

t^{opside}



Coast Guard helicopter showing basket life rescue with members of Bristol Dive Team acting as the people in distress.



Coast Guard helicopter from Air Station, Cape May, hovering over Penn's Landing. Piloted by Lt. Tony Zimmer and crewman AM3 Todd Marthens.



Coast Guard helicopter sitting in the water off Penn's Landing while effecting a simulated rescue, with members of the Bristol Dive Team.



Coast Guard patrol boat at Penn's Landing, participating in simulated air-sea rescue with Coast Guard helicopter.



Auxiliary vessel FRESH START, skipper George Ryan, at stage of completing a "man overboard" rescue demonstration.

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National Safe Boating Days At Penn's Landing, Philadelphia, Penna.



The entrance to the Courtesy Examination Station at Penn's Landing, and the backboard safety display. Standing: Charles Lyman, FSO-VE 2-76. Seated l.to r.: Bob Nichols, SPO-NSBW Flotilla 2-4, and Edward Poznek, SO-OP II.



The in-the-water Courtesy Examination Station open every weekend until Labor Day.



LTJG John Yost, CO of USCGC POINT FRANKLIN, playing host to over 3,500 people at Penn's Landing for NSBW.



Hypothermia demonstration: young boy putting his hand in fish bowl filled with ice water. Temperature 38°.



Hypothermia demonstration. The same young boy in the picture above, after 15 seconds of hand immersion. Note expression on his face.

A joint effort by the participating Flotillas
of Divisions II, VI & XIII.



UPDATE...Lee B. Weaver (DCO)

There has been a lot of discussion about the "Chain of Command". As many of you know, I spoke about this subject frequently when I was Rear Commodore. However, it has not been used properly and frequently enough. Members have contacted the Director on their own. As the years have progressed, the Director's office has become too busy to be used so frequently. Many times an elected officer was not told about a situation until after the fact.

The District Commodore from the Seventeenth Coast Guard District summed it up this way:

1. The Division, District and National Officers (both red A's and silver A's) are not aware of many of the problems that exist throughout the Auxiliary because they have been by-passed or short-circuited in Chain of Command. These

officers were selected because we felt that they were good 'experienced Auxiliarists' who would, could, and should help us to improved, more efficient performance. If we don't allow them to do their jobs, we will never improve.

2. The Director's office is short-handed. There is more work in that office than there are people to handle it. Asking the Director to handle problems that we, the Auxiliary, are staffed to handle is patently unfair. Up until now, the Director has extended himself to handle any problem we dumped on him. Yet, the very people who wrongly use the Director's time are also the people who complain that patrol orders are not issued in a timely manner, or reimbursement for orders is too slow, or that the AUXMIS print-outs are not up to date.

The Chain of Command --try it, you'll like it!



UPDATE...Rodger B. Derr (VCO)

A GOOD ATTITUDE... STEPPING STONE TO SUCCESS

The Flotilla Commander paused beside one of his staff officers and asked, "How's the new member working out?"

"Just great! I wish you could find me a half-dozen more like him. He's willing to tackle anything...and he not only wants to learn how things are done in the Auxiliary, but why? Funny thing, although he has been in the Flotilla a few weeks his attitude has sort of rubbed off on all of us. He has spared the whole Flotilla. He's a valuable man".

What is it that this man has that points him out as a valuable member? It's his attitude. This holds true for all of us. The way we feel about things makes us what we are.

Know what makes up the picture the boating public gets of the Auxiliary? It's the attitude of the members.

Maybe you know someone, one of those special people, who makes you feel great every time you're around him. He radiates friendly good will, enthusiasm, confidence and interest. You feel pepped up just talking with him. This, too, shows how our attitude "rubs off" on those around us.

What does the Flotilla Commander look for when he's deciding who is valuable to the Auxiliary. Here are five chief characteristics that point out a good attitude as a member. Check these and see how you rate:

UPDATE...George VanDyke, Jr. (RCO-E)

Activity - was stated in CG 305 an ACTIVE MEMBER is one who pays his dues. But does that constitute activity?

A name on the list is of little value to an organization, and in fact it is a draw back to a Flotilla since all the awards programs are based on the ACTIVE MEMBER list for the Flotilla.

When you joined the Auxiliary you agreed to do something, and you must have wanted to do something or you wouldn't have joined. The three cornerstones are there and you can pick any one,

1. WILLINGNESS: Do you want to learn? Are you willing to be trained, to do your share and then a little more?

2. COOPERATION: Pull together, help the other fellow when he needs help even if it means working a little harder yourself. Get along with everyone. It's a strange truth, but you can never help someone else without helping yourself at the same time. Try it and see.

3. ENTHUSIASM: Be enthusiastic about being a member, your Flotilla and its service. Enthusiasm is contagious. It creates teamwork and inspires everyone it touches.

4. DEPENDABILITY: Always complete your job on time or furnish the promised information promptly and accurately. Build a reputation that the Flotilla Commander, fellow members can count on you to see it through.

5. INTEREST: Show that you are interested in what you are doing. See if you can find ways to do it faster, easier or by a better method. This makes for a more efficient Flotilla, and you gain when the Flotilla does. If you're interested, you never have to worry about boredom. Your job in the Flotilla can be just as interesting as you make it.

Rate yourself with these five characteristics. Use them to check yourself from time to time.

Remember, your attitude can make or break you. It decides whether or not you are a success...that most valued of all Flotilla assets...an interested, enthusiastic, dependable, cooperative, willing member of the Coast Guard Auxiliary.

it isn't necessary to be active in all. (Do your thing). Be active at as many meetings as you can and keep informed. Don't depend on relayed information for it has a bad habit of getting quite distorted! Offer to serve on a committee and get to know more of the membership, as well as the details of how the Auxiliary operates. Speak up when you have an idea or think something is not just right, don't sit back and complain to others.

As soon as you feel you are ready, run for office. You may not win the first time but everyone will get to know you and that you

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are interested in the Auxiliary. An election with only one candidate is no election really!

And while you are doing all this try, your hand at AUXOP courses. They are there for your benefit, there is no time schedule, and many Flotillas run classes in these specialties. Maybe you are

UPDATE...Richard L Raudabaugh (RCO-W)

As Summer wains and Fall begins and Labor Day is behind us, Auxiliary thoughts turn to the possible changes in Flotilla leadership next year. Will your Flotilla be looking for new elected officers for 1982? If so, it's time to address this situation and place the proper emphasis on the evaluation of the leadership qualities of the members of your Flotilla.

Initially, the Nominating Committee should be appointed from those members who are active, and experienced, but would not themselves be a candidate for office. Past Flotilla Commanders are often appointed to this committee and may be effective in this capacity. The Nominating Committee, the present elected officers and the entire membership should project an attitude of seriousness and desirability of becoming an elected officer. It is important to suppress the precept that "It's your turn to be Flotilla Commander this year", or "We can't find anyone else to take the position of Vice Flotilla Commander". These phrases and attitudes degrade and belittle all of us and the Auxiliary we are pledged to support. We must eliminate the attitude of depression and doom at the thought of being an elected officer. A member should feel good about being supported by their peers for a position of Flotilla leadership. We have a product to sell and an opportunity to be a leader; not a dismal chore to do like taking out the garbage or washing the windows.

How often do we sell the individual benefits of being an elected officer? Those of leadership development, improving self confidence, organizational ability, delegation of responsibility, administrative skill expansion, communication with others and the making of new acquaintances outside one's own Flotilla are positive reasons to consider accepting a position of Flotilla leadership

UPDATE...Walton Porter (RCO-C)

Pride and Determination

In my opinion a great amount of Pride and Determination exists in the Third Southern. The Accomplishments reflect these qualities. I feel that every Division and Flotilla strive to do their best to move ahead towards their goals.

The month of June was the month that a great deal of Pride and Determination paid off for two Divisions of the Central Area. Division I after many months of hard work, planning, and a very fruitful drive for Communications OSC realized their reward for for this labor in the opening of the Hillcrest Comms Center. A job well done.

Division XII after an equal amount of hard work for many

UPDATE...R.A. Carson (IPDCO)

"Teamwork" is now the word between Division I and Division XII of the Coast Guard Auxiliary. Since 1966 when Division XII was created, the two separate entities have grown together to form one strong work force within all Four Cornerstones.

The divisions are exchanging crew members not only in south-

an expert in one of the areas taught in AUXOP or the BS&S classes. SPEAK UP for we need you to help.

So let's not have anyone saying "There's nothing for me to do". If you are not a staff officer, then assist one. If you really don't know what to do, ASK: you make the first move.

and being an elected officer.

The process of finding motivated, interested candidates is an important one; the Nominating Committee and the entire membership should not take it lightly. The first consideration however must be the individual qualifications of the members since there are specific requirements for elected office. Initially there are the membership time requirements, and the criteria of involvement in major Auxiliary cornerstone activities. Then the successful completion of the Flotilla Elected Officers Course (FEOC) is considered to determine eligibility. These factors point to the need to consider the potential leadership in each Flotilla well in advance of election time and to widely encourage additional members to meet eligibility requirements. Waivers may be available for some of the requirements, but generally should not be considered when there are more qualified candidates available who would not require waivers.

Each member has a share in the future of their Flotilla and the share may return a big dividend in the selection of a good competent leader or it may loose ground or fall from its present position to become a less productive, less contributing Flotilla. Each of us has a chance to chart the destiny of our own Flotilla. Will we encourage qualified, competent members to be candidates? Will we help to make the FC/VFC position important and at all times respect the person holding this position? Will we accept our responsibility for the future by choosing the BEST leaders from the offices? Only you in your heart will know the answer; but all of you will know if you've made the right choice.

RCO-W Richard Raudabaugh

months, dedicated their finished product U.S.C.G. Auxiliary Radio Bowers "The Commodore Robert A. Carson Comms Center". After the dedication the two Divisions sponsored a joint picnic. During the festivities Division XII presented Division I with a VHF-FM radio to be used in their Hillcrest Comms Center.

Even though each of these Divisions has its own fierce Pride and Determination they joined together as one to reach their goals and work for the common goal of a better Coast Guard Auxiliary.

I am proud to have Divisions I, III, IV, and XII in my area of responsibility and I'm sure the RCO-E and the RCO-W are equally proud of the Divisions in their areas.

ern and northern Delaware, but within the Chesapeake area, too. CME stations in lower Delaware are being operated by both divisions.

Public education and membership training instructors are shared by the two divisions and division members are often seen

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attending one another's seminars.

The two Divisions now have full communication coverage over all waters in the state of Delaware with two new radio stations being created to assist Division XII's two current stations. Now Delaware has Radio Bowers Beach, Radio Lewes, Radio Hillcrest and Radio High Point which are operated and manned on weekends and holidays.

Recently the two divisions sponsored a picnic at Bowers Beach with between 175 and 200 people attending. A good time was had by all and plans are being made for next year.

Congratulations Divisions I and XII!

Robert Carson, IPDCO

PAST CAPTAINS ASSOCIATION

Cliff McGraw, PPCA

COMING EVENTS

With the Winter Conference not to far off in the distant future, now would be a good time to start thinking about those Training Aids that either will be just coming into use or have been in use at our Public Education and Membership Training classes, and submit them for entry into the exhibit for awards.

Training Aids that have been previously submitted, may not be resubmitted, but I know that there are many such aids that have never been submitted for consideration in this special recognition program for the Flotillas and membership. This is a great way to give District recognition to those innovative Auxiliarists who

help put "Pizzazz" into our PE and MT session.

The criteria is found in the District Awards Program publication on page A-7 and A-8, Subparagraph I.

We would like to see many more such entries in this program at the Winter Conference than have been in the past; ask around and find out who was responsible for those training aids that you have been using over the past. Let's give recognition to these people. Don't be bashful, we deserve it.

HISTORY DIVISION IX



Yes, Mehitabel, there was a Division IX. It was chartered in October 1964 with three (3) Flotillas, with the expectation of there being additional Flotillas after the TOCKS ISLAND Project will have been completed.

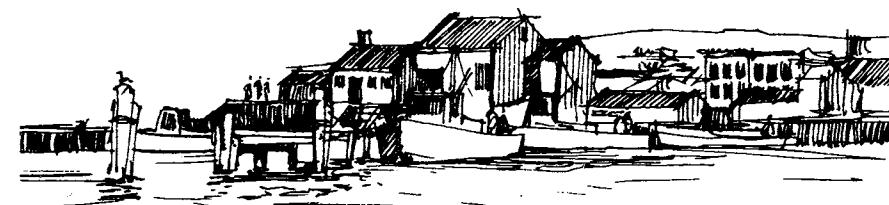
The TOCKS ISLAND Project was (and still is) the planned impoundment of Delaware River waters behind a dam proposed for the area near the Delaware Water Gap in the Pocono Mountains.

The Division fell apart due to lack of interest and was finally disenrolled in November 1969. At that time, the Division appeared thus:

Flotilla	Became	Location	Chartered	Disenrolled
91		Lake Wallenpaupack	Oct 1964	Nov 1969
92		Kingston	Oct 1964	Nov 1969
93	10-1	Stroudsburg	Oct 1964	
94		Scranton	Jun 1965	Nov 1969

The only Flotilla which survived the collapse was Stroudsburg which was transferred to Division X which had been chartered about two years earlier, in 1962.

John E. Johansen
Historian 3(SR)



DISTRICT PRESS

AUXILIARY EXAMINATIONS - Following are the established procedures for Auxiliary exams:

BQ Open Book 90% passing no time limit*

FEOC Open Book 90% passing no time limit*

CME Open Book 90% passing no time limit

OSC (all) Closed Book 75% passing no time limit

IT Remains closed book until a new exam is issued (due around Sept. 1981) passing score 75% no time limit. This is contrary to information printed in Chief Directors News.

*When new examinations are published, all exams except OSC's will be open book, 90% passing grade and have a 3 hour time limit.

COURTESY EXAMINERS - All CE's should have received the new CME manual. If not have Flotilla Commander order from ANSC.

ANSC ORDERING - The 1981 Flotilla order blank deleted maximum order quantities for forms. There has been a great increase in quantities ordered, apparently in amounts excess to needs. Please place orders in relationship to anticipated requirements.

PATROLS ORDRES - Auxiliarists are reminded to leave Paragraph 3 section III (reimbursable expenses) of your Patrol Order BLANK.

NEW SLIDE/CASSETTE PROGRMS - are available. Both the VDS and Close Encounters of the Dangerous Kind will be distributed to the DCP's at the District Board Meeting at Great Oaks on 13 June. A note from ANSC is included in the Close Encounters slide set. Please follow the instructions.

FCC WARNING - An FCC Public Notice to boaters warns them against using radio frequencies reserved strictly for U.S. Government. This information should be stressed in all Auxiliary PE classes and by examiners conducting Courtesy Marine Examinations.

POSTERS - The Authorized Coast Guard Auxiliary Uniform Insignia Poster has been printed and is now available in the ANSC.

The 1981 CME poster AUX 101 (large and small) has been delayed in printing. It will not be available for several months. We're sorry for this delay and recommend using the AUX 102.

BQ EXAMS - Effective 1 July 1981 all basic qualification exams must be administered open book and 90% passing. This has been in effect all year but we waived people in the basic qualification process when the change was made. **THIS WAIVER IS NOW ENDED.**

OUTSTANDING 1980 CLAIMS - Anyone who has any outstanding claims for patrols or damages in 1980 please submit copies to the Diraux office as soon as possible.

NEW FILMS - Two new films will be delivered directly to the Auxiliary National Supply Center within the next month or two, at the rate of one per Division in each District. These new films are:

- "GOOD FRIENDS, SAILORS AND THE SEA". 12-13 minutes. Donated by Lowenbrau, it provides basic sailing techniques which apply to sailboats, large and small.
- "DECK SHOE SAFETY". 4-5 minutes. Donated by Sperry Topsiders it gives basic construction principles and theory of deck shoes and safety orientation.

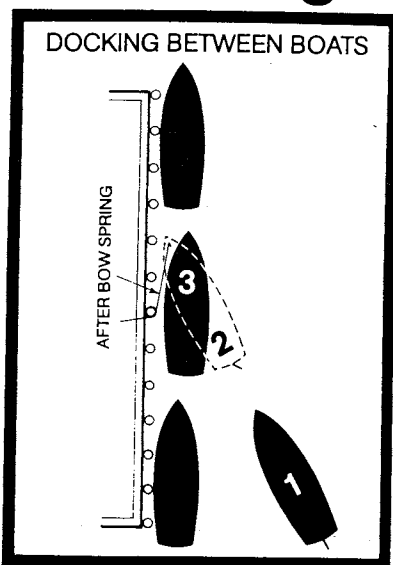
These films could be used in meetings, member training, or even in PE classes. Films and slides will be distributed by ANSC to each Division. Additional copies of audiovisual materials, if available, will be maintained at the Auxiliary National Store.

Here is the latest dope from ANSC. They are deleting Stock #2005 - 412 Auxmis Users Guide. They are out of stock and it is to be rewritten at a future date, also change #1, Stock no. 2010.

Stock #2011 COMDTINST Inst. Change one to the CME manual, is deleted. It has been incorporated into the new manual.

Stock #2104 Rules and Regulations for Recreational Boaters will not be reprinted and they are out of them.

Helpful Hints on Boat Handling.



Stock #3012 - Fed. Requirements for Boaters, written in Spanish, will not be available.

Stock #3016 - Marine Communications is out-dated and ANSC has none. They will be revised at a later date.

Stock #3017 Lightning Cone of Protection - are out of stock and will not be reprinted.

ANSC is deleting C.G. numbers on handouts.

ANSC as a new CME card that has a place for name and phone. They are intendand to be placed on boats when no one is aboard, so boat owners know who to call if they would like a CME examination.

CME report cards are being given out in limited amounts, so don't order more than you actually need.

#2901 are out of stock. New ones are in print and will be sent to all CME's when they are available.

#3615, Notice of Unit Meeting has been limited to 5 per order. There should be no need to overstock these. There is only one needed per month!!!!

Chart Updating 77-5 and 77-3 - 20,000 have been ordered and distributed, yet only 200 have been turned in. There has been a temporary limit put on these. The amount to be based on present supply.

Float plans are not available. They are being incorporated into other handouts. Stock Nos. 2005-3006-3021.

AIN cards will have a limit on them because ANSC started out with a 2½ year supply and the supply was exhausted in no time. There are not that many being used. Somebody out there is stockpiling.

ANSC is out of franked mailing labels. They are being changed. Use what ones you have on hand.

FSO/MA and FC: When they are ordering they are not using the correct flotilla number and member number. ANSC is in the

OSC ADMIN. EXAMS. REMINDER! - AUXMIN edition 4 exams are now in the field and correct answers are geared to present policies (i.e., the number of staff officers at the Flotilla level is now 13 with the addition of the FSO-IS). Instructors of AUXMIN shall insure that students are taught present policies that will be reflected in future changes in the AUXMIN text materials.

PENALTY INDICIA MAILERS - U.S. Postal Service and Coast Guard regulations prohibit individuals from reproducing the penalty indicia mailers.

DCO WEAVER's - new business phone number is 215-326-4318.

SAR INCIDENT AUXILIARY REPORT CG-4612 - Block B21 is to be completed in values of thousands rather than hundred's as stated on the report.

process of changing the order forms to make it easier to insert the correct number.

The cut in funds being made in Washington is going to hit the Auxiliary very shortly, if not already. We must be mindful of waste and not order anything that is not needed. Having a small amount if needed is excusable, but not "gluttony". Things that are needed and are justified will be shipped to you. Materials officers who give up or are replaced in their job, should turn over the material they have on hand. Material lying in someone's basement or garage is not helping the cause (cause someone else might need it).

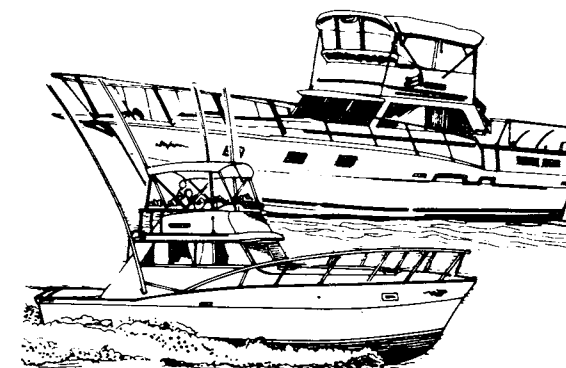
OLD DISTRICT DIRECTORIES - District Historian PDCO John Johansen is looking for copies of the District Directories for years 1949, 50, 51, 55, 56, 60, 61, 62, and 63. Anyone who has a copy of any of these years and would like to donate them, should contact PDCO Johansen at 215-789-4813.

AUXILIARISTS patrolling in Fifth District in 1981 -Please see that SAR ASSISTANCE REPORTS (Form CG-4612) are filled out for every assist or SAR Mission you perform under orders. Mail hard copy to your DIRAUX for credit. Keep proper copy for yourself. Send white copy to: THOMAS HALL, ISO, Rt. 5, Box 234, Easton, MD 21601, who will forward it to Group Baltimore. This procedure is for those patrolling in Fifth District waters **ONLY**.

Operational Support Mission Man-Hours -will be credited to the Flotilla GAP totals for first line credit only, retroactive to 1 January 1981. This may result in some Flotillas operation hours decreasing in the next printout. Members are reminded of the "old ground rule" that nothing is final until the last printout of the year.

FLOTILLA ELECTED OFFICERS COURSE - Must be successfully completed for all elected officers.

OSC's at BASE GLOUCESTER - Two review sessions in Piloting will be held 3 and 10 September 1981 at 1930. The Piloting "B" exam will be administered on 17 September 1981 at 1930. Weather Operational Specialty Course will begin on 24 September 1981 at 1930.



DSO — GROWTH & RENTENTION

“WE ARE VOLUNTEERS”

There is a world of difference between a paid employee and a volunteer. The employee submits to discipline and direction in order to live. The volunteer’s motivation is entirely different as he or she voluntarily gives time and money for a cause not connected with making a living. This means they can quit any time without endangering their living.

The Coast Guard Auxiliary is a very unique volunteer organization as no one can give direct orders with disenrollment resulting if they are not obeyed - the volunteer needs to accept the direction as the only logical thing to do. This means that we must keep the things that irritate people to an absolute minimum.

The 1981 theme is to reach EVERY FSO-GR with the GR Program. No new member should be brought in until they have had the orientation interview to explain what is expected of an Auxiliary member. Then the FSO-GR should see that the new member gets an opportunity to engage in the Auxiliary activities most interesting to him. Retention of members is also a very important duty of the FSO-GR and it only can be done on the Flotilla level.

Encourage your FSO-GR Officers to make sure that new members are acquainted with the Auxiliary rules and procedures. Older members are sometimes turned off over some “glitch” in their records or procedures. They simply quit in disgust rather than complaining to the Officers. Here is where the FSO-GR can do a great deal of good in finding out what ails the member and advising the Flotilla Commander so that corrective action can be taken.

The average Auxiliarist working in the field has virtually no knowledge of and little interest in the upper echelons of Division, District and National Auxiliary Management. He or she is understandably upset by any change in procedures, uniforms, new systems or established ways of doing things because they usually have no knowledge of why the change was made.

The GR Department can be of great help in listening to the individual’s complaints and questions regarding these things. This provides a release for the person and a chance to learn what the change is all about. Surveys of disenrolled persons have shown that many have quit because they did not understand the change and no one took any interest in listening to their complaints and questions.

Our motto is “WE CARE” and we are the only officers who represent the members. Let’s get this idea across!!!

James J. McCabe, DSO-GR

DSO - PUBLIC AFFAIRS

The publicity achieved by the District people involved in National Safe Boating Week was very gratifying. All of the Divisions had some means of publicity working for them relative to National Safe Boating Week. When all of the reports are in and tabulated, I feel that they will bear out that this year was the best ever in publicizing this important event. Thank you to all the SO-PA’s involved. You all did a fine job.

Lenore Roush, ADSO-PA, ran a very well organized poster contest at the Great Oak meeting. The posters were beautifully and clearly displayed and, incidentally, the quality was very impressive.

This is not too early to start planning ahead for the Fall Public Education classes. The size of the classes this year have been impressively large, due in no small measure to the timely announcements in newspapers, on radio, and TV.

Public Affairs means telling the Auxiliary story wherever there are people to listen. News editors are always seeking newsworthy and noteworthy reports. Keep them coming!

Muriel G. Lewis, DSO-PA

DSO — PUBLIC EDUCATION

Are we prepared? Our Fall PE classes will have students registering, who after having experienced their initial boating season, are seeking knowledge to insure their future boating experiences will be safer and more enjoyable.

There are bound to be many questions in their minds that deserve honest and intelligent answers.

The question that will probably enter the Instructor’s mind is - How can I teach my subject and still find time to answer any and all random questions that may be asked?

One solution can be participation. Use the other instructors in the Flotilla as assistants. Announce at the beginning of the course that you have qualified personnel aboard to answer any student’s particular boating questions before, during break time and after classes. If, for any reason, a particular question can not be directly answered, be honest and tell the student you will do your best to have the answer at the next class session.

This just may create a more relaxed atmosphere for the students and a closer relationship between instructors and students.

There is also a good possibility this approach may be the key to getting more students interested in joining our organization. Why not give it a try?

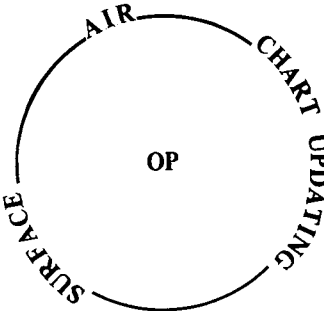
Robert L. Wecker, DSO-PE

DSO - VESSEL EXAMINATIONS

I would like to reiterate at this time what a CME is. It is a courtesy check of safety equipment carried or installed in a vessel and certain aspects of the general condition of the vessel within direct control of the operator. There are many other reasons for the CME and most of you know them.

It’s purpose: to increase safety of recreational boating by encouraging adherence to higher standards than those achieved by compliance with federal boating regulations. The scope of the CME will not be expanded to include any non-safety items and

DSO - OPERATIONS



Question: Who can be involved in operations?

Answer: Anyone.

Question: Do you have to have a facility?

Answer: No.

Question: What do I need to get involved?

- Answer: A. Interest
- B. Desire
- C. Willingness
- D. Help

Question: If I have the interest, desire and willingness, where can I get help?

Answer: Ask questions. Find out who is already involved. If necessary, bribe others to include you on their next patrol.

Question: Will I really have to bribe someone to include me on their next patrol?

Answer: Hopefully not, however, sometimes those with experience forget what it was like way back when.

Question: If all else fails, what should I do?

Answer: Usually you can find Flotilla meeting time in which to bring up problems, if so, let the members know what you need. Most times this will get you at least one volunteer.

Question: If no one volunteers to help me become trained in operations what should I do?

Answer: The only thing left is to go out in a boat and break-down, this way you can call for help. The only problem may be that your area will not have enough qualified help to come get you because no one ever took the time to pass knowledge along.

Phyllis L. Valentine, DSO-OP

administrative requirements, such as title or registration of motors, that any state or local government may impose.

There has been much discussion RE: Documented & registered boats. A vessel being examined for a CME decal, if numbered must have an original certificate of number or a duplicate original issued by the state in which the vessel is registered. On unnumbered boats, proof of ownership is necessary. If examining in the state of New Jersey, discuss the new law of having a documented boat registered. At this time to be eligible for the CME decal, a documented boat only need the proper papers.

Lillian Lieberum, DSO-VE

DSO - MATERIALS

For you that attended the rendezvous at Great Oak, this may be repetitious. We have new items that I had on display there.

We have a folding clipboard for CME’s with a silver logo on the cover, plastic portfolio with zipper and logo on the face, full 2” ring binder 8½” x 11” with logo on cover and 9” x 12” steel document frames to hold your awards. We have a few new decals and ladies earrings (clip and pierced), and zippo lighters with logo. We also have ladies cap devices, vinyl cap covers and rain cover for ladies combination cap. Ladies cap devices must be ordered by cap size (the band is not expandable).

Some members do not know the various sizes of our ensigns. For general information, the sizes are listed below.

Auxiliary Ensigns	U.S. Ensigns	Operational Pennants
Size #1 - 30” x 48”	12” x 18”	Size #2 - 3” x 4’
Size #2 - 24” x 36”	16” x 24”	Size #3 - 3” x 2’8”
Size #3 - 15” x 24”	20” x 30”	Size #4 - 2½” x 24”
Size #4 - 12” x 21”	24” x 36”	Size #5 - 2½” x 13”
Size #5 - 9” x 15½”	2½’ x 4’	
Ceremonial 51” x 65”	Ceremonial 52” x 72”	

We also have a fine quality jacket for civilian use with Auxiliary logo.

Contact your FSO/MA’s for prices and availability of the above items. We have merchandize. All we need is someone to buy.

Don’t forget to order your books early!!!!

George Brouse, DSO-MA

DSO -MEMBERSHIP TRAINING
PILOTING and COASTWISE NAVIGATION

The ninth edition of the District approved “Piloting & Coastwise Navigation” course is now available. This is a major revision authorized by Lt. Rogers when he was Director of Third Southern. The up-dating of the text includes, among other things, a complete re-write of Aids to Navigation. Magnetic Compass and the Time-Speed and Distance subject. The changes and additions bring the book more in conformance with the O.S.C. text “Piloting and Dead Reckoning”. The books and satellite material are available from the DSO-MA at \$18.00 for a box of ten including certificates. The course is geared as a follow-up for those students who wish to go beyond that taught in the B.S. & S. “Piloting” lesson.

Auxiliarists must recognize that this course, although approved by the Third Southern, is not yet approved by National and cannot be reported in AUXMIS BUT CAN be used as member training for the Piloting O.S.C. As such, a member teaching the course may report man hours as membership training hours, if taught to members, otherwise credit should be taken as civic lectures.

Ed Morton, DSO-MT

DIMINISHING ACTIVITY CALENDAR FOR THE 3RD SR DISTRICT (1981)

6	Oct.	1981	District Board	Gloucester City, N.J.	2000 hrs.
				(Fall Rendezvous)	
10	Oct.	1981		Cape May, Wildwoodcrest, N.J.	
1	Dec.	1981	District Board	Gloucester City, N.J.	2000 hrs.

Nov. District Area Meeting date and location to be announced.

SPO — NATIONAL BOATING WEEK

NATIONAL SAFE BOATING DAYS AT PENN'S LANDING

Penn's Landing, on the Delaware River waterfront of Philadelphia, was the setting for a many-faceted celebration of Safe Boating Days in Philadelphia. Mayor William J. Green proclaimed Safe Boating Days, and the Flotillas in Divisions II, VI, and XIII organized the celebration at Penn's Landing. Participating in the celebration were the American Red Cross, Delaware River Power Squadron, Delaware Valley Safe Boating Council, United States Coast Guard, United States Navy, Pennsylvania Fish Commission, New Jersey Marine Police, U.S. Naval Cadets, the Philadelphia Fire Department fire boat, and the Philadelphia Police and Firemen's Band.

The Coast Guard sent a search-and-rescue helicopter to Penn's Landing and demonstrated the techniques of air-sea rescue, using members of the Bristol Dive Team as the people in distress. A static demonstration and explanation of rescue equipment on board the helicopter was held on the ground.

On both days, the Navy tug, MASCOUTAH, and the USCGC POINT FRANKLIN were open for public visitation. Thousands of people were guests on board the two vessels.

The Coast Guard Auxiliary vessel, FRESH START, skippered by George Ryan, held a "man overboard" drill and demonstrated the rescue operation.

A Coast Guard Auxiliary seaplane, piloted by Charles Maltbie, participated in a seaplane-assisted rescue, demonstrating the method and signals used by the aircraft to locate and guide rescue vessels to the disabled craft.



Becky Stewart, USCGAUX. Safe Boating Queen, and Ed Poznek, SO-OP II, at Penn's Landing for NSBW.

Remote-controlled model boats were operated in the water with a running description over the public address system, illustrating how boats avoid collision at sea by following and observing the rules of the road.

There were safety booths set up at the Landing, demonstrating the proper use of personal flotation devices; cardiopulmonary resuscitation (CPR); and the effects of hypothermia.

Hypothermia, the lowering of the body temperature is undoubtedly the biggest threat to a boatman in cold or even cool water. An early symptom of hypothermia is the inability to perform even the simplest task with the hands. It was brought home to the people at Penn's Landing when they could not pick up a ring of keys or coins from a bowl of ice water in which their hands was submerged for 10 to 15 seconds. Said one of the participants, "It's scary".

On the lighter side, there was a celebrity canoe race, including a boat with Eagles' offensive captain, Stan Walters; the station WFIL team of Don Cannon and Tony Bruno; Lee Martin of station EAZY; and other participants from the Philadelphia Eagles, and station WYSP.

The American Red Cross put on a canoe tilting demonstration, and had a continual water safety program in progress both days. They also showed the proper way to right an overturned canoe.

The Auxiliary's Courtesy Marine Examination Station was in operation, and had a boating safety booth, answering water-safety related questions, and distributing literature.

The Auxiliary communications van, operated by Andy Kratzer, Flotilla 6-5, kept a constant flow of necessary messages, insuring a smooth flow of all activities.

The Pennsylvania Fish Commission, the New Jersey Marine Police, and the Bristol Flare Company were there with their boating safety messages. The Bristol Flare Company demonstrated the use of the new hand-held visual distress signals.

The Delaware River Power Squadron showed large groups of boaters a method of adjusting the boat compass by using a sun dial.

The U.S. Naval Sea Cadets, Olympia Division, opened the festivities with the Sea Cadet drill team and color guard. Safe Boating Days at Penn's Landing concluded with a decorated boat parade sponsored by the Delaware Valley Safe Boating Council, and the graduation ceremonies of the Sea Cadets Safe Boating class.

National Safe Boating Days at Penn's Landing played host to about 35,000 visitors. It was a fast-moving, exciting, and educational two days, with the participants enjoying it as much as, if not more than, the spectators. Well-deserved thanks to the committee, who put in many days and nights of hard work and deep thinking to make these days the best ever, and to the contributing and participating Flotillas of Divisions, II, VI, and XIII.

Muriel G. Lewis, SPO-NSBW Division II, 3(SR)
Photos by: Rupert Hoover, 2-76
Al Lewis, DCP II

DSO — CAREER COORDINATION

PROJECT A.I.M.

The 1981 Satellite Program for the 3(SR) Coast Guard District was conducted at the USCG Training Center Cape May, New Jersey, on Saturday and Sunday, 6 and 7 June 1981. A total of 44 AIM Candidates and 20 Auxiliarists attended.

All candidates and Auxiliarists reported onboard the USCG TRACEN by 0900 6 June 1981. The program commenced at 0930 with a welcome aboard by LTJG Mark Frost USCG and District Staff Officer Career Coordination Juanita Raudabaugh USC-GAUX Candidates and Auxiliarists were advised of the rules and regulations of the USCG TRACEN and what was expected of them, by LTJG Frost. The Auxiliarists were then dismissed to another room for briefing on their duties as chaperones while aboard the TRACEN. This was carried out by Rear Commodore West Richard Raudabaugh. The AIM Program and its goals were explained at this time to the candidates, by DSO-CC Raudabaugh.

The candidates and Auxiliarists joined together at 1000 for the film "Can You Meet the Challenge" depicting Academy life. Following the film LTJG Joseph Loadholt from the USCG Academy, New London, Conn., provided an outstanding presentation, followed by a question and answer period. LTJG Gene Rodgers Ass't. Director USCGAUX, Coast Guard Base, Gloucester City, N.J., delivered an interesting briefing on the OCS program. The program was wrapped up by Kim McCue with a slide presentation showing AIM week at the Academy. Kim was the AIM Candidate for Division IV in 1980.

The group broke after being briefed by RCO(W) Raudabaugh on marching procedure. Once outside the classroom, RCO(W) Raudabaugh acting as Head Drill Instructor formed the candidates and chaperones into two (2) squads (A & B). Assistant District Officers Helen McCabe and Irvin Shelly were Guidons for the squads and advisors for the candidates and chaperones at all other times. We proceeded in military formation to all points starting with the noon meal.

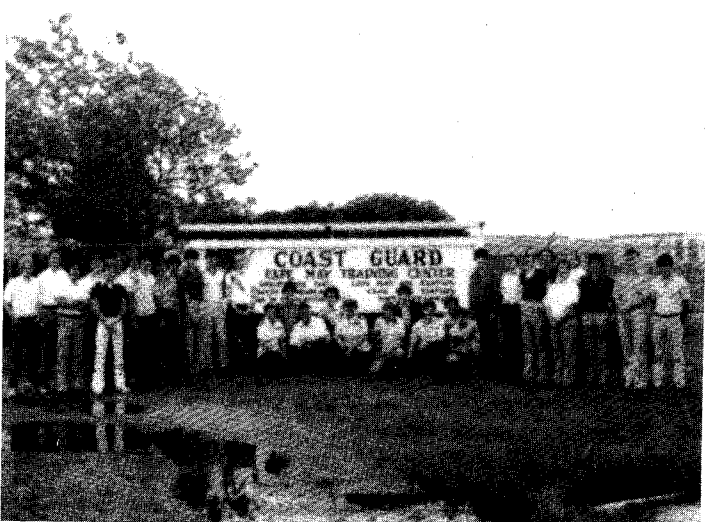
After the noon meal a walking tour of the TRACEN was conducted by LTJG Frost. The first stop was the USCG cutters, Alert and Hornbeam, where we were given an excellent tour and briefing. The next step was the Helicopter Hanger for a detailed briefing on Airborne (SAR) procedures. Included was a tour of the RCC, (Communication Center for Search and Rescue). We ended our tour at 1545.

We then proceeded to the gym after stopping by way of the barracks for swim suits and towels. Once at the gym, the TRACEN swim instructors were extremely efficient. The candidates to qualify for the handling of the small boats (31 footer) on Sunday had to jump in the water, swim 100 meters and tread water for a total time in the water of 5 minutes. There were five (5) candidates that failed. We were off schedule by this time and thus unable to have free time in the gym and pool. We returned to our barracks and dressed for the evening meal, served at 1730. When finished with the evening meal we proceeded back to the barracks to make our racks, (which looked very inviting). We were allowed to attend the base theater where we were shown a movie at 1900. Needless to say when 2130 rolled around (taps and lights out), we hit the racks, no complaints.

On Sunday, 7 June 1981, reveille was sounded at 0630. Breakfast was served at 0700. At 0800 we marched to class, conducted by TRACEN instructors on small boats handling, 31 footers. At 0845 the group assembled at the TRACEN small boat basin. This

was one of the highlights of the weekend. The group was divided into groups of four and each was assigned to one of four boats. The boats got underway for a most enjoyable and informative practical operation in the art of close quarter towing. This phase lasted almost three hours, during which time those candidates that were unable to, or chose not to go on the boats attended church services in the company of Captain Edward Bitter and Division Staff Officer Eugene Hoff. The remaining Auxiliarists spent the time in a critique of the Career Candidate program. We also filled out man-hour cards at this time, a point of interest, 472 hours were spent on mission, 55 hours in preparation and 113 hours in travel, (Satellite Program only).

At 1045 we returned to the class room for a detailed presentation by Seaman Apprentice Mike Drago on the life and duties of a recruit in the United States Coast Guard. The AIM candidates were then asked to fillout a critique form, to be used for the improvement of the Career Candidate Program. The candidates were thanked by DSO-CC and dismissed to the barracks for clean up detail. We said our good-byes and terminated the 1981 Satellite Program at 1200.



Comments:

I would like to thank our guest, LTJG Joseph Loadholt US Coast Guard Academy, New London, Conn. Kim McCue AIM Candidate 1980 Division IV and Past Commo. John Johanson, USCG Auxiliary. LTJG Loadholt is an extremely knowledgeable and articulate officer and we were indeed fortunate to have him as part of the program. Kim McCue's well-planned presentation and presence during the weekend was very instrumental in imparting confidence to the candidates in the AIM Program. Past Commodore Johanson with his military bearing and appearance combined with his knowledge and alertness to all situations is an asset to the USCG Auxiliary.

I extend my appreciation to the Liaisons for the Satellite Program. I could not have been assigned more capable officers than LTJG Mark Frost, Training Center Cape May and LTJG Gene Rodgers, Assistant Director of the USCG Auxiliary, Coast Guard Base, Gloucester City, N.J. They constantly monitored the program's long range plan to ensure accurate and timely completion of all objectives. Their diligence and enthusiastic performance while assisting the Auxiliary with the orientation program for AIM at the USCG Training Center, Cape May, far exceeded my expectations.

I would like to personally commend Mr. Teal and his personnel as well as the TRACEN personnel that helped with the program in all areas. Their outstanding efforts directly contributed to the success of our Satellite Program. Their efforts were greatly appreciated.

I would also like to thank the Auxiliarists that participated in the program. They exhibited a professional approach in appearance and knowledge that provided a major contribution and set a most worthy example for our entire group.

Last, but in no way least, I would like to commend the AIM Candidates. Everyone conducted themselves as ladies and gentlemen. They were a credit to the Divisions of the USCG Auxiliary that sponsored them. It was a pleasure to have associated with these young men and women. I would call the 1981 Satellite Program of the Third Southern District, United States Coast Guard Auxiliary a great success.

Juanita Raudabaugh, DSO-CC

**TOPSIDE DEADLINES**

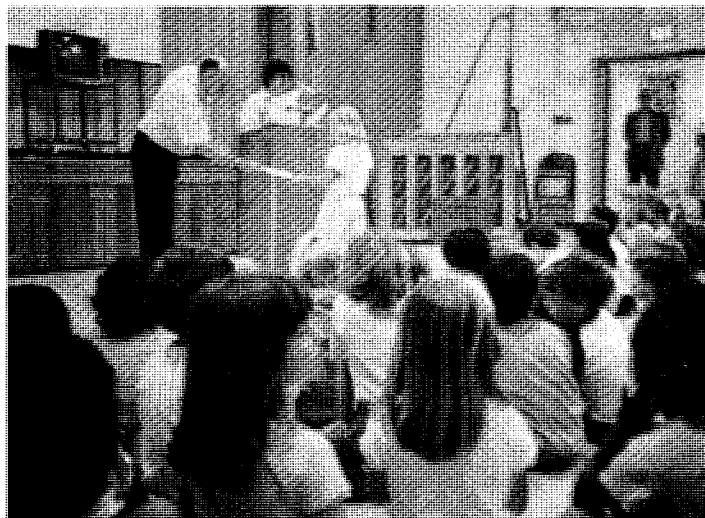
25 October 81	Fall 81 Issue
25 December 81	Winter 82 Issue
25 March 82	Spring 82 Issue
25 June 82	Summer 82 Issue



**SET YOUR COURSE FOR
36° 10' N. 115° 9' W
FOR THE USCG AUXILIARY
NATIONAL CONFERENCE**



... At The Sahara Hotel,
Las Vegas, NV
17-19 September 1981

SAFE BOATING POSTER CONTEST

Sponsored by Flotilla #81, for the children of Ocean City's Elementary School, FC J. Roy Bradley and Art Teacher Suzanne Forrest presented Certificates of Achievement to the winners during the school's annual Awards Program.

Prizes awarded ranged from \$25.00 to \$5.00. A total of 300 entries were submitted.

Warren E. Fox, FSO-PA 81

DIVISION V....

I asked our Topside Editor & Publisher whether he thought there'd be some space in Topside for a "word" from Division V. He said, "sure" but keep it short! Rich -- are you telling me I'm too verbose?

A lot of good things too numerous to mention are happening in DIVISION V - in all the cornerstones -- including the chartering of a new Flotilla in Millersburg on 2 May - a great evening shared by a number of our District officers.

Our Captain, Helen Villano, began a new work simplification program this year which is progressing quite well. Staff officers have been tasked with preparing a Standing Operating Procedure detailing the things they do to effectively handle their job. This will be passed on to successors and hopefully make the job a little easier for those who are not too familiar and a little uncomfortable with a "new" job.

On 6 May, thirteen of us (including our Asst. DIRAUX, Mike Swigert, and Division Captain) had the opportunity to hear Admiral Hayes' presentation to the students of the Army War College class at Carlisle Barracks. After the lecture, we had the pleasure of meeting informally with Admiral Hayes at an interesting and enlightening round-table type discussion.

Eight of our members, including yours truly, spent a wonderful, interesting and informative day aboard the Coast Guard Cutter Red Oak on 18 May. We were treated royally by the Captain and crew and received first hand instruction and insight into what goes on during a typical work-day on board a Buoy Tender. Ted Piotrowski, FC 5-10, took approximately 100 great slides, some of which we hope to use in our PE classes. These slides, incidentally, were shown at our Division Campout at Lake Raystown on 19, 20, & 21 June, which, by the way, was a huge success again this year. We'd like to interest some of our "brothers" and "sisters" from the District in sharing this activity with us sometime in the future, so please think about joining us next year. We really do enjoy this opportunity to camp, boat, and socialize together - and some of us even work during the weekend - doing facility inspections, safety patrols and radio watch!

Ruth C. Aubin, SO-PB V



Rendezvous on CG Cutter Red Oak, 18 May 1981. Auxiliarists Gil Miller, 5-14; Dean McGehee, 5-14; Ruth Aubin, 5-3, and Bob Bard, VCP V being instructed on the plotting for placement of a buoy by QM2 James McHugh.

James J. McCabe
160 Hillside Court
North Wales, PA 19454

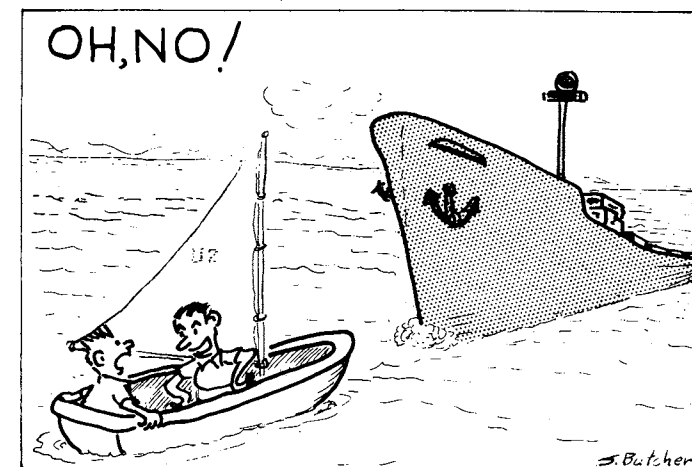
Dear Mr. McCabe:

It gives me great pleasure to present you with the **National Commodore's Distinguished Service Award** for your outstanding services in the U.S. Coast Guard's Aids to Navigation and Chart Updating Programs during 1980. As a result of your personal efforts and leadership, the Auxiliary Aids to Navigation and Chart Updating Programs continue to be a rapidly growing and valuable asset to the National Ocean Survey and an additional measure of security to all mariners who use our nation's waterways.

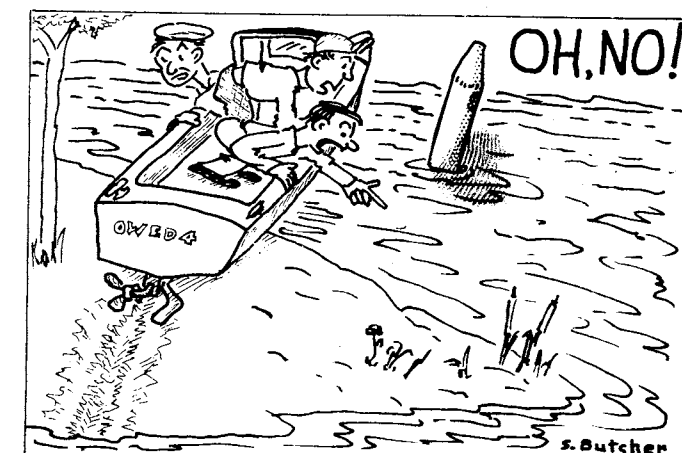
I commend you for your outstanding leadership and contributions in these programs and wish you continued success in your future endeavors.

Sincerely,

Charles D. Alden,
DVC-OU



"Don't worry! Sailboats have the right of way - he will have to go around us!"



"Shouldn't you have gone around to get to that buoy?"

LEADERSHIP

We are at the mid point of the year. In another two months nominating committees will be appointed to elect our leaders at both the Flotilla and Division levels. This is a subject that should be given the utmost consideration.

Certain words paint a picture in our minds. To see them written or hear them spoken brings a positive response: honorable, loyal, true, honest.

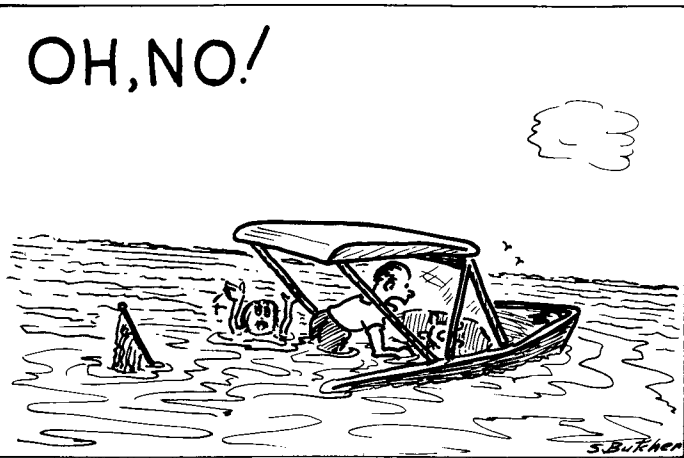
Other words paint a different picture. These are filled with a harsher meaning: liar, cheat, untrustworthy.

These are all words we use to describe the way people act. We like to think of ourselves in the best possible light. There is another word we often use in an interesting way. That word is "leadership". If you think for a moment we almost never consider ourselves as leaders. We say "Joe is a leader" or "Joe should show more leadership". The absence of strong leaders has its roots in each of us. Perhaps it is time to set the record straight: leadership does not come from others. It starts with us!

Our daily lives, within and outside the Auxiliary, has an affect on others. This is where leadership begins. Leadership is a reflection of ourselves. As Auxiliarists each of us has a leadership responsibility to our parent organization, the Coast Guard and boating public. It is easy to say "I've done my part, now let someone else do it". That is not leadership. Ask yourself this question: "what have I done this past year to show that the Auxiliary is a daily part of my life".

As we appoint our nominating committee it is important that we select those persons who display leadership potential. In the immediate years ahead the Coast Guard will be relying more and more upon the Auxiliary. Without proper leadership at all levels it will be difficult to fulfill our responsibility. The ability to lead is within all of us, but it must be developed. Let's start developing that leadership now so that we in the Auxiliary will be found ready for the task ahead.

R. B. Hudson, PRCO

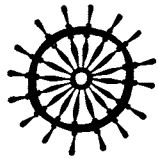


"I know we have life jackets here - somewhere!"

"Be Part of the SOLUTION . . .

Help PREVENT Pollution!"

WANTED!
HELP Your Flotilla
Generate More ACTION

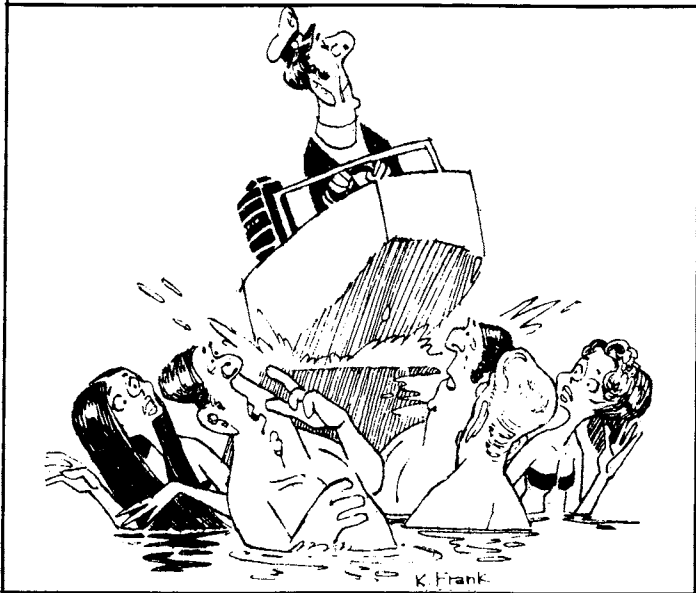


THE WALL STREET JOURNAL



"You were doing 25 millimeters in a 58 kilometer zone—er—I mean 9 meters in a 2.85 gram zone—no—that's not it—oh the heck with it!"

Boating Tips...



SUNDAY DRIVER

A good boat driver always keeps his mind and eyes where they belong. He avoids swimming, fishing and mooring areas, and stays well clear of skin diving and other underwater operations. The Merc outboard test drivers also suggest that the boat operator always sits securely in the driver's seat. Also, passengers should not be allowed to stand or sit on the bow, gunwales or other areas of the boat from which they might be hurled overboard while underway.

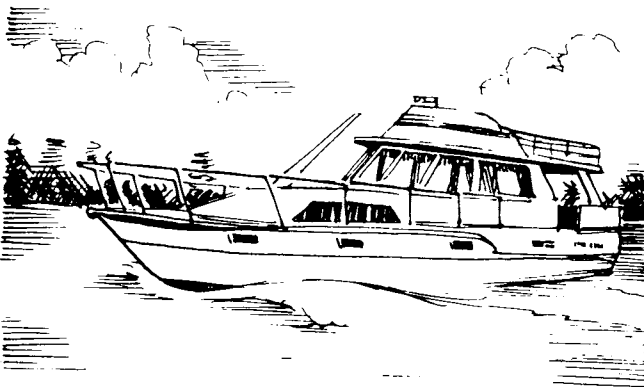


MARY RUTH BIRD
DVC — AP
Editor, THE NAVIGATOR

On 23 June 1981, the Auxiliary lost one of its most dedicated members, when Mary Ruth Bird passed away, following a short hospital confinement. Mary Ruth was probably one of the best known members of the Auxiliary, as a result of her highly commendable work, performed over the last 10 years as Editor of THE NAVIGATOR. With the aid of May Stakely during the past 5 years, Mary Ruth performed the work of several people in writing, editing and supervising publication and distribution of THE NAVIGATOR. Despite periods of serious illness during recent years, THE NAVIGATOR always went to press right on schedule.

Mary Ruth was active in all of the four Cornerstones of the Auxiliary. How this gentle and gracious Southern lady managed to remain young in spirit and accomplish all of the work she did is still a mystery. Her efforts were recognized by some of the highest awards the Coast Guard and the Auxiliary can bestow upon an Auxiliarist. She received 3 Certificates of Administrative Merit awards, plus the rare and prestigious "Michelob Schooner" for her herculean efforts on behalf of boating safety.

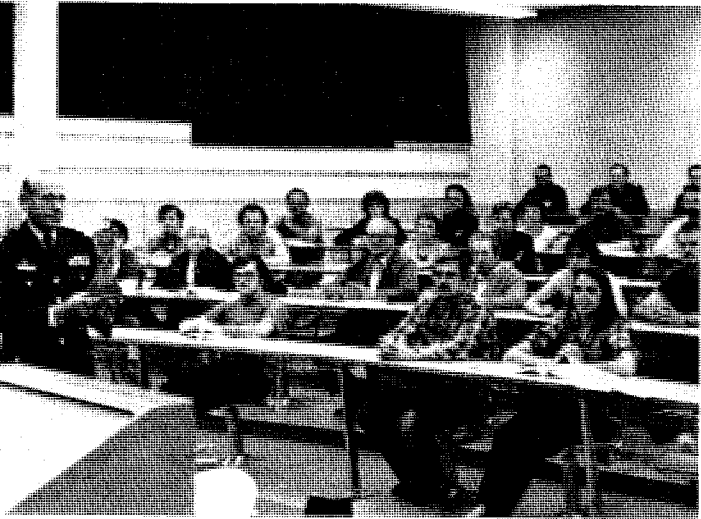
Mary Ruth's ready wit and charming smile will be greatly missed at the many Auxiliary conferences across the country. She attended most of them to gather news and to "spread the gospel" for more and better newsletters at all levels. I feel privileged to have known her and to have worked with her for nearly four years. Mary Ruth, may you find cloudless skies and favorable winds on your celestial journey. Well done!



THE SCHOOLS OF DIVISION IV

Here Pete Schad, Captain Division IV, demonstrates the use of the Heaving Line, with a Monkeys First in Marlin Spike Seamanship course at Conestoga High School, Berwyn, Pa.

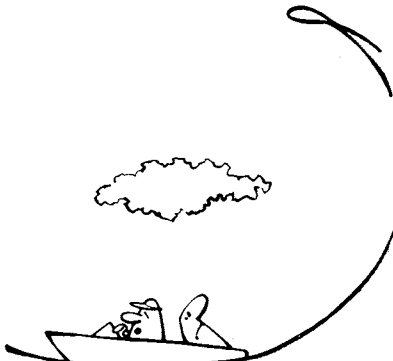
J. C. Robertson, SO/PB IV



THE SCHOOLS OF DIVISION IV

Here Al Coslett, Instructor, Flotilla 48, Division IV, teaches the function and identification of a typical lighted red buoy in Aids to Navigation, Chapter 6, Boating Skills and Seamanship course at Ridley Township High School.

J. C. Robertson, SO/PB IV



"DON'T WORRY - IT'LL PROBABLY PASS RIGHT OVER US."

IN MEMORIAM

1979 District Safe Boating Queen killed in 'hit and run' accident!

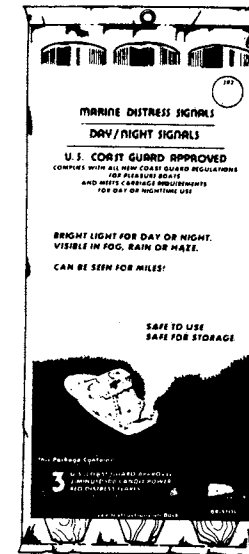
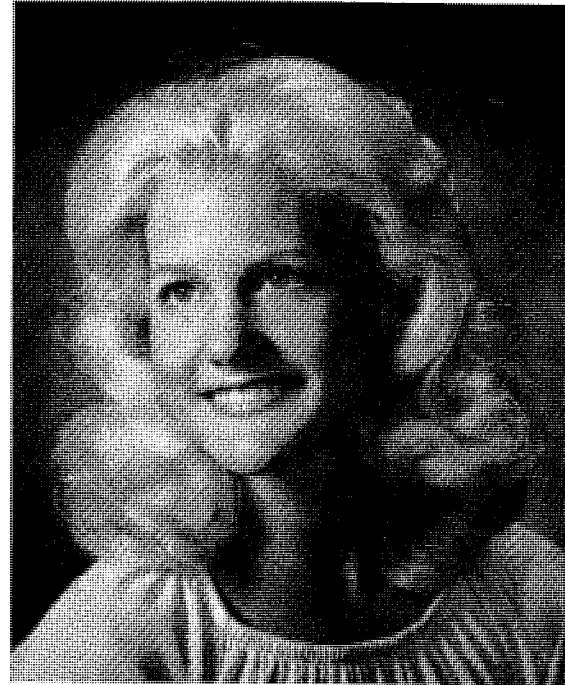
August 11, 1981, Francine Walter was struck and killed while crossing the street near her New York City apartment.

Just twenty-one years of age and a recent graduate of Bauder Fashion College, Miami, Fla., she had launched her career as a fashion designer with a well-known New York City firm less than six weeks before.

Francine is a former member of Flotilla 10-7 (Scranton, originally 55), was 1978 Division V Safe Boating Queen and reigned as Third Southern District's Safe Boating Queen October 1978 thru September 1979. As an Auxiliarist, she served as co-publisher of the Flotilla newsletter, "The Crosswinds".

Those of us whose lives she touched will ever remember her sparkle and affection; and her blushing smile that warmed and captured so many of our hearts. We are grateful for the opportunity to have shared a portion of this tender life.

To Francine Walter....in fond memory.

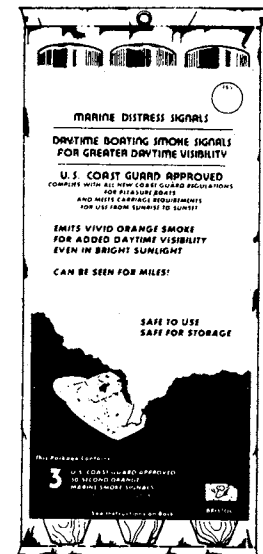


1. DAY/NIGHT MARINE DISTRESS SIGNAL KIT —

Meets Coast Guard regulations for all boats for day and night use. Bright light can be seen in dense fog, rain or haze. These signals are the most economical way to comply with new Coast Guard regulations.

Contains: Three hand-held 2 minute, 500 candlepower red Marine Distress Signals.

U.S.C.G. Approved



2. DAYTIME MARINE DISTRESS SMOKE SIGNAL KIT —

For the safety conscious boater who desires that extra margin of visibility attainable with smoke signals. Approved for daytime use. Emits vivid orange smoke for added visibility, even in bright sunlight. The most effective daytime Distress Signal available.

Contains: Three hand-held 50-second Orange Marine Smoke Signals.

U.S.C.G. Approved

Many thanks to Bristol Flare Corp., Bristol, Pa., for providing FREE, the new Hand-held Flare Kits to every Flotilla in the Third Southern Region.

There are two kits for every Flotilla: one kit is "DAY ONLY", 3 Orange Smoke-hand held flares, the other kit is for "DAY or NIGHT" use - 3 Flares to a kit. All kits are properly dated.

These Kits are for TRAINING and TEACHING purposes only, thru, PE, CME, PA, programs, etc.

Thanks to Lillian Lieberum-DSO-VE, for taking charge of distributing the flare kits.

Any Flotilla wishing to acknowledge their Flare kits please write to:

Delores Brown
Bristol Flare Corp
P.O. Box 540
Bristol, Pa. 19007

Also Bristol Flare Corp. has now provided a special room for storing stale-dated flares & VDS regardless of manufacturer. Any dealer, individuals, etc., who want to get rid of Old VDS, please have them contact Bristol Flare.

Katherine Slayback, SO-VE, VI

DON'T HOLD UP ANY LONGER

Order those uniform
accessories now!



Through your usual channels

IT'S NOW LAW

**NEW COAST GUARD LAWS,
EFFECTIVE JAN. 1, 1981, REQUIRE
BOATS OPERATING IN COASTAL
WATERS OR THE GREAT LAKES
TO CARRY COAST GUARD
APPROVED DISTRESS SIGNALS.**

**BOATS 16 FEET AND OVER ARE
REQUIRED TO CARRY APPROVED
DAY AND NIGHT VISUAL DISTRESS
SIGNALS AND BOATS UNDER
16 FEET ARE REQUIRED TO
CARRY APPROVED NIGHT SIGNALS
IF OPERATING AFTER SUNSET.**

FALL RENDEZVOUS — 10 OCTOBER 1981

CAPE MAY — WILDWOOD CREST, NEW JERSEY

QUALITY COURT INN, WILDWOOD CREST, NEW JERSEY

SATURDAY 10 OCTOBER 1981

- 0900-1200 Registration Desk Open - Lobby Quality Court Inn
- 0900-1200 Clothing at Small Stores, Cape May Training Center will be open for cash purchases of uniform items.
- 0900-1400 Post Exchange will also be open for the cash purchase of uniform items and accessories.

SATURDAY EVENING 10 OCTOBER 1981

- 1330- Picnic-Electronics Beach - Uniform Casual
- 1800-1900 Cocktails
- 1900-2400 Dinner at Quality Court Inn - Dancing
- UNIFORM FOR SATURDAY EVENING:
Service Dress Blue, White Shirt, 4 in hand Tie
Name Tags, and Ribbons.
CIVILIAN ATTIRE
LADIES FORMAL, COCKTAIL ATTIRE

DEADLINE DATE FOR ALL RESERVATIONS: 1 OCTOBER 1981

USE THIS FORM FOR PICNIC/DINNER RESERVATIONS:

MAIL TO: VCO RODGER B. DERR
P.O. BOX 1646
PHILADELPHIA, PENNA. 19105

NAME DIVISION MEMBER NUMBER

ADDRESS CITY STATE ZIP

I desire () reservations at \$7.25 per person for Saturday Picnic - TOTAL \$

I desire () reservations at \$12.50 per person for Saturday (Evening) Dinner - TOTAL\$

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

USE THIS RESERVATION FORM FOR QUALITY COURT INN:

MAIL TO: QUALITY COURT INN
Ocean Front and Rochester Avenue
Wildwood Crest, New Jersey 08260
Telephone: 609/729-6000

U.S. COAST GUARD AUXILIARY

Please reserve room(s) for persons per room at the rate of \$

per day per room for double occupancy. We will arrive on at P.M.

ROOM RATE: \$35.00 DOUBLE (POOL SIDE)
\$38.00 DOUBLE (OCEAN VIEW)

ONE NIGHT'S DEPOSIT
IS REQUIRED!

NAME DIVISION

ADDRESS CITY STATE ZIP

DEPOSIT REQUIRED: ONE NIGHT'S RENTAL PER ROOM.

MAIL THIS FORM AND DEPOSIT CHECK TO: QUALITY COURT INN, Wildwood Cresst, New Jersey,

PENALTY INDICA NOT AUTHORIZED FOR RESERVATIONS

- Below you will find a listing of the Error Rate Analysis for the period of 12 June through 27 July 1981. The Winner of the "ACE" Award is Division VIII.
- The average Error Rate has improved considerably since January. Keep up the good work. There is still room for improvement. The major source of error has not changed: hurried, illegible printing leading to a mismatch of member number and name!!!
- Please note that the rankings are based on the 'Score' and not directly on the Error Rate. The score is weighted by the number of inputs (transactions) to the AUXMIS system. If two, or more, Divisions have identical Error Rates the one having input more transactions will be judged to be better.

Average Error Ratio = 3.5%

For period of 12 June - 27 July

	TRANS	ERR	RATIO	SCORE	RANK		TRANS	ERR	RATIO	SCORE	RANK
I	553	19	.0344	140.4019	8.0	03S	9391	333	.0355	277.5329	1.0
II	1020	41	.0402	140.2517	9.0	VIII	611	11	.0180	273.6710	2.0
III	646	37	.0573	87.7842	13.0	VII	1386	31	.0224	271.9218	3.0
IV	584	33	.0565	86.7337	14.0	XIII	854	21	.0246	218.7962	4.0
V	796	39	.0490	108.1346	12.0	XIV	696	22	.0316	161.7594	5.0
VI	635	22	.0346	144.2366	7.0	XII	883	30	.0340	159.9133	6.0
VII	1386	31	.0224	271.9218	3.0	VI	635	22	.0346	144.2366	7.0
VIII	611	11	.0180	273.6710	2.0	I	553	19	.0344	140.4019	8.0
X	270	8	.0296	135.1201	10.0						
XI	457	19	.0416	110.6272	11.0	II	1020	41	.0402	140.2517	9.0
XII	883	30	.0340	159.9133	6.0	X	270	8	.0296	135.1201	10.0
XIII	854	21	.0246	218.7962	4.0	XI	457	19	.0416	110.6272	11.0
XIV	696	22	.0316	161.7594	5.0	V	796	39	.0490	108.1346	12.0
						III	646	37	.0573	87.7842	13.0
						IV	584	33	.0565	86.7337	14.0
03S	9391	333	.0355	277.5329	1.0						

Sorted In Order Of Rank:

Joseph Sowers, DSO-IS



National Safe Boating Week, 1981
by the President of the United States of America

A Proclamation

Americans enjoy a multitude of sports and recreational activities that serve to refresh the body and spirit. For many of our citizens, recreation means boating.

Those involved in recreational boating should always remember that the primary responsibility for safety rests with the individual. And while a cruise can be a wonderful experience for one person or an entire family, it can also result in tragedy.

Aware of the need for boating safety, the Congress enacted the joint resolution of June 4, 1958 (36 U.S.C. 161) as amended, requesting that the President proclaim a National Safe Boating Week.

NOW, THEREFORE, I, RONALD REAGAN, President of the United States of America, do hereby designate the week beginning on June 7, 1981 as National Safe Boating Week.

All Americans who utilize our waterways for recreation should possess at least a minimum knowledge of safety afloat. I urge all Americans who engage in recreational boating to take advantage of the numerous safe boating courses sponsored by governmental

and private organizations. I particularly urge inexperienced operators of small boats to enroll in these safety and educational programs. Learning the fundamentals of safe boating can do nothing but add to the potential pleasure and excitement of recreational boating.

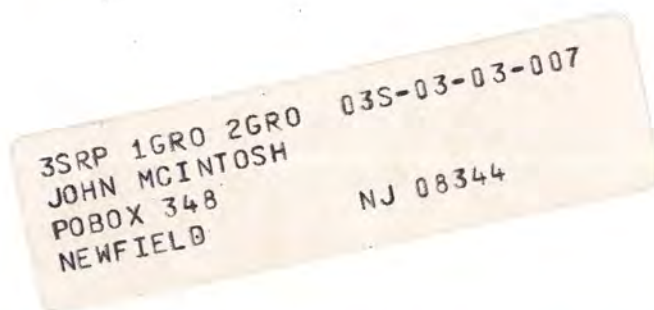
I also invite the Governors of the States, Puerto Rico, the Northern Mariana Islands, the Virgin Islands, Guam, and American Samoa, and the Mayor of the District of Columbia to provide for the observance of this week.

IN WITNESS WHEREOF, I have hereunto set my hand this 4th day of June in the year of our Lord nineteen hundred and eighty-one, and of the Independence of the United States of America the two hundred and fifth.

Ronald Reagan

DEPARTMENT OF TRANSPORTATION
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