now	Location	Chartered	Disestablished
51	10-1	11-1	Reading	29 Nov. 1941	
51			New Cumberland	1961	
52			Lancaster	1 Oct. 1942	1942
52			State College	19 Mar. 1977	
53	14-1	14-2	Harrisburg	28 Apr. 1944	
54			York	3 Mar. 1957	
55			Lebanon	24 May 1960	1963
55			Lebanon	19 Aug. 1968	
55	14-3	14-3	Scranton	13 May 1977	
56			Hanover	8 Sep. 1960	
57			Allentown	24 Jan. 1961	
57			Sunbury	11 Apr. 1964	
58	14-5	14-5	Columbia	1961	
59			Williamsport	16 Oct. 1963	1978
5-10			Bloomsburg	5 June 1971	
5-11			New Holland	1972 (?)	
5-12	14-6	14-6	Altoona	16 June 1973	
5-13			Johnstown	1974	
5-14			Shippensburg	22 May 1975	
5-15			Wilkes-Barre	1 Oct. 1975	
5-16	14-7	14-7	Mechanicsburg	1975	3 Apr. 1979
5-17			Lewistown	19 May 1976	

Flotillas transferred to Division X effective 26 September 1962, to Division XI on 15 December 1965 and Division XIV on 4 January 1975.

Exact dates, when known, are shown and have been verified. Sources of information: TOPSIDE, District Directories, etc.

Where only the year is shown, no date is available from source material.

Submitted by
JOHN E. JOHANSEN
PDCO, Historian 3(SR)

How to Succeed in Meetings Without Really Working

How they love to go to meetings
Where each member has his say
And they form one more committee
For one more in-depth survey.

They find nothing tops a meeting
Where a man can get the facts
On what was wrong with all the
Past, plus what the present lacks.

How they love a long discussion,
Parliamentarily sound;
They may never get much done
But they sure do cover ground.

Yes—a meeting is the one thing
That they never think of shirking
But suspicion says they love to meet
Cause meeting sure beats working!

—J.F. Fenlon



FROM THE POOPDECK:

“Boys, if I go along with the Bridge, I’ll never get my quota. Why waste a lot of time yacking with the boater? The fast way gets you more recognition on the computer. I like the assembly line way — check them off and slap on a decal. You know, National’s always crying because we don’t do enough exams.

“I give the guy a break if he is only missing a fire extinguisher or some PFD’s or stuff. If he wants a decal, I give it to him. After all, he’s gonna be on board when he needs it, not me.”

JACK A. MARX, FC
Flotilla 2-76

HOW MANY WORDS?

When you are making a point and are inclined to become very wordy, consider the following:

“The Lord’s Prayer has 56 words —
Lincoln’s Gettysburg address has 266,
The Ten Commandments have 297,
Our Declaration of Independence has 300,

But a recent Government order setting the price of
cabbage has 29,911 words!”

Submitted by R.A. DeCorps, Jr. Capt. USCG

FAMOUS QUOTE . . .



I know you believe you understand
what you think I said, but I am not
sure you realize that what you
heard is not what I meant.

—Commodore Grumby



FALL IS FOR FELLOWSHIP

IN THE COMING MONTHS, THE EMPHASIS WILL BE ON MEETINGS, CONFERENCES AND SOCIAL GET-TOGETHERS. PREPARE FOR THEM NOW WITH DESK AND TABLE DECORATIONS, PLACE CARDS AND NAME TAGS.



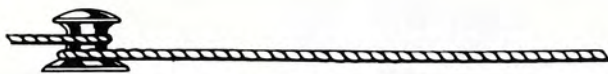
THE AUXILIARY NATIONAL
STORE HAS THEM ALL.
ORDER FROM YOUR OWN
MATERIALS OFFICER.

OFFICIAL NATIONAL STORE
U. S. COAST GUARD AUXILIARY



Governor of Delaware Pete DuPont, Robert A. Carson, DCO (3SR); signing NSBW Proclamation, May 15, 1980

Submitted by Billy J. Culwell, SO/NSBW XII, SO/PB XII



Divisions I and XII with Governor Pete DuPont signing of NSBW Proclamation. Standing left to right: Theona M. Carson, VCP XII; Walter Moulder, DCP I; Robert A. Carson, DCO 3(SR); Donald W. Holleger, DCP XII; Gerald Gerth, VCP I; Billy Culwell, SO/PR & NSBW Division XII.



Hal Freeman, Assistant City Representative, presents Mayor William J. Green's Safe Boating Week proclamation. From left to right: Ensign Gene Rodgers, Assistant Director of Auxiliary 3(SR); Paul Blackman, Division II Chairman, NSBW; George Sanderson, Flotilla 2-6, Delaware Valley Safe Boating Council Liaison; Hal Freeman; and Martin Wexler, FSO-PR Flotilla 2-3.

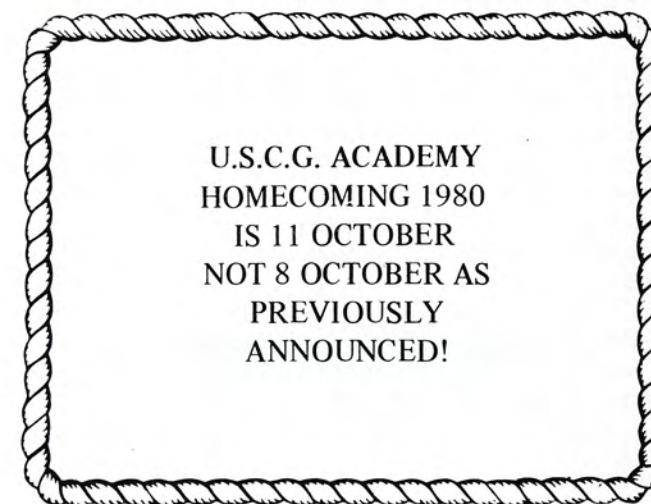


Mayor Chester H. Wimberg of Ocean City, N.J. signed a Proclamation setting 1 June to 7 June as Safe Boating Week in the resort area and presented it to Flotilla Commander Robert Winkle of Flotilla 81, who celebrated their 40th Anniversary on 1 June with a Boatman's Banquet and published a brief history of the unit.

Submitted by: Warren E. Fox-FSO-PB-PR 81.



Front Row: PRCO Ralph Curtis, Gov. Dick Thornburgh, DCP IV Walton Porter. Second Row: ENS Eugene Rodgers, Senator F. Joseph Loeper, VC IV Peter Schad.



GENERAL HOSPITAL CASHIER



"Your hospital bill is 10,000 barrels of boating oil, to be delivered this winter."



Governor Dick Thornburgh, of Pennsylvania, is helped into a personal flotation device by Past Rear Commadore Ralph E. Curtis of Third Southern District Coast Guard Auxiliary, prior to signing a proclamation making June 1-7 National Safe Boating Week in Pennsylvania. A comment was made that "The PFD might help the Governor keep afloat in choppy political waters". The Governor quipped "If this was bullet-proof I'd wear it all the time".

LETTER TO THE EDITORS

From: Office of The Branch Chief

I have seen some of your issues of "TOPSIDE" and think it is a very nice Publication, and the covers are most attractive. Are you in the printing and/or publishing business?

Keep up the good work!

Til Hidalgo
BC-APN

THE INDISPENSABLE MAN

Sometime when you're feeling important,
Sometimes when your ego's in bloom,
Sometimes when you take it for granted
You're the best qualified in the room.
Sometimes when you feel that your going
Would leave an unfillable hole,
Just follow these simple instructions,
And see how they humble your soul.
Take a bucket and fill it with water,
Put you hand in it, up to the wrist,
Pull it out — and the hole that's remaining
Is a measure of how you'll be missed!
You can splash all you wish when you enter,
You may stir up the water galore;
But stop, and you'll find that in no time
It looks quite the same as before!

Submitted By:
Muriel G. Lewis, SO/PBII

REPORT FROM A TRAVELING AUXILIRIST, OR FRIENDS ARE EVERYWHERE

The project for which I work sent me to Miami, Florida, for a conference from May 20-24, 1980. My wife, Elaine, accompanied me for the rest, relaxation, and sun.

I had some free time one afternoon, so we rented a car to use for some exploration of the new environs. The first place I found, strangely enough, was the Miami Coast Guard Station. The station is entered by crossing a narrow bridge. As you approach, you are warned by the signs to stop and wait until signalled to cross the bridge. I stopped and looked around for a mechanical signal — perhaps a flashing green light — to let me know that we had clearance to cross the bridge and enter the base.

However, a corpsman stepped out of the guard house at the far end of the bridge, delivered a snappy salute, and crisply signalled us to cross. As it turned out, the corpsman manning the guard house was a very attractive young woman.

I told her I was an Auxiliarist from the Philadelphia area, and that I was interested in Auxiliary activities in the Miami area. She rang up the OD on the guard house phone, so that I could get some names and telephone numbers of people to contact. I finished on the phone and joined my wife's conversation with the guard, centering on the general topic of a woman's life in the Coast Guard.

The answers to my wife's questions seemed to lack enthusiasm, but our traffic cop was in her first enlistment. She was in the Coast Guard because it paid much more than minimum wage, but she did not especially like being stationed at Miami. This last bit of information was delivered with obvious feeling, and Elaine was interested in why Miami was so undesirable. The answer surprised me. She said, "I am the only one who is weapons rated. Everytime a gun boat goes out, I must go."

The Miamarina is adjacent to the Port of Miami. We drove



Flotilla 2-76, 3(SR) in-the-water Courtesy Examination Station, Penn's Landing, Philadelphia, Pa. Charles Lyman, assisted by John Serafino, conducting a courtesy examination.

into the parking lot where the small boats — up to about 100 feet — are tied up. Instead of parked cars and happy boaters, which I expected, we were confronted by parked military vehicles and relaxing soldiers. My first thought was that we had wandered into a staging area for the National Guard, mobilized to help quell the riots in Miami the previous week. It was not. It was the official U.S. Cuban refugee welcoming committee that I had found.

Key Biscayne was the area that held my interest the most. The State has a 400-acre park on Cape Florida, the southern part of the island. The old Cape Florida Lighthouse, first lighted in 1825, has been restored and is now maintained by the Park Rangers. The light was darkened in 1878 when the Flowey Rock Light two miles southeast of Key Biscayne went into operation. However, it is shining brightly now and has been since July 4, 1978, when the Coast Guard re-installed it as a navigational aid.

Coast Guard Auxiliary radio, Key Biscayne, was the thing that I really wanted to see. This communications center operates on Saturdays, Sundays, and holidays from 1100 until dusk, or when the last Auxiliary patrol returns. The management of the Casa Del Mar condominium has permitted the Auxiliary to install an antenna on this high-rise building on the oceanfront. The transmission line runs down to a recreation room on the first floor. All communications with the Auxiliary patrol vessels are handled here. The Auxiliarists on watch communicate with the base via telephone, not by radio. The Auxiliary has exclusive use of Channel 83 for this coordination of communications from this center.

James Weiler
Flotilla Commander 2-9 3(SR)



Boating Safety display in conjunction with Courtesy Examination Station, Flotilla 2-76, 3(SR). Muriel G. Lewis, VFC, and Jack Marx, FC, manning the booth.

THE FRUITS OF MY LABOR

Each Saturday and Sunday Flotilla 2-76 3(SR) mans a Courtesy Marine Examination Station at Penn's Landing, Philadelphia, Penna. We are not setting any records in terms of thousands of examinations. The fact is that some days we only have 6 to 10 visitors. What is developing, however, is most gratifying — the image and respect for the United States Coast Guard Auxiliary. During the days I have been on duty, 18 boats have been either brand-new boats or "new-used" boats. Some have come directly from the dealer to have their boats "safety" checked by the United States Coast Guard Auxiliary. They want the assurance that the boat they just purchased has the necessary safety equipment, not just meeting the legal

requirements. Some are headed for the bays and the ocean — they want "safety assurance".

They are coming to us, the United States Coast Guard Auxiliary, for this service. This is great. However, we are also charged with a great obligation — the safety of the boating public. We must keep abreast of the latest information, and provide the best marine examination possible, so that when that boat leaves our dock with that CME sticker, the skipper can truly feel his craft is as safe a boat as it possibly can be.

Royal F. Morris
IPFC 2-76 3(SR)

DIVISION II 3 (SR) CELEBRATES NATIONAL SAFE BOATING WEEK



Philadelphia fireboat leads off parade of decorated boats.



"Man Overboard" drill, with George Ryan (Flotilla 13-5 3(SR)) aboard his boat, DINK II, doing the rescuing.



Buoy tender, RED OAK, from Base Gloucester, held Open House for thousands of visitors.



The first place winner, MARY R, with Howard and Mary Reinhard, Flotilla 23 3(SR), with the theme, "BEE SAFE, BEE SURE".

FALL RENDEZVOUS -19 & 20 -SEPTEMBER 1980

CAPE MAY, NEW JERSEY

GOLDEN EAGLE INN

FRIDAY 19 SEPTEMBER -

1000 to 1700 Coast Guard Exchange (Uniform Items Only)
1000 to 1300 Lucky Bag Sale - Some New-Some Used
Uniform Items - (Cheap Prices)
1230 to 1400 Registration Desk Open - Lobby Golden Eagle Inn
1300 to 1600 Clothing Locker (Small Stores)
1430 to 1530 Recruit Graduation at Cape May Training Center
1600 to 1700 Tour Group Cape May and Boat/Helo Demonstration
(Weather and Operations Permitting - May be Delayed until Saturday)
1600 to 1900 Registration Desk Open - Lobby Golden Eagle Inn
1900 to 2000 Commodore's Welcome Aboard Party (No Host)
UNIFORM OF THE DAY - CAUSAL

SATURDAY 20 SEPTEMBER -

0800 to 1100 Registration Desk open - Lobby Golden Eagle Inn
0900 to 1545 Coast Guard Exchange (Uniform Items Only)
0930 - Trip on Cruise Boat - Will Be Docked At Wildwood
0900 to 1000 Past Captains Association Meeting
1000 District Meeting
1200 to 1300 Registration Desk Open - Lobby Golden Eagle Inn
1330 - Picnic - Safe Boating Queen Contest - Electronics Beach
1600 to 1700 Tour Group Cape May and Boat/Helo Demonstration
IF NOT CONDUCTED FRIDAY
UNIFORM OF THE DAY - CAUSAL

SATURDAY EVENING 20 SEPTEMBER-

1800 to 1900 Commodores Happy Hour (No Host)
1900 to 2400 Dinner in Dining Room - 5th Floor
Golden Eagle Inn - Queen's Awards - Dancing
UNIFORM FOR SATURDAY EVENING
TROPICAL DRESS BLUE (LONG)
CIVILIAN ATTIRE
LADIES FORMAL, COCKTAIL ATTIRE

HOST DIVISION: III

DEADLINE DATE FOR ALL RESERVATIONS IS 5 SEPTEMBER 1980

USE THIS RESERVATION FORM FOR PICNIC/DINNER RESERVATIONS:

MAIL TO: RICHARD B. HUDSON, (RCO-C)
4502 Hendry Avenue
Wilmington, Delaware 19808
Tele: 302-944-4817

DEADLINE: 5 SEPTEMBER 1980

NAME: DIVISION: FLOTILLA:

ADDRESS: CITY STATE ZIP

I desire () reservations at \$6.50 per person for Saturday Picnic - Total \$

I desire () reservations at \$16.50 per person for Saturday (Evening) Dinner - Total \$

DINNER: PRIME RIB WITH TRIMMINGS

We will have () persons attending "Tour of Cape May & Boat & Helo Demonstration".

Enclosed is a check for \$ covering the cost of reservations indicated above.

MAKE CHECKS PAYABLE TO: U.S.C.G. Auxiliary 3(SR)

PENALTY INDICIA NOT AUTHORIZED FOR RESERVATIONS

MOTEL ROOM RESERVATIONS:

MAIL TO: Golden Eagle Inn
Oceanfront & Philadelphia Avenue
Cape May, New Jersey 08402
Tel: 609-884-5611
Toll Free (Outside New Jersey)

ROOM RATE: Deluxe Units (2 double beds-TV-Refrigerator in all units) \$29.00
One Room Efficiency \$32.00
Two Room Efficiency \$34.00

NORMAL CHECK IN TIME: 1400 Hrs.

Additional persons \$5.00 each, per night

RESTAURANT: On First Floor - Open 0730 to 1200 for Breakfast - 1500 Snacks

PLEASE MAKE YOUR OWN RESERVATIONS ON FORM PROVIDED BELOW

DEADLINE DATE: 5 SEPTEMBER 1980

USE THIS RESERVATION FORM FOR GOLDEN EAGLE MOTEL:

U.S.C.G. AUXILIARY

NAME: PHONE:

ADDRESS: CITY STATE ZIP

Please reserve room (s) for persons per room at the rate of \$ per day per room for single or double occupancy (additional persons) \$ each per night. We will arrive on at PM.

DEPOSIT ENCLOSED: \$ SIGNATURE

Deposit required is one nights rental per room or 25% of the package (whichever is greater). The deposit is refundable with a 25% service charge if cancelled by deadline date, which is 5 September 1980. One night's deposit or 25% is required!

ONE NIGHT'S DEPOSIT
OR 25%
IS REQUIRED!

MAIL THIS FORM AND DEPOSIT CHECK TO GOLDEN EAGLE INN-CAPE MAY, NEW JERSEY.

PENALTY INDICA NOT AUTHORIZED FOR RESERVATIONS

AIM PROGRAM AT CAPE MAY

The AIM candidate program held at the Coast Guard Base in Cape May on June 7-8, 1980, was a unique experience, not only for each of the candidates, but for me, as well. The schedule for the weekend entailed a variety of activities ranging from classroom lectures to actual on-the-job training in "line handling" out on the Cape May Harbor aboard the 31-foot training vessels.

It was, indeed, a learning experience to actually see the recruits undergoing their intensive training of marching, calisthenics, and formations. The most impressive aspect of the training session was the severe discipline each recruit must learn in his/her basic training. The weekend rendezvous displayed to each present a good idea of what the candidates should expect if they should continue to pursue a career as an Officer in the United States Coast Guard.

As an overall assessment, I feel the Third Southern has performed another extremely fine, successful job with the Satellite AIM Program, as well as displaying the role of the Coast Guard and Auxiliary.

Edward J. Poznek, Jr.
FSO-CC

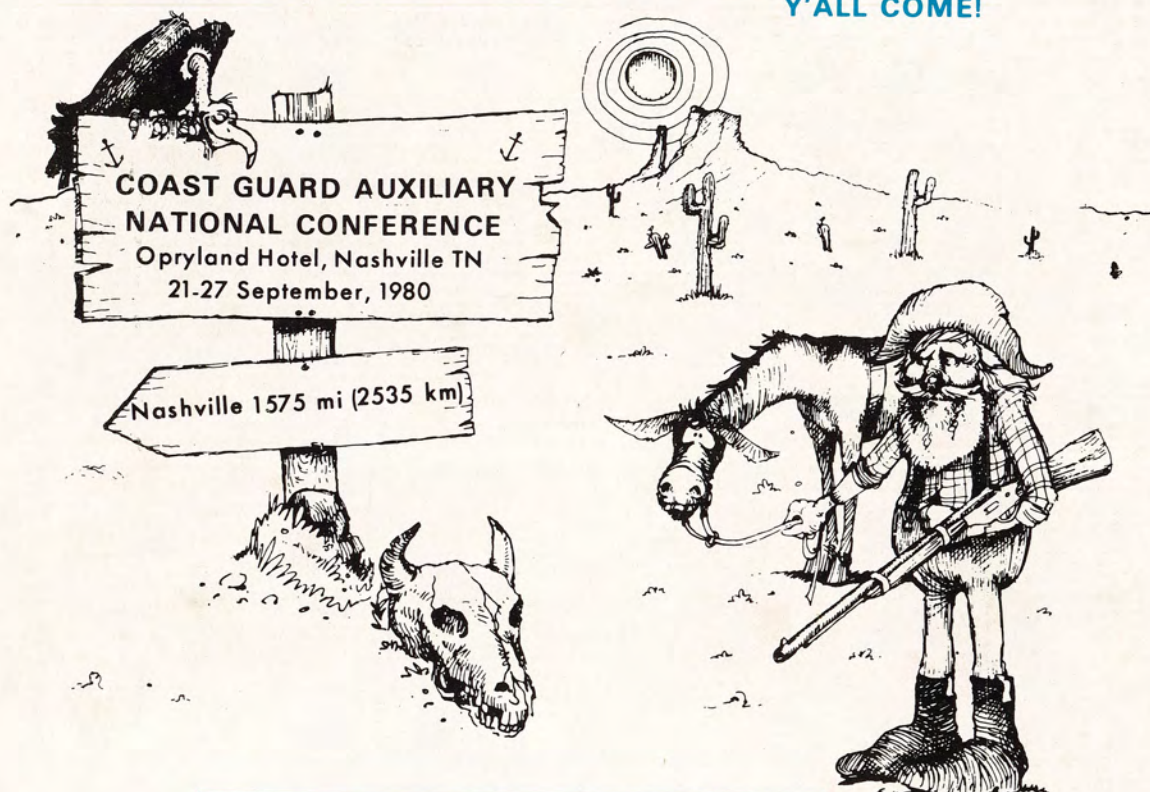


Flotilla 81 in Ocean City celebrated Independence Day a little early this year with a boat ride in the City's South End Parade. There was nothing cool to drink and no waves to cause mal-de-mer but the posters and the 24 inch CME decal conveyed the message, "We're here, let's do it!"

Cactus Cal Sez . . .

GIT YER BURRO IN GEAR, AN' HEAD FER
THE BIG AUXILIARY DOIN'S IN NASHVILLE . . .

Y'ALL COME!



Topside Deadlines

25 October 80
25 December 80
25 June 81

Fall 80 Issue
Winter 81 Issue
Summer 81 Issue



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