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Published Quarterly By The United States Coast Guard Auxiliary 3(SR)

VOLUME 83

SUMMER 1983

NUMBER 3

**FIND
OUT
WATTS
NEW!**

Sept. 30

Oct. 1-2

See pages 7-10
for all the details

**COME TO THE
ANNUAL FALL MEETING
for an illuminating experience!**

FROM CENTRAL

UPDATE *Walter Moulder, RCO-C*

Even though we are now more than half way through 1983, it still isn't too late to take inventory of our activity and get involved.

Our patrol skippers are still looking for crew members and there is a shortage of operators to man our communications stations. If you are a vessel examiner, there are still many vessels that haven't been inspected this year. Remember it is only through the activity of the individual members that we will have a year to be proud of. Ask yourself two questions: How have I participated in the Auxiliary Program? And, what have I done to improve my own boating skills? In other words there is still time, and plenty of opportunities to get involved and assure success of the Auxiliary Programs this year. Your elected officers and staff officers at all levels are counting on your support; please don't let them down. If each auxiliariest can only say that they have done something, the results will make 1983 a year that we will all be proud of.

The fall conference in Wildwood Crest will be the last district gathering this year, and the success of the workshops in PE, GR and CC is dependent on your attendance and participation. In addition there will be activities at the Cape May Training Center. Come and participate in the fourth cornerstone "Fellowship."

Walt Moulder, RCO-C

National CME School, Yorktown, VA

Do you need a VE Seminar each year to remain qualified? Do you know which term to use "Inspection" or "Examination?" Are you poorer by several quarters because you used the wrong one? Is there a cramp in your right arm from saluting? Is your brain in a whirl? Do you know how it feels to use a fire extinguisher on a tub of burning diesel fuel? Can you now realize how difficult it is for a person to put on a PFD while in the water?

If you can answer these questions correctly, then as John Morgan, ADSO-VE Bob Bard, and Rhoda Davis did, you have spent a week at National CME School.

During the five days at Yorktown, many hours were spent listening, reading, actively participating in seminars and enjoying the association with other Auxiliariests from different sections of our country.

We heartily recommend attendance at the CME School for anyone lucky enough to have the opportunity. Yes, you will be exhausted, probably wilted by the heat, but you will come home filled with inspiration and enthusiasm for our CME program.

If you have the chance to attend an advanced school, be sure to take advantage of it. You will not only have a richer background but will realize again that the members of the Coast Guard Auxiliary are a very special group of people.

Submitted by: Rhoda Davis, SO-PA III

AWARD PRESENTED

Recently at a meeting of Flotilla 42, Orlando Maiocco, FC 42, presented the Commanders' Award to John E. Johansen (right). This award is presented to a member for outstanding achievement in promoting recreational boating safety in Coast Guard District 3(SR).



Submitted by: James C. Robertson, SO-PB IV
TOPSIDE (3SR) SUMMER 1983

FLOTILLA PUBLIC AFFAIRS

The Flotilla public affairs effort is primarily directed to the local suburban press. In our flotilla we are currently getting publicity in eleven local newspapers in Delaware, Montgomery and Chester Counties.

All the newspapers we use are local papers, covering the area in which we work, in schools, marinas, and in other safe boating efforts.

Because almost every literate person reads at least one newspaper each day, the newspaper becomes a habit. The newspaper is a local thing, a lifeline between neighbors and the world around them. We seek to use our local papers to best advantage in their lifeline of 42's public affairs effort. Television has abdicated its opportunity to become this lifeline by concentrating on money-making entertainment in its shows rather than on material that is meaningful to the every day life of its viewers. This direction of TV has left the way open for newspapers to more than hold their own with the public.

The newspaper is read whenever the reader is ready for it. The printed word waits for his convenience, while the electronic message is demanding—the viewer must grasp it while it's there or lose it forever.

Being a daily or semi-weekly medium, the regular newspaper lends itself to a cumulative build-up. It can be referred to over and over again. The reader is alert when reading the newspaper—in contrast to his relative relaxation when listening to the radio, or watching television. The newspaper message becomes important because it is in keeping with the realities of life around us each day.

This country has over 10,300 weekly and semiweekly newspapers to go along with 1,758 daily papers. The great metropolitan dailies reach hundreds of thousands of readers while the small suburban, local community paper may reach only thousands or hundreds. But it reaches them, and motivates them.

The great majority of readers of a suburban newspaper know its editor or some staff member. The local paper is often thought of as a member of the family, therefore it can really talk directly to its readers. Because it carries the names, and often the pictures of people, the reader knows, it is often read thoroughly from front to back page. When the Flotilla PA person has a good news story in a suburban paper, he can rely on a good audience from most of its readers. For this reason, aiming material at the local paper is more important than the circulation of the paper might indicate.

The formula for success with the local newspaper is simple, but the application is difficult because there are so many community newspapers. Good Auxiliary news, plus good local contacts does the job.

James C. Robertson, FSO-PA 4-2



FROM THE EAST

UPDATE *Alexander M. Lewis, RCO-E*

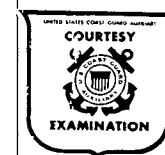
We must be doing something right. Thus far, this boating season, at the area in which I spend most of my time, it is readily visible that safe boating practices are on the increase. The principles of safe boating as taught by the Auxiliary and other boating safety organizations are being followed more and more. Boaters who stop at the courtesy examination station and others who are observed passing through the area rarely have young children on board who are not wearing a personal flotation device. Fewer and fewer boats are without usable and in-date flares. It is the isolated skipper whose boat is without a Type IV throwable device; and that omission usually produces a red-faced response, "I forgot to put it in," or more rarely, "I really didn't know that you needed a special type of life saving device that could be thrown." Fire extinguishers are in good shape and easily accessible, and more often than not an extra fire extinguisher, although not required, is in the cabin of the boat.

More and more boaters are requesting courtesy examinations. A high percentage like to enter a discussion on safe boating and are the willing recipients of the information we have to pass on. The dialogue is crisp and the information exchanges are well received.

It is also apparent that there are still yo-yos on the water. Fortunately, compared to other years, their numbers are decreasing.

What this means to me is that the work our Auxiliary volunteers are doing is bearing fruit. The effort put forth by our people is catching on. With more and more boats on the waters, and with more and more people engaged in water recreation, we need to seek out more men and women who will keep this work going. It is up to each one of us to be a recruiter and let it be known that the Auxiliary needs a few more good men and women.

Al Lewis, RCO-E



GET YOUR FREE RIGGING KNIFE!

The National Program is sponsoring
Awarding Vessel Examiners a free rigging knife
for performing 95 or more Vessel Examinations.
(This excludes facility inspections)

**STILL NOT TOO LATE
HAVE YOU EARNED YOURS?**

Barnegat & Beach Haven CG Bases Honor Auxiliary Members of Division VII



MEMBER
TRAINING *Eugene Pester, DSO-MT*

Have you ever wondered why a Public Education class enrolled 30 students and ends up graduating 15 students? There can be many reasons—but we do not want poor to mediocre Instructors to be one of them. This is where cooperation with the SO-PE comes into the picture. It is his/her responsibility to see that only quality Instructors are used for educational purposes. Just being an Auxiliary qualified Instructor or an authority on a subject does not qualify that person to teach that subject. It is necessary to get additional training to be able to impart your knowledge into another person's mind. This does not mean that members qualified as Instructors be removed from education activities as there are many necessary duties to which they can be assigned. Class supervisors, proctors, and equipment operators can be used to round out an efficient class.

If a flotilla is short on Instructors or present ones need upgrading, a workshop of several evenings should be organized by the division, led by a competent person in an effort to improve ALL Instructors of the division. It is necessary to include Instructors of long standing so as not to isolate or embarrass those needing help and to take advantage of their expertise. Use the outline and methods covered in the six lesson course approved by the District Board and available through the DSO-MT. This outline was developed to follow the pattern used at the Advanced Training Schools at Yorktown and Governor's Island. Just a series of lectures on development of a good Instructor will not do the job. It is necessary to get ALL persons attending into the act and conduct MILD critiquing in the manner used at Yorktown. Here is where all your graduates from the ADVIT school should be called upon to help. A terrific amount of teaching enthusiasm can be generated by a well presented program.

I have heard statements "Our Instructors are the best and cannot be improved." Nothing could be farther from the truth. However, with an attitude like that, they will not be improved. Take a lesson from a statement from the professionals—"Teaching improvement is a continuing process." Let's follow the "Pros" and talk up an Instructor's training program in your Flotilla or Division.

Ed Morton, ADSO-MTI

More than 100 Auxiliary members of Division VII attended the Barnegat Light and Beach Haven Coast Guard stations annual awards dinner held at Parkertown Firehouse in Parkertown, NJ. (Shown in Picture) Commendations were given to (from left) Phyllis Valentine-Flo. 7-12, Gene Terkelsen-Flo. 7-12, Jack Lawson, Division Captain VII, and Manny Greenwald-Flo. 7-12. Lt. David Cline, Commanding Officer of Barnegat Light Station is also shown on the far right. Phyllis Valentine and Manny Greenwald received humanitarian service awards. Greenwald clocked an average 37 hours a week in 1982 at his watch post. Ms. Terkelsen coordinated the efforts of Division VII for both stations for a total of 108 hours. Jack Lawson logged over 211 hours of patrolling while assisting 23 boaters during 27 patrols.

Also receiving certificates from Barnegat Light and Beach Haven stations were members of Flotilla's 7-1, 7-2, 7-7, 7-9, 7-10, and 7-12 in appreciation for helping out on patrols during the season Memorial Day to Labor Day, 1982.

Submitted by Robyn Norcross, SO-PB VII

TOPSIDE (3SR) SUMMER 1983



UPDATE Richard Garmize, RCO-W

Appearing On Television

Just the other night while watching television programs I came to the conclusion that despite the fact that television is the most potent communications vehicle in today's society, the art of communicating through it remains a mystery to many people. Few educational institutions effectively teach the techniques of television.

For those unfamiliar with television, the first time in front of the camera can be a devastating experience. Television is a medium emphasizing form as well as substance, but mostly form. Therefore, how you look and act while in front of the camera often is more important than what you actually say.

Nearly everyone is familiar with the folklore surrounding the famous Kennedy/Nixon debates of 1960. As the story goes, Kennedy was more effective in his presentation because he looked more authoritative, and was in better command of his situation. Nixon was not dressed for the occasion, did not wear makeup and constantly came off looking and sounding untrustworthy and not as competent as Kennedy.

Few of us reading this will participate in presidential debates, but the illustration remains as pertinent today as it was 20 years ago. **THE VIEWER SEES AS WELL AS HEARS THE MESSAGE.**

Here are some tips on appearance. Viewers relate to that aspect before they relate to the words being spoken. The appearance tips are divided between men and women.

FOR WOMEN:

- Hats should not be worn. They create unflattering shadows under the bright studio lights.
- Makeup that is worn routinely should be adequate for television. If no makeup is worn, may I suggest the use of a light powder such as corn silk "no color" pressed powder to reduce normal shininess of the skin.
- Clothing and shoes generally should be dark in color (no problem if in uniform) to provide good contrast for the face and hands. Solid colors are best. If patterns are worn, they shouldn't be too fine in detail as they will make you appear to ripple across the screen.
- Jewelry, especially large pieces, should not be worn, because it glares into the studio cameras.

SAFE BOATING WEEK PROCLAMATION



On 24 May 1983, Pennsylvania Governor Dick Thornburgh signed the 'Safe Boating Week Proclamation' in Harrisburg, PA. The signing was witnessed by Auxiliarists Commodore Robert Wecker and PA Liaison Officer George Smyth. Director 3(SR) LT Mike Swigert and LT Tom Neill of the Marine Safety Office in Pittsburgh also attended. The signing was also attended by members of numerous boating organizations including, The Pennsylvania Fish Commission, The American Red Cross, The U. S. Power Squadron and other interested boating groups.



TOPSIDE (3SR) SUMMER 1983

FOR MEN:

- Please wear your uniform if at all possible. Don't wear suits with stripes, checks, or very fine patterns. Medium colors in grey, blue, brown or mixtures are best. Very dark clothing, such as navy blue, black or very dark brown, tend to lose detail when viewed on the television screen.
- Grey or light blue shirts give the best effect. Other very light or pastel colors are also good. With today's sophisticated cameras you can wear pure white, but it may present lighting problems to the studio, so it is not recommended.
- Regular neckties should be worn. Patterns should be fairly large, and never wear a bow tie. Bow ties tend to move every time you speak and distract the viewer from looking at your face and hearing your message.
- Always wear socks that cover your calf. If you wear regular socks, everytime you cross your legs your calf and ankle will show and outshine your shoes and trousers, adding a further distraction to the viewer.
- We don't recommend wearing pocket handkerchiefs (in civilian suits). If you must, use a solid color that complements your outfit, and have someone look in the monitor to make sure that it appears straight and looks well pressed.
- We don't recommend wearing flashy tie clasps or cuff links. They cause flaring and distortion of the television picture.
- Consider wearing makeup. The only exception is if you normally have a good, deep suntan. Otherwise, may I recommend using something like a Max Factor pan stick in an average sun tone. Then use a Corn Silk "no color" pressed powder to dust over your makeup to even out the color and to reduce skin shininess. Most television studios have people that know something about makeup. You can check with them prior to going on the air to make certain that your makeup will be compatible with lighting conditions and give you the best possible appearance.

See you on Today's Show . . .
Richard Garmize, RCO-W

Dedication of Flagpole and Docks at the Susquehanna Base, Long Level, PA

Amid a torrent of rain, a group of dedicated Auxiliarists and friends, enjoyed the dedication of the new flag pole and docks at Susquehanna Base, situated along picturesque Susquehanna River, Long Level, PA.

Approximately fifty (50) members and guests attended with Clair Holtzapfel, Commander 14-02 as Master of Ceremonies.

Lenore Roush, Division Captain XIV, gave the welcoming address and invocation.

Remarks were heard from guests Commodore Robert Wecker, Assistant Director, Michael Swigert; Commodore's Aide Lee Crossman; Commodore of the Susquehanna Yacht Club; and William Feller, Superintendent of Safe Harbor Water Power Corp.

Michael Deitzler, Vice Captain XIV was in charge of the flag raising ceremonies with Operational officer Willard Roush and Frank Taylor, Commander of Flotilla 14-01.

After the dedication ceremonies, James Sheridan, Past Commander of Flotilla 14-01 read a eulogy for the late Joe Baller who was instrumental in donating articles for the Base and gave time and as much energy as he could in working to get the base completed, until he was struck down with cancer. A plaque was hung at the base by Barbara Baller in Joe's memory.

A covered dish picnic was enjoyed by all, even with the small shelter and room, many ate their dinner in cars.

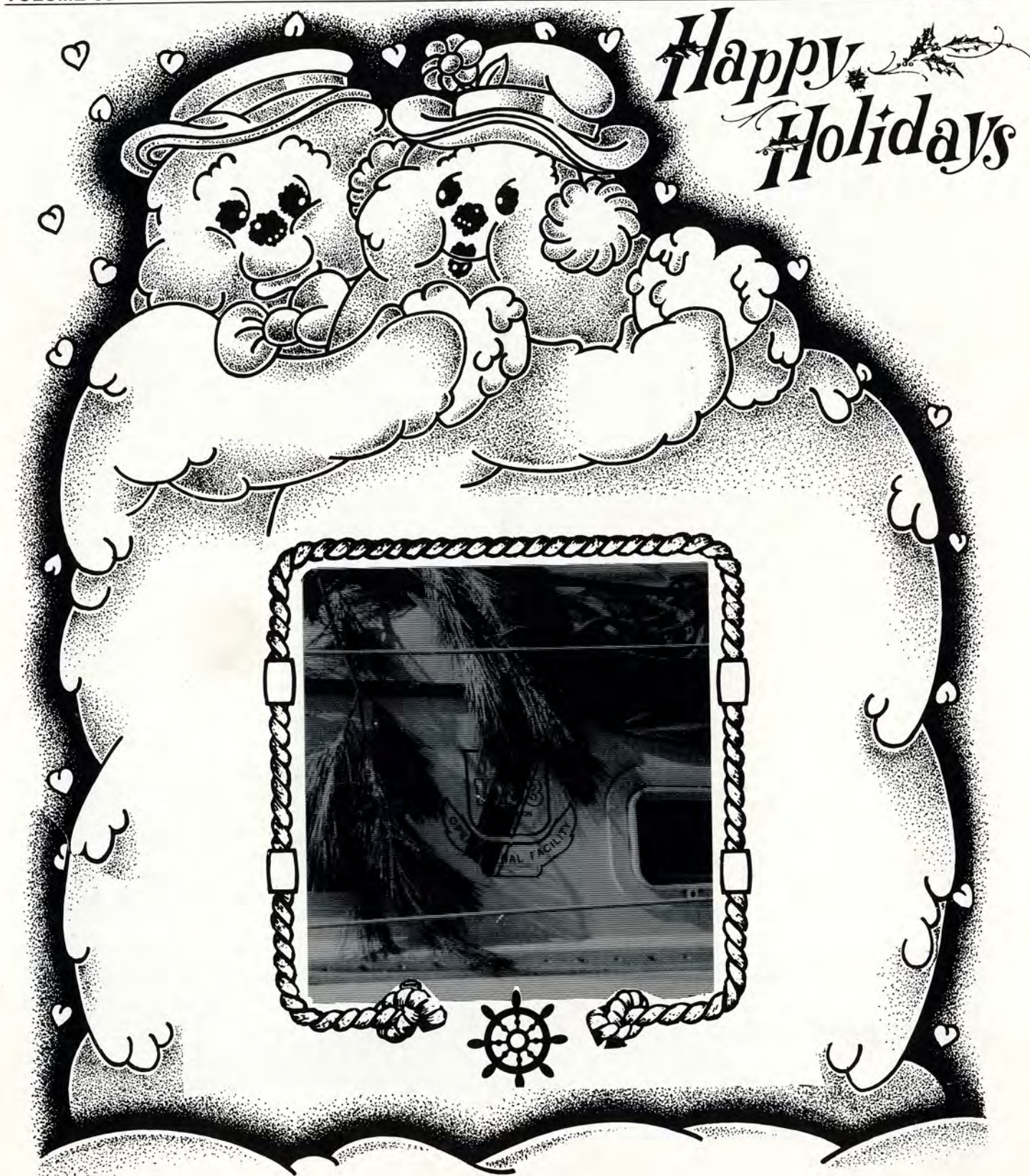
A special thank you to all the brave souls. Regardless of the weather, special Coast Guard Auxiliary activities do not stop.

Submitted by: Lenore Roush, DCP-XIV

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

☆☆☆☆
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Chief of Staff CAPT. J. L. FEAR
Chief of Boating
Safety Branch CAPT. M. SHYTLE
Director of Auxiliary (3SR) LT. MICHAEL E. SWIGERT
Asst. Director
of Auxiliary LT. COLLIN S. CAMPBELL

3rd (SR) DISTRICT AUXILIARY OFFICERS

ROBERT L. WECKER District Commodore (DCO)
RICHARD L. RAUDABAUGH Vice Commodore (VCO)
WALTER MOULDER Rear Commodore - Central (RCO-C)
RICHARD GARMIZE Rear Commodore - West (RCO-W)
ALEXANDER M. LEWIS Rear Commodore - East (RCO-E)
WILLIAM PIERCE President, Past Captain's Association
LEE B. WEAVER Immediate Past District Commodore (IPDCO)

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III THOMAS GANT
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VI JOHN R. (Andy) KRATZER
VII JACK E. LAWSON
VIII ELLIOTT LINSKY
IX JOSEPH HARRIS
X ELEANORE STEIN
XI CHARLES DANE ALDEN
XII HENRY ROWE
XIII TAHNELL VOGT
XIV LENORE ROUSH

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★
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DIRAUX UPDATE LT. Michael Swigert, DIRAUX

At several recent National meetings various agenda items trying to set a policy definition of inactivity have been presented. Their lack of passage has pointed out the fact that what is considered inactivity in one District or Region is not acceptable to another. The same holds true between individual Flotillas within a Region.

Each Flotilla needs to determine what it considers inactivity within its own membership. This determination should fall within the guidelines set forth in the Auxiliary Manual. The most valid reason for considering disenrollment for inactivity would be if the flotilla is experiencing an inability to hold a business meeting due to the lack of a quorum. Another consideration is reducing the number of members, thereby reducing the administrative workload of the flotilla.

A flotilla commander has many things to consider prior to recommending disenrollment. The past contributions of the member, the reasons for the current inactivity or whether the inactivity is permanent or temporary. The following guidelines can help the commander decide whether to proceed with disenrollment. The commander should direct his GR staff officer to contact the member to determine the reasons for the inactivity. First the member should be encouraged to become an active member. The member should be advised of the various options such as permanent membership, inactive status or transfer that are available. Finally, if the decision to disenroll for inactivity is reached, the commander should notify the member by letter and forward the necessary paperwork to the director prior to the disenrollment deadline.



Michael Swigert

UPDATE LT. Collin S. Campbell, Asst. DIRAUX.

I would like to express my appreciation to the members of the Auxiliary for the kindness you have shown to my family and myself. Since June I've been living in the fast lane trying to get moved in to our home in Wenonah, attending training and learning the administrative side of the Auxiliary. Everything's now starting to fall into place.

I consider myself fortunate to have received New Directors Training early in my tour. Now I know enough to be dangerous. The training was made very enjoyable by the presence of the Chief Director, CAPT. Herbert. The Chief Director is a real people-person. I'd encourage everyone to say hello to him if the opportunity presents itself. You'll walk away knowing the program is in good hands.

Cheryl, the kids, and I had the opportunity to meet many of you at the Wildwood Conference. We had a great time, but little sleep. You made us feel very special. I'll endeavor to repay the courtesy and kindness throughout my tour.

I'm extremely proud to be the Assistant Director. I fought hard to get the job and the longer I'm here, the more pleased I am to be here. In Florida I worked very closely with a group of people who supported the goals and ideals of the Coast Guard. They did 37% of our Search and Rescue and were 30% of our force in the Space Shuttle Program. They gave their time willingly and freely. They always gave me the impression that they were actually delighted to help in any way they could. They called themselves Coast Guard Auxiliaryists. I like to work with people like that.

Wishing all of you a safe and Happy Holiday Season!
C. S. Campbell



FROM THE BRIDGE



UPDATE Robert L. Wecker, DCO



To each of you who will be going out of office at the end of this year, both elected and staff, on Flotilla, Division and District level, a sincere thank you for your contribution in promoting the ideas and ideals of the Coast Guard Auxiliary in the Third Southern.

To those of you who attended, participated and served to make our weekend District Conference meetings a success, congratulations for showing we can adapt to change and make it work.

Our elections are over and in most cases our staff is appointed and we are ready to embark on a new year. Elections anywhere always produce mixed feelings. Some of us are elated and some of us must remember this is what the majority wanted and next year we will vote again. It is time now to put elections behind us and proceed with the purpose our organization was established for. Let's not forget, let's take a few minutes and open the Auxiliary Manual COMDTINST M16790.1A and read page 1-1. - - - - Now that we are back on track—to all elected and appointed officers on all levels, we have the task of providing our membership with the materials and guidance required to provide our boating public with the necessities to make the '84 season the safest and most enjoyable in boating history.

If per chance any elected or staff officers have a question as to what are the duties for their position, check in Auxiliary Manual COMDTINST M16790.1A and somewhere between pages 3-1 and 5-15 you will find the explanation for your position.

Elsewhere in this issue is listed a calendar of events for District Conference meetings and District Area meetings. It is our intent to supply at each of these affairs a combination of information with updated seminars and workshops and a generous supply of that good old Third Southern fellowship.

In conclusion no matter how well any of our programs on any level are promoted and presented they can only be successful by each of us working together as a well-knit team towards one common goal, "to teach and promote safety to the boating public on our waters." Let's all pull together and make '84 the banner year for 3rd Southern in all our programs.

A Safe and most enjoyable holiday season to each of you.

Bob Wecker



Our new Asst. Director, Collin Campbell, and wife, Cheryl, making the best of picnic held on rainy, heavily overcast day at CG Base Cape May.

UPDATE Richard L. Raudabaugh, VCO



If you want information about an Auxiliary program, where do you go to find it? Who can answer questions about procedures and requirements or help in solving Auxiliary problems? Our resident specialists are the District Staff Officers (DSOs) who can assist you in these areas.

At our District Conferences we have set aside a time and place for DSOs to be available to meet with members who want to discuss topics within the DSOs program area. These are **Curbstone Conferences—A BUFFET OF INFORMATION**, an excellent opportunity to get the best available information.

At the Winter Conference on January 14th at the Cherry Hill Hyatt, the Curbstone Conferences will be held during the lunch period, where a "Buffet of Information" will be available along with the "Buffet of Food." This is an excellent opportunity to come to the conference and take back the answers to those questions which always linger, but remain elusive in our references and governing publications. Where else can you find such a wealth of Auxiliary talent and experience as our District Staff in one area at one time, just awaiting your beck and call and inviting your interest in discussing their respective areas of expertise. So pass the word, talk it up at your flotilla meeting—get a car load together and "Let's Talk It Over" at the Curbstone Conferences in Cherry Hill. There's something for everyone. See you there . . .

Dick Raudabaugh

WELCOME ABOARD

Welcome Aboard to our new Assistant Director, Collin Campbell, and wife, Cheryl, shown below making the best of picnic held on rainy and heavily overcast day at Coast Guard Base, Cape May, during the fall district conference.

Collin S. Campbell was born 13 June 1951 in Independence, Missouri. His early school years were spent in Prairie Village, Kansas. LT Campbell graduated from Winter Park High School, Winter Park, Florida. In 1969 he enlisted in the Coast Guard and completed his basic training at Alameda, California. After a tour at Alameda in the Security Department he attended Storekeeper School in Petaluma, CA. His enlisted assignments include tours on the 311 foot cutter ABSECON and the 255 cutter CHATAQUA, both in Norfolk, VA. He was also stationed in Honolulu, HI and Coast Guard Headquarters, Washington, DC. While at Headquarters he was accepted for Officer Candidate School at Yorktown, VA.

Upon graduation from OCS in December 1976, then Ensign Campbell was assigned as Comptroller at CG Support Center, Seattle, Washington. In June 1980 LT(JG) Campbell was transferred to Group Mayport Florida in the capacity of Deputy Group Commander. In August 1983, LT Campbell reported to his current assignment as Assistant Director of Auxiliary, Third District, Southern Region, Gloucester, NJ.

LT Campbell is married to the former Cheryl Rose of San Lorenzo, California. They have three children, Kelly 8, Devon 5, and Jonathan 3 and reside in Wenonah, NJ.

DISTRICT PRESS

NEW AND IMPROVED! It's true, the 3SR Officer's Guide is being totally revised. Our goal is to make a manual which will serve as a super Table of Contents and direct you to the proper National Manual. Of course the new manual will have specific 3SR policy guidance. Our desire is to have it available for distribution starting at the Elected Officer workshops, 3 and 10 December. But time and money may not permit this to occur.

STANDING RULES - Are yours out-of-date? There have been many changes to the Auxiliary Program which may directly impact on your Standing Rules. If your rules are more than one (1) year old they should probably be revised. Also, it is not proper to have Addendums on Standing Rules. If you wish to make only minor changes, submit them as an amendment to the Director via the Chain. Remember, unless approved by the Director, Standing Rules, Amendments and what we've seen called addendums are all invalid.

DIVISION BOUNDARIES - Each Division Captain will receive a list of all Divisions and their boundaries. Please review and advise the Director's office of any corrections. Also coordinate with those Division Captains whose areas border yours.

GROWTH INCENTIVE - National Commodore HERZ has announced that he is offering a special incentive for the Growth Program with the following award to the incumbent Flotilla Commander. For a net increase of six (6) or more members, the FC will receive a special windbreaker jacket of a distinctive type not available as a general sale item. The increase for the 1983 year will be based upon the base enrollment as of 1 January 1983 and the end of year closing enrollment as of 31 December 1983. All disenrollments will be deducted from membership additions prior to the computation. **DEATHS AND TRANSFERS WILL NOT COUNT AGAINST YOUR GOAL.**

NOAA REPORTING FORMS - ANSC has a limited supply of NOAA Forms 77-3 and 77-5. Maximum ordering quantity is limited to five (5) unless justification is provided. Somewhere "out there" are over 40,000 of these forms gathering dust in file cabinets or storage lockers. It seems NOAA has given ANSC 45,000 of these forms during the last two years but only 5,000 actual reports have been turned in.

NEWSLETTER APPROVALS - All newsletters must be approved by the Director's Office. Any and all previous "Annual Approval" letters from the Director's Office are cancelled, rescinded, and just plain no good. Submit your newsletters in sufficient time for review prior to your desired publication date. Let us help you to ensure everyone is getting the correct information.

OPERATIONAL VESSEL FACILITY - To clearly identify operational facilities, Inspectors must write the word "OPERATIONAL" in Sec. II, Block 18 of the Facility Inspection Check-Off Sheet (CG-4951). This will be fully explained in our new 3SR Manual.

POSTER CONTEST -The Poster Contest will be held at the Winter Conference on Saturday 14 January 1984. All entries must be in the hands of LENORE ROUSH no later than Saturday morning to be put on display. The presentation of trophies for the largest number of "Water 'N Kids" taught will be presented at the awards dinner at the Treadway Inn, Lancaster, PA. Totals must be sent to ALICE STAMM, ADSOPEY, no later than 15 January 1984. Totals will then be forwarded to Lenore Roush. **FTS TELEPHONE CHANGES** -Effective 5 November 1983, Off-To-On-Net Telephone Service was discontinued. You can no longer call the FTS Operator from your telephone and be connected to an FTS number.

ELECTED OFFICER WORKSHOP -Two Elected Officer Workshops will be held this year. The first is scheduled for 3 Dec. 83 (probably over when you read this) at the Pennsville High School, Pennsville, NJ. The second is scheduled for 10 Dec. 83 at the Auxiliary Training Base, Reading, PA. Times are tentatively 0900-1600. The program is designed for all DCP/VCP and FC/VFC. Besides providing helpful information you'll receive a HOT-OFF-THE-PRESS copy of the new and improved Third District Southern Region Policy Manual.

EASTERN AREA CONFERENCE -Reservation requests for EACON are in the mail to all DCPs and FCs. Please make them available to all members desiring to attend. **AUDIO VISUAL EQUIPMENT** --All who have requested movie screens, please be patient. We have not yet received our order. We are saving your requests and will provide you a screen when they arrive. If you have A-V equipment which is beyond economical repair by your unit, let us know. Bring the worn equipment to our office and we'll replace it with a new model. Call first to arrange the swap. Also we need

a note describing what's wrong with the old item and the estimated repair cost.

SNOWBIRDS - For those Auxiliary members who will be out of the region for the entire seminar period, the following seminar policies will apply.

VE SEMINAR members shall receive the mandatory seminar from an Auxiliary unit in the vicinity of where they are staying. The seminar leader shall prepare a SEMINAR ATTENDANCE REPORT CG-5163 indicating completion of the seminar. The member is responsible for ensuring that this report reaches the Director's office prior to close of the seminar period.

OPS SEMINAR members shall receive the mandatory seminar from an Auxiliary unit in the vicinity of where they are staying. The seminar leader shall prepare a SEMINAR ATTENDANCE REPORT, CG-5163 indicating completion of the seminar. The member is responsible for ensuring that this report reaches the Director's office prior to close of the seminar period. Upon members return to the region, his FSO-OP shall ensure that the member receives the 3SR supplemental material. Upon receipt of the supplemental materials the FSO-OP shall forward the members name and member number to the Director's Office. At this time the member will be eligible to receive Operational Orders.

Following is a list of official changes to COM-DINST manuals since last publication of **Topside**:

1. Commandant Notice 16796 - Subject: 1984 Courtesy Examiner Seminar Discussion Topics Reference: Standard Auxiliary Seminar Guide, COMDINST 16794.8.

2. New edition of the CE Manual COM-DTINST 16796.2B.

3. Commandant Notice 16790 Subject: CH-2 to Auxiliary Manual, COM-DTINST M16790.1A (See Correction in Nogi No. 17 dated October 7, 1983. Covers mainly new uniform changes.

4. Commandant Notice 16790 Subject: Ch-1 to Auxiliary Member AUXMIS Guide, COMDTINST M16790.2.

DIRAUX MEMO: 8-83 dated 7 October 1983 sets forth the guidelines for the administration of qualifying seminars in VE and OPs. **THIS IS AN IMPORTANT TIME OF THE YEAR! KEEP UP WITH ALL DIRECTIONS! NOGIS, ETC.**



FROM THE EAST



UPDATE



Alexander M. Lewis, RCO-E



I am very enthused with the way the Auxiliary is going, and I would like to share my feelings with you. New procedures, new methods, new programs that will be standard throughout the Auxiliary, all of which are designed to enhance our professionalism and to increase the potentials for each one of us are now being introduced.

First, the new Boat Crew Qualification Program (BCQP) will develop a minimum level of expertise nation-wide. This will be on three levels of accomplishment: crew member, operator, and coxswain—each with an ascending level of knowledge and skill. The program will avoid different operational requirements which are presently unique to individual Districts. It will, rather, make the operational program standard throughout the Auxiliary. It is a fun experience to qualify. Challenging—yes, but nothing you cannot do with a little thought and preparation. When this program establishes itself, we may well be on our way to being known as "The Auxiliary Professionals."

Secondly, the program in Member Training being started by the DSO-MT also sparks my enthusiasm. The program takes the form of a "traveling road show," which will visit various locations in the District. The first series of training programs will concern itself with Instructor Training, and will make use of our Third District Auxiliarists who have completed the Auxiliary Advanced Instructor's Training School. They will pass along the expertise they have acquired. These persons will train the participants who will be enabled to then train other people in their Flotillas. The objectives are to increase and improve the quality of Auxiliary teaching.

Thirdly, I am very happy that the Commodore has given a new name and a new direction to our District meetings. He is calling them by their true meaning—District affairs.

The meetings deal with the workings of the Auxiliary—but that is only a part. Then there is sociability—fun and fellowship. The direction must be right. The Wildwood Crest (Cape May) affair was a great success. It was well attended, and greatly enjoyed. (I never saw so many people enjoy lunch on the hangar deck of an air station—with a great smile on their faces—they were eating while sitting on a forklift truck, they were balancing their platters on the protective cage of an air conditioning unit on the outside, they were eating in the hangar deck.) This was fellowship at its best, where we meet old friends and make new ones, and share ideas.

Share this enthusiasm. Take part in this progress. It is the shadow of things to come—the tip of the iceberg.

Alexander M. Lewis, RCO-E

DIVISION VII HOSTS OF COAST GUARD BASES

Division VII, recently (Sunday, October 16th), were again hosts of Barnegat Light and Beach Haven Coast Guard Bases for a "Thank God It's Over!" or "End of the Season" Picnic where over 200 members and guests attended for "A Job Well Done—1983 Campaign."

Division VII is captained by Jack E. Lawson and Vice Captain Francis MacDonald. The picnic was held at Barnegat Light Coast Guard Base—in their hangar. The weather turned out to be a sunny, gorgeous day which was a tribute to the fine job division VII did in patrolling for both of these bases this summer. Might add, the food was "fantastic" and a great opportunity to meet the fine young staff of both bases.



Great Day—Fantastic Food - Views both inside and outside the hangar. Pictures Courtesy Elmer Gundy Div. VII (SO-VE)

Submitted by: Robyn G. Norcross, Div. VII SO-PB

PATCH 'EM UP

With Iron-On Patches
For Your Public Education Class Students
from
AUXILIARY NATIONAL STORE



DISTRICT STAFF

Note: The following is a list of 1984 Elected Officers and Appointed DSO's. ADSO and Committee list not completed in time for Topside—will be published at a later date.

ELECTED OFFICERS

Commodore
DCO Robert L. Wecker
501 S. Kershaw Street
York, PA 17402
(B) 717-848-2356—(H) 717-755-6090

Vice Commodore
VCO Richard L. Raudabaugh
3801 Oxbow Drive
Camp Hill, PA 17011
(B) 717-243-5076, 717-561-1600
(H) 717-763-0709

Rear Commodore
RCO (E) Alexander M. Lewis
114 Earlington Road
Havertown, PA 19083
(B) 215-477-6900—(H) 215-789-0114

Rear Commodore
RCO (C) Walter Moulder
1514 Forsythia Avenue
Wilmington, DE 19810
(B) 215-522-2209—(H) 302-475-5489

Rear Commodore
RCO (W) George J. Smyth
52 Tioga Avenue
Middletown, PA 17057
(H) 717-944-2374

Immediate Past Commodore
IPDCO Lee B. Weaver
112 E. Park Avenue
Merchantville, New Jersey 08109
(H) 609-662-7397

DISTRICT STAFF OFFICERS

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1525 Marlboro Road
West Chester, PA 19380
(B) 215-825-3250—(H) 215-696-2433

Vessel Examination
DSO-VE Robert Bard
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Hollidaysburg, PA 16648
(H) 814-695-7384

Operations
DSO-OP Donald Holleger
RD #3 Flying Dutchman Park
Fulton, Delaware 19943
(H) 302-284-4700

Public Affairs
DSO-PA Theona M. Carson
25 Pine Street
Dover, Delaware 19901
(H) 302-736-1118

Membership Training
DSO-MT Eugene M. Pester
512 Feaster Avenue
Feasterville, PA 19047
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Growth & Retention
DSO-GR Nancy K. Davis
879 Broadfield Drive
Newark, Delaware 19713
(H) 302-738-4935

Career Candidate
DSO-CC Helen McCabe
160 Hillside Court
North Wales, PA 19454
(B) 215-643-6492—(H) 215-855-7011

Communications
DSO-CM Weldon M. Vogt, Jr.
8 Meryl Lane
Cherry Hill, New Jersey 08034
(H) 609-667-7097

Finance
DSO-FN Phillip Spielmann
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Hammonton, NJ 08037
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Quakertown, PA 18951
(B) 215-443-9300—(H) 215-536-3871

Secretary—Recorder
DSO-SR Carolyn J. Pierce
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Mantua, NJ 08051
(B) 302-328-1800—(H) 609-468-5393

Legal
DSO-LP Welton J. Fisher
761 Frey Road
Chambersburg, Pennsylvania 17201
(B) 717-264-8022—(H) 717-264-7643

Information Systems
DSO-IS Joseph Sowers
41 Regulus Drive
Turnersville, NJ 08012
(B) 609-757-6079—(H) 609-582-0233

Aids To Navigation
DSO-AN Joseph Hickey
13 Colony Trail
Marlton, NJ 08053
(H) 609-583-2639

DCO — AIDE
Lionel F. Crossman
7 Vassar Drive
Somers Point, NJ 08244
(H) 609-927-0179

FROM THE WEST

UPDATE . . . Richard Garmize, RCO-W



A year has gone by since I was first elected to serve as your Rear Commodore (West). For business and personal reasons I did not choose to run for a second term, thus allowing another who has the time necessary to fulfill the duties and traveling necessary to do the job properly, both for you the member and the District.

In all aspects of the Auxiliary program, teamwork and communications continue to serve to strengthen our programs. Remember Commodore Wecker's slogan for 1983—"Get the Word Down to the Members."

See you at the Conference in 1984! Meantime the happiest of holiday seasons to all of you.

Richard M. Garmize, RCO-W

Division XI and Reading Flotilla Training Base Receives Flag



State Senator Michael A. O'Pake (2nd from left) presents a Commonwealth of Pennsylvania flag to (left to right) Reading Flotilla Training Base President Richard Greenwood, (3rd from left) Charles Dane Alden, DCP XI and (far right) Richard K. Reber, VCP XI, at Division XI's Board meeting on 12 September 1983 at the Training Base. Among the guests present that witnessed this special event were Alexander M. Lewis, RCO (E) and Richard Garmize, RCO (W). In addition to his duties as Vice Captain, Reber has been appointed Flag Officer for the Base. It is his responsibility to ensure that all flags are flying properly from the flagpole that was presented to the Division and the Base a few years ago by Flotilla 11-01.

Submitted by: Charles Dane Alden, DCP-XI

Spring '83' Sprung for Water 'N Kids

In the Spring of '83, SO-PE IX, V. Schneider taught "in-school" classes and through the cooperation of the Huntingdon County School District, the U. S. Corps of Engineers and the PA fish commission, 5 schools were treated to all day outings at Lake Raystown, Rothrock Campgrounds. The students (Kindergarten through 6th grade) were in groups of forty to fifty and rotated between each organization for one hour.

In the photo below, H. T. Pennel, IPFC 9-5 and N. Miller, FC9-3 taught the safety equipment required for an operational facility, and the proper wearing of PFD's.

PS. Flotilla 9-5 in their second year, had over 2000 Water 'N Kids enrollees.

Submitted by: J. B. Harris, DCP XI



CGAux/CAP SAR Exercise

The Auxiliary and Civil Air Patrol (CAP) are working together to produce a combined SAR team in the Western Area of District 3SR. An organizational meeting was held in August, followed by another meeting on 6 September, to determine the feasibility. It was decided to have a trial exercise using aircraft from the CAP and Auxiliary surface craft.

The first exercise was held on Saturday, 5 November, at the Susquehanna Auxiliary Base on the Susquehanna River, Wrightsville, PA. Auxiliarists from Divisions V and XIV participated. The exercise began with the Civil Air Patrol sending an aircraft and ground team personnel to pinpoint the "victim" in the search area. By means of radio communication between the two organizations, Auxiliary surface craft and personnel were directed to pick up the "victim," upon location, and return to the Auxiliary base for first aid and possible transport to a local hospital.

It is too early to evaluate the full potential of this program, but as a member of the committee organizing the exercise, it is my belief that it can be a tremendous training program that would use many needed skills, i.e., Communications, Search and Rescue, Towing, etc.

By Gilbert Miller, ADSO-OPS(W)

A WORD TO THE WISE — WRITERS/EDITORS THAT IS

Systematic Buzz Phrase Projector

(Or: how to obfuscate your ignominious ignorance with ponderous platitudes.)

This procedure, euphemistically called the "Systematic Buzz Phrase Projector, was developed by a 63-year-old government official named Philip Broughton after years of hacking through the etymological thickets at the U. S. Public Health Service.

The procedure is simple: think of any three-digit number, then select the corresponding buzz-word from each column. For instance: number 257 produces "systematized logistical projection," a phrase that may be dropped into virtually any report or letter to provide that ring of decisive, knowledgeable authority.

0. integrated	0. management	0. options
1. total	1. organizational	1. flexibility
2. systematized	2. monitored	2. capability
3. parallel	3. reciprocal	3. mobility
4. functional	4. digital	4. programming
5. responsible	5. logistical	5. concept
6. optional	6. transitional	6. time-phase
7. synchronized	7. incremental	7. projection
8. compatible	8. third-generation	8. hardware
9. balanced	9. policy	9. contingency

Check your writing—if you are guilty of using any of these, you have sunk to the depths of a bureaucrat, dragging your Coast Guard Auxiliary with you. **Be smart and simple, not dumb and deadly.**

—author unknown

INSURANCE PLAN FOR AUXILIARY VESSEL FACILITIES

In 1982 the National leadership of the Coast Guard Auxiliary was approached by a large insurance agency which specializes in marine insurance. The agency represented that they could effect substantial reductions in marine insurance premiums, including liability coverages, for vessel facilities.

The representative of the agency has stated that the reduced premiums will reflect the training of Auxiliary members, the equipment of vessel facilities and the fact that many Coast Guard Auxiliary facilities operate at periods under official orders and during such periods damages to such vessel facilities are covered by the U. S. Coast Guard rather than the individual Auxiliarist's insurance policy. Also, the volume of insurance policies issued by the agency to members of the Coast Guard Auxiliary may, in the future, further reduce premiums.

A recent survey conducted by the National organization indicates a savings may be effected in insurance on vessel facilities and upon watercraft liability.

A problem exists in informing Auxiliarists of the name of the insurance agency, or the insurance company the agency represents, which has proposed this insurance program. Regulations either prohibit, or make impractical, commercial advertising in Auxiliary media. Also, your name and address may not be released by the Auxiliary to anyone for commercial purposes, without your permission, by reason of the Privacy Act and other regulations regarding the use of government derived mailing labels or mailing lists. **HOWEVER, YOU CAN**

PARTICIPATE IN THIS PROGRAM, IF IT BECOMES EFFECTIVE, BY COMPLETING, SIGNING AND MAILING, AS SOON AS POSSIBLE, THE FORM BELOW.

The names of those Auxiliarists who reply will be furnished to this insurance agency or other agencies. The U. S. Coast Guard Auxiliary cannot guarantee control and use of your name and address at this point, although an attempt will be made to restrict use thereof to the agency, or other agencies, through an agreement with the agencies.

At the time this article is being written for the *NAVIGATOR*, negotiations are still underway with the agency and the

EDITOR'S NOTE: This article has been reprinted from *NAVIGATOR* by request of William L. Irby, N-AA in order that the information may be given the greatest possible reader exposure.

insurance company concerning understandings in connection therewith. If these matters are not concluded satisfactorily, similar negotiations will be attempted with other agencies.

The U. S. Coast Guard Auxiliary, its National Board and officers make no representations concerning the terms and premiums of any policy(ies) of insurance which may be issued by any insurance agency and the insurance company(ies) such agencies represent. Auxiliarists are advised to make comparisons with policies of insurance which may be obtained through other sources and the premiums charged therefor and to seek advice from competent sources.

A LITTLE STORY

This is a story about four people named *Everybody*, *Somebody*, *Anybody* and *Nobody*.

There was an important job to be done and *Everybody* was sure that *Somebody* would do it.

Anybody could have done it, but *Nobody* did it.

Somebody got angry about that, because it was *Everybody's* job.

Everybody thought *Anybody* could do it, but *Nobody* realized that *Everybody* wouldn't do it.

It ended up that *Everybody* blamed *Somebody* when *Nobody* did what *Anybody* could have done!
—Author Unknown

Submitted by Roy Sharples, DCP-II,
3SR

* * *

FROM CENTRAL

UPDATE  Walter Moulder, RCO-C



By the time you read this article, elections will be over and the newly elected officers will have selected their staffs for 1984. However, this does not mean that those members currently holding office can stop work. Now is the time to review your areas of responsibility and get all associated records and information in order to assure yourself that no tasks

have been overlooked or forgotten. District reports and unit records should be reviewed and corrected if necessary so that members will receive credit for all their activity. Both elected and staff officers are reminded that they have an obligation to their replacements for 1984. All records and reports should be up-to-date and organized to permit an orderly and timely turnover. Take the time to review all files with your replacement; thoroughly explain all the functions that you were responsible for, and provide your recommendations for future improvements. Being well aware of the task and responsibility that your replacement has accepted, your cooperation and support will insure continuity for the coming year.

Walt Moulder, RCO-C

OPERATIONS

. Don Holleger, DSO-OP (Acting)

As you are all undoubtedly aware I started the '83 year as ADSO-OPS and was asked to take over as acting DSO-OP during the '83 season due to the ill health of the originally appointed DSO. I have now accepted the staff position for '84. My purpose in accepting the staff position of DSO-OP is to establish an Operations Program which will bring back prestige and give credit to all those members who have worked so many hours in support of the 3rd Southern Operations effort. As far as I personally am concerned, no one in this district has ever received the credit they deserve for the tremendous effort put forth in both time and money to become proficient crew and vessel commanders. It takes many months of training to be considered an experienced crew member. It takes years to become an experienced and respected vessel commander.

The new Boat Crew Manual will give us material necessary to implement standardized training procedures and operating procedures. Highly qualified members have been selected to train you. They are Lee Crossman, Gil Miller and Ed Sandstrom. I requested and have been assigned an ADSO-OP for each 3rd Southern area. They will be Rita Kratzer (Central), Gil Miller (Western), and George Smith (Eastern). Ed Sandstrom has been assigned as ADSO-OP(ST) for all areas. His task will be to monitor all surface training and assure adequate training for all concerned. Phil Stamm will remain as Surface Operations Liaison in the 5th District Waters (Northern Chesapeake). Russ Appler remains your very competent ADSO-OP(A) and is responsible for all facets of the Air Operations Program.

All ADSO-OPs and trainers are responsible to provide assistance and guidance to all of you in any manner required or needed.

Animals, Birds, Fish and Insects

All the following are used on modern vessels or were used in the days of the Square-rigger and also may be found in a zoo!!!!

Bull	a small keg, holding a gallon or two.
Cat	the tackle used to hoist the anchor to the cat-head.
Cranes	pieces of iron or timber at the vessel's sides, used to stow boats or spars upon.
Dog	a short iron bar with a fang or teeth at one end, and a ring at the other, used for a purchase.
Fish	To raise the flukes of an anchor upon the gunwale.
Fly	that part of a flag which extends away from the hoist.
Hog	a flat, rough broom, used for scrubbing the bottom of a vessel.
Horses	(Flemish) an additional foot-rope at the ends of top-sail yards.
Hounds	projections at the masthead serving as shoulders for the trestle-trees to rest upon.
Leech	the border or edge of a square sail. The after end of a fore-and-aft sail.
Lizard	a piece of rope having one or more legs with thimbles, acting as fair-lead-ers or for other purposes.
Monkey	(block) a small single block strapped with a swivel. A kind of hammer. A small trading vessel.
Mouse	turns of rope-yarn around the end of a hook
Rail	top of the bulwarks, topsides above the deck.
Rat	(lines) Lines running across the shrouds. Used going aloft like a ladder.
Roach	a curve in the foot of a square sail. The curved after end of a fore-and-aft sail.
Runner	a rope to increase the power of a tackle.
Sheep	(shank) a hitch or bend used to shorten a rope temporarily.
Snake	to pass small stuff across a seizing, with marling hitches at the outer turns.
Swift	to bring two shrouds or stays close together with ropes.
Swallow	the opening or space in a hoisting-block through which a rope passes.

John E. Johansen, PDCO 3SR

This year's first qualifying OPs Seminar to be held at the Winter Conference at Cherry Hill will be totally different from those in the past. Sufficient time has been allocated to present a sensible Operations Seminar. We are extremely fortunate in having an outstanding EXCOM who are all more than willing to assist us to make the 3rd Southern Operations Program the best.

Most important of all, we have you, the dedicated vessel operators and crew members who have demonstrated the professional attitude and "can do" approach that resulted in successful operations activity during previous years. I sincerely believe that we have the best there is and that, with your patience and effort, the 3rd Southern will be second to none.

Thanks to all for the outstanding effort put forth to make 1983 a very successful year. A very special **THANKS** and get well wish for Phyllis Valentine for her tremendous effort in our operations program.

Hope to see all the past operators, and many who anticipate joining the program at the Seminar. **Please come out - you won't be disappointed!**

Meantime a joyous holiday season to all.

Don Holleger



CUT HERE

AUXILIARY MEMBERSHIP NUMBER:

District _____ Division _____ Flotilla _____ Member _____

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Signature: _____

I/we certify that I/we have read and understand the article published in conjunction with this form and that I/we give our permission to release my/our name(s) and address to insurance companies for the purpose of their quoting premiums on my/our Coast Guard Auxiliary Vessel Facility. I/we agree to hold harmless the Coast Guard Auxiliary National Organization and/or any of its officers should my/our name(s) and/or address(es) become knowledgeable to third parties who might use this information for purposes for which it was not originally intended.

Mail to: William L. Irby, N-AA
5733 E. 47th Place
Tulsa, Oklahoma 74135



**PENALTY INDICIA IS NOT AUTHORIZED FOR
MAIL CONCERNING THIS INSURANCE PROGRAM**



TOPSIDE (3SR) — FALL 1983

TOPSIDE (3SR) — FALL 1983



PUBLIC EDUCATION Walton Porter, DSO-PE



A week packed with learning and fellowship was the order of the day for 14 Auxiliarists (3 ladies & 11 men) from 8 states, Massachusetts to Florida, Georgia and North Carolina. Instructors were from Virginia, Louisiana, Texas and Connecticut. It was a well rounded group that gathered on Sunday, May 15 at 1600 hours for a Welcome Aboard & Orientation.

Everyone introduced themselves. We had 6 PhD's, a minister, school teachers at all levels, regular military personnel, salesmen and various other occupations and little old me, full time Volunteer and Domestic Engineer.

All were billeted in Lafayette Hall, 3rd floor, 2 or 3 to a room. The way the 3 gals got along was unbelievable, even to wearing the same kind of uniform each day and sharing one bathroom with no fuss. (Way to go girls!)

The importance of the Instructor to the Auxiliary was impressed upon us all. Without Instructors in Public Education and Member Training there would be no Auxiliary. So if you are one of this select group, bless you and take a bow and remember how important you are and do everything you can to swell our ranks.

Our first taste of speaking before our "Peers" was Monday morning. A two minute impromptu speech. We all had numbers on our desk name plates and we were called by those numbers picked at random by Instructors. When our number was called, we picked a card with one word on it and we had to speak on that subject for two minutes. Some examples of the words given were: eyes, light, care, ring and shoelaces.

A little of the advice given when teaching—tell them everything three times; "Tell them what you are going to teach them, do it and tell them what you told them." The big "NO NOs" are: Never apologize to the class for anything you do. Never point a finger at someone—it is loaded, there's a nail at the end of it. Never interrupt or correct another instructor in front of the class, tell them after class or at the break. Eye contact with all the students is very important. Never have them sit too long at one time - a break every hour is important - for refreshments, necessities, or just socializing.

The class was introduced to the regular Coast Guard Officers who were there to help the instructors and the students alike. They were LCDR Gregory M. Yaroch, LT Gregory P. Griffith and LT Dennis Schenck. These three were always visible at work and play and were most helpful.

Our fabulous staff of instructors were: Harold (Father) W. Graham of Virginia Beach, VA, John Collier of Baton Rouge, LA, Hubert J. Sebastian of Wilton, CT. They were with us all week. Harold E. Star III of Richardson, TX joined us for a full day of instructing on Friday. As you can see, they came from all over and were all Auxiliarists like us—and excellent. We again thank them for their dedication to the Auxiliary. This was the same staff that had just put on a like program in California.

Lecture subjects included Quality of Good Instructor, Lesson Plans, Effective Speaking, Instructor Methods, How to Open and Close, How to Listen, Human Relations Leadership, Management by Objective and Functions of a Leader.

Another high point was a lab in Visual Aids, where we learned to use the overhead projector properly and to make transparencies for the projector.

A 5 and 10 minute presentation made by each of the 14 students was Video taped and after we had been critiqued by our peers and instructors we were able to view our presentations on the screen. For the 10 minute presentation, we were required to use the overhead projector and were given written critiques from each member of the class. It was a real learning and teaching experience even for the most gifted among the group.

A Scrounge presentation was another different and interesting project. We had to find on the base and construct from nothing a training aid, and present it to the class. Some were very good, others were funny, while others were very real, all were presented well by their originators.

On a "Fellowship" basis - we elected a class president and treasurer. I had the honor of being elected President and W. Otto Grube had the honor to be treasurer. All our meals were in the Officers' Club - or local restaurants of your choice and tours of the Battle Fields at Yorktown. In Lafayette Hall, there were pool and ping-pong tables, TV, soda and ice machines.

Some of the extra functions of the group were a Cocktail Party in the Officers' Club, hosted by CAPT J. N. Faille, Base Commander. A tour aboard the USCGC Morrow Bay, an ice breaker.

Our Graduation Dinner after which we received our Certificates, was held at the "O" Club on Friday night. After dinner since turn-about is fair play, we presented each of our 3 regular instructors with a word, and they gave a two minute presentation for us. The entire dinner was fun

ADVIT '83, YORKTOWN, VA

and fellowship at its best. Many of the class asked for a reunion.

A few members of the class departed right after dinner — others left during the wee hours of Saturday AM. The bulk of the group had breakfast in the enlisted men's mess and a final farewell before heading in our various directions.

On behalf of all the class I'd like to thank anyone who had any part, large or small, in the success and planning of ADVIT '83.

A plaque was presented to the Base from the class "In Appreciation" and lists the names of all our wonderful instructors, and will be put up somewhere on the Base at Yorktown at the discretion of the Staff.

Submitted by: Alice Stamm, ADSO-PEY



CAREER COORDINATION . . Helen McCabe, DSO-CC



United States Coast Guard Academy



MINI-SWAB SUMMER 1983

Academy History

The United States Coast Guard Academy at New London, Connecticut, was established in 1876 to provide career officers for the nation's oldest armed force afloat. Whereas the other academies furnish only a relatively small percentage of the total strength of their respective officer corps, CGA is the training base for approximately half of Coast Guard commissioned officers.

The Academy has a tradition-filled history, which reaches back over 100 years. In 1876, the first Coast Guard Academy Class, composed of nine cadets, boarded the old Revenue Cutter *DOBBIN* at Baltimore and the Academy was officially underway. The *DOBBIN* was a two-masted topsail schooner and the first of a line of training vessels for cadets.

In 1932, the Academy had expanded to such an extent that larger accommodations were needed, and the new buildings were built on land obtained through the assistance of the people of New London. These buildings and their subsequent additions compose the present Academy grounds.

From the original class of nine cadets appointed by the Secretary of the Treasury John Sherman, the Coast Guard Academy has grown in numbers and facilities until today it counts an average enrollment of 900 cadets and 125 acres of land.

Leadership

As stated in the mission, the purpose of the Coast Guard Academy is to graduate able and qualified leaders for our service. This four year job has many facets, each important and necessary to produce the people of skill, courage, and ability which are desired.

There are three basic fundamentals of leadership: professional knowledge, character, and discipline. These three fundamentals are stressed constantly. Every person who goes to the Academy is eligible for a commission, but only those who grasp these basic principles and concepts make their mark and stand in the ranks of the officers corps.

Professional knowledge can be acquired by studying and from personal experience, but character and discipline must be built within the individual cadet. Leaders must first be followers. This is the system, and as their experiences grow and multiply, so will their self discipline and abilities.

Swab Summer

"Swab Summer" for a Fourth Class Cadet is a time for learning about the service, the Academy, discipline, and basic rudiments of seamanship. The manual of arms will become second nature. Every waking hour will be carefully controlled and supervised. Cadets will learn that corrections are impersonal and aimed at their



improvement. A short cruise aboard *EAGLE* will be the highlight of that summer, will test the new cadet's seamanship abilities and will be a break from barracks life.

The Fourth Class System

This is one designed with one end in mind—to produce an officer in the U. S. Coast Guard. To achieve this end, the system works in two ways: First, to Fourth Class cadets, it is a way to build the aggressive will, determination, and self-discipline necessary for a successful Coast Guard Officer. Secondly, to the upper class, it provides a practical application in command and responsibility. Besides these main objectives, the system teaches the Fourth Class obedience, neatness, and military bearing.

For example, in the wardroom your table manners are expected to be the best. By tradition, all food goes to the upperclass cadets first, in order, according to class. So that everyone gets enough to eat, before anyone takes seconds, permission must be obtained from the head of the table. The cadets must ask, "permission to go ahead with seconds on the . . . please sir/ma'am." If permission is given to one of your classmates, it is automatically given to you. At the completion of a meal "leave at will" is given by the CDO over the P.A. system and after three minutes have passed you may leave. (This is to avoid congestion at the doorways.) You ask permission to leave the table by saying: "Sir/Ma'am, one hundred and eighty seconds have fleetingly flit into the dark ages of the past since the man in command gave abandon at random. May I be excused please, sir/ma'am?" If the senior person at the table gives "leave at will" you are free to leave and do so simply by saying "excuse me, please, sir/ma'am."

Speaking of meal time, the Cadets have a vocabulary all their own:

Golf Balls & Dog Food—the "real man's" breakfast: hard boiled eggs and hash.

Red Lead—Concoction to add color and kill the taste of wardroom food; catsup.

Mystery Meat—A combination of pork, ham and beef served in the wardroom. Unknown meat served nowhere else in the world.

Boat Your Oars—Place your knife and fork properly on the edge of your plate.

Scabs and Worms—Veal and spaghetti.

Soup—Dishwater of the day.

And the cadets speak endearingly of their counterparts in the other services: **Zoomie**—Air Force cadet; one of our collegiate buddies who lives at the government playschool in Colorado Springs and wears a blue bus driver's cap.

Grunt—West Point Cadet

Squid—a midshipman in "the other navy" at Annapolis. (Continued on page 20)

1984 JANUARY CONFERENCE
3rd DISTRICT SOUTHERN REGION — U. S. COAST GUARD AUXILIARY
SCHEDULE OF EVENTS



Registration Desk-PreFunction Room II — Friday.....1700-2000
District Store — Burlington Room — Saturday.....0800-1130 1300-1500
Saturday.....0900-1800



FRIDAY, 13 JANUARY 1984

1930 District Board (Members Only)Salem-Somerset Room
2000 District Staff MeetingCamden Room
2000 No Host Welcome Aboard Party.....Garden State Room

SATURDAY, 14 JANUARY 1984

0745-0800 Opening CeremonyHunterdon-Cumberland Room
0800-1130 District BoardSalem-Somerset
0800-0915 VE SeminarHunterdon-Cumberland Room
0900-1000 Auxiliary Etiquette & Women's UniformsTo be announced
0930-1130 OP SeminarHunterdon-Cumberland Room
0930-1130 Makeup DemonstrationCherry Hill Room
1130-1300 LUNCHEON & DSO Curbstone Conference.....Gloucester Room
1230-1300 Poster Contest Judging
1300-1630 District Board (Continued)Salem-Somerset Room
1300-1630 OP Seminar (Continued)Hunterdon-Cumberland Room
1630-1730 IS WorkshopMonmouth-Mercer Room
1630-1730 PB WorkshopMonmouth-Mercer Room
1830-1930 Cocktails No Host BarPreFunction I
1930-2200 DinnerGloucester Room
2200-0100 DancingGloucester Room

SUNDAY, 15 JANUARY 1984

0930 Past Captains Assoc. MeetingSalem-Somerset Room
Saturday - Hospitality — The Resort Room

MENUS

LUNCHEON

Mixed Garden Greens
with Chopped Eggs
Tomato and Cucumber
Esquire Dressing

Chopped Sirloin Steak

Served with Mushroom Sauce and
Topped with Crisp Fried Onions
Fresh Vegetables
Roasted Potatoes
Fresh Baked Apple,
Pecan and Raisin Strudel
Coffee — Tea

DINNER

Choice of Entree

★
Roast Sirloin of Beef - \$21.00
★
Boneless Breast of Capon Cordon Bleu - \$17.00

★
Supreme of Melon Balls, au Port
Crisp Garden Greens with Sliced Tomatoes
Cucumbers and Toasted Croutons
Esquire Dressing
Rice Pilaf
Baby Belgium Carrots
Tiny Peas and Mushrooms
Chocolate Souffle with Lady Fingers
Coffee - Tea

☆ UNIFORM OF THE DAY ☆



SATURDAY-DAYTIME

Service Dress, Blue, B
Working Blue
Appropriate Civilian Attire

SATURDAY-EVENING

Dinner Dress Navy Blue Jacket
Dinner Dress Blue
Service Dress, Blue, A
Appropriate Civilian Attire

FRIDAY EVENING

Casual

SUNDAY

Casual

HOTEL RESERVATIONS

HYATT CHERRY HILL

Philadelphia Area
2349 West Marlton Pike (Route 70)
Cherry Hill, NJ 08002
(609) 662-3131

Rates: Single.....\$48.00 per night*
Double.....\$48.00 per night*

*plus 6% tax

ONE NIGHT DEPOSIT REQUIRED

Hotel Reservations Must Be Made by 13 DECEMBER 1983



USE THIS PORTION OF PAGE FOR MAKING HOTEL RESERVATIONS

RESERVATION FORM FOR SPECIAL RATES AT HYATT CHERRY HILL
U. S. Coast Guard Auxiliary 3(SR) - 1984 CHANGE—OF—WATCH—CONFERENCE - January 13-15

Name: _____ Require one night's deposit by check or credit card.
Address: _____ MASTERCARD VISA
_____ AMERICAN EXPRESS
Phone: _____ # of Card: _____
Arrival Date: _____ Departure Date: _____ Expiration Date: _____
SIGNATURE: _____

_____ Single @ \$48.00 per night plus tax _____ Double @ \$48.00 per night plus tax
FOR THE NIGHTS OF: ☐ Friday & Saturday ☐ Friday Only ☐ Saturday Only
Make checks payable to and mail to: CHERRY HILL HYATT
2349 West Marlton Pike
Cherry Hill, NJ 08002

USE THIS PORTION FOR CONFERENCE RESERVATION

REGISTRATION FORM FOR 1984 CHANGE OF WATCH — CONFERENCE — SEMINAR
JANUARY 13-15
Cherry Hill Hyatt, Cherry Hill, New Jersey



Name: _____ Flotilla No. _____
_____ Tickets — Luncheon @ \$ 9.50 = \$ _____
_____ Tickets — Banquet — Capon Cordon Bleu @ \$17.00 = \$ _____
_____ Tickets — Banquet — Roast Sirloin of Beef @ \$21.00 = \$ _____
_____ Registration Fee @ \$ 2.00 = \$ _____

GRAND TOTAL = \$ _____

SEMINAR & WORKSHOP REGISTRATION: Indicate number of persons attending each workshop.

VE _____ OP _____ IS _____ PB _____

NO RESERVATIONS OR REFUNDS AFTER JANUARY 9, 1984

For this portion of the Reservation Form — MAKE CHECKS PAYABLE TO: U. S. C. G. Auxiliary 3rd (SR)
and Mail To:

WILLIAM PIERCE, P-PCA
625 Summit Place
Mantua, New Jersey 08051

Penalty Indicia not authorized for reservations

TO AVOID THE HOLIDAY MAIL RUSH — MAIL BY DECEMBER 10, 1983!!!



When there's
a chill
in the
air...

There's Time to Attend Seminars

Acquire New/
Additional Knowledge

The First Qualifying Seminars for 1984
are scheduled for Saturday January 14th
Don't Delay — send in your
reservation form **Today!**

Reservation Form and Schedule in this issue.

Get a Head Start for 1984. Get your Seminars over early.

VE - Seminar Begins at 0800

Totally new material—get the facts on the new manual and all the latest changes.

OP- Seminar Begins at 0930

Breaks for lunch and continues in the afternoon at 1300

Five hours in all - will be a very comprehensive all encompassing seminar - Don't Miss It!

Happy Holidays! - Make a resolution to attend the seminars

We'll see you there!

1984 CHANGE OF WATCH — 3SR WINTER CONFERENCE

This will be another first for the 3rd Southern—an official Change-of-Watch Banquet. To go along with this occasion, the current 1984 VE and OP Seminars will be offered. This year's OP Seminar will be the most comprehensive one that has ever been offered with time for questions about the new Boat Crew Qualification Program (BCQP) and any other topic. I won't dwell on these seminars as they are being covered elsewhere in *Topside*. For both new and "seasoned" IS officers and any one else who's interested, an Information Systems Workshop is being offered. And for those interested in either starting or improving upon a flotilla or division newsletter, there will be a workshop aimed at telling you the "whys" and "hows" of a good publication.

A cosmetics makeup demonstration by a popular company will be featured for the ladies on Saturday. There's no charge for this most enjoyable presentation

which will include an introduction to proper care of skin, an explanation of general makeup techniques, makeover of a model chosen from the audience and individual consultations. Following the presentation, if you're interested in a makeover for yourself, they will be available at a \$3.00 charge which covers the cost of disposable applicators and the makeup. It promises to be not only informative but a lot of fun too. So mark your schedule and plan to attend (and gentlemen are welcome too!)

This year the luncheon and curbstone conferences have been incorporated into one affair. The district staff officers will be available to field your questions and to hopefully clear up any "grey" areas you might have.

The Commodore has made a personal promise to the 3rd Southern that 1984 will be the best year ever in seminars, workshops, operations, vessel examinations and public education. But he can't do it without you. So plan to attend and help make our district the best in the na-

tion. Commodore Wecker looks forward to seeing you at the 1984 Change-of-Watch and so do I.

Bill Pierce
Conference Coordinator

If you missed the last conference at Cape May, you missed a good one. Mother Nature did not cooperate too well for the picnic, but a good time and an hour of fellowship during the picnic were enjoyed by everyone who attended.

Pictures on page 16-17.

Let's make the next one in January even better.

By the time you receive this the time will be very short for making hotel reservations - and Holiday mail will be in full swing - so don't delay - get those forms in as quickly as possible!

Remember the first qualifying seminars for OP and VE will be on Saturday, January 14th! Don't miss them!

See you there — Meantime - Happy Holidays!

MAYDAY! MAYDAY!

MAYDAY! MAYDAY! came over the radio at Station Stillpond and the watchstander responded at once, and again the boat crew was under-way to assist a 30 foot Alban sailboat that was taking on water in the bay just outside of Still Pond.

On board the 41 foot CG boat was Craig Ingram, Coxswain, Pat Austin, Engineer, Joe Kalentback, Seaman and yours truly to assist.

In the five minutes that it took us to get underway and arrive alongside the sinking boat much was done. First the large pump was hooked up to the pump on the 41, with the hoses ready to go into action. The new P140 pump was taken out of its container at the stern of the boat and made ready to operate so that when we arrived alongside—in five minutes—all was in readiness to dewater the sinking boat. Pat was put on board the distressed vessel and the pump passed to him while Joe and I secured the boats together and took the passengers aboard the 41, an adult female guest and a small boy, both a little scared but otherwise in good shape. Pat started the pump, which by the way is a new one, much lighter and easier to start and is self-priming which is a big help. In nothing flat the hose got stiff and 140 gallons of water were being pumped from the sailboat every minute. At the same time the owner found the hole and plugged it. It seems he had backed over his anchor line and it had wrapped itself around the propeller shaft which in turn was pulled from its connection at the transmission and backed out of the stuffing box and the water poured in.

With the plug in place and the pump going full blast it didn't take long to dewater the boat.

While all this was taking place, the station was kept informed by radio of all that was being done. Stillpond Station made arrangements by land line for the boat to be hauled out at Wharton Creek Marina, and soon we were under way with the Alban in tow and the pump on standby just in case anything happened.

In a short time we arrived at the marina and turned over our tow to them and the boat was hauled out of the water. We then had a chance to see what had happened. The shaft was still there with the folding prop tight against the rudder and the zinc ring on the shaft holding it from going any further because it was against the strut. The marina mechanic looked things over and said "It can be repaired in the morning."

The 41 and its competent crew returned to station—another job well done. I am often amazed at the speed of these boys under stress and the jobs they do under all conditions proves that their training is the best. I, for one, am proud to serve with them.

M. Philip Stamm, Area Coord. Upper Chesapeake

ANNUAL POSTER CONTEST

The annual 3rd Southern Poster Contest is scheduled to take place at the Conference in January 1984 at Cherry Hill, NJ. Time is short—the success of the Poster Contest depends on you. The program has been in existence for many years and it appears we get more posters each year. The following is a list of guidelines to be followed as approved by the Commodore.

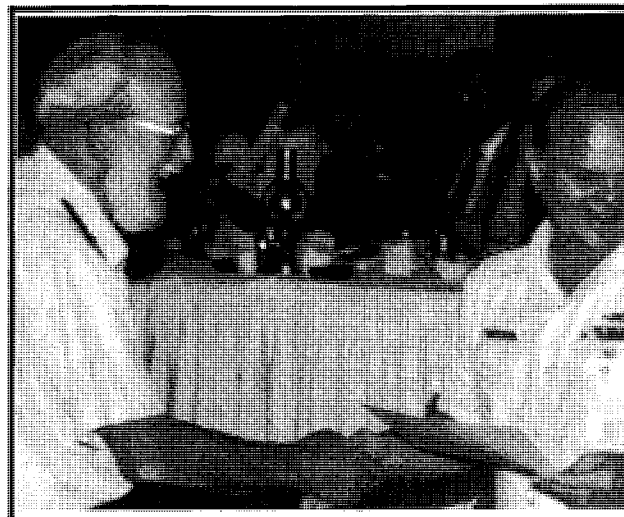
1. Contact the schools as soon as possible (hope you have already done it). There is only a little over a month left to complete the program.
2. Posters will be judged according to grades. That is, grades one (1) through twelve (12). We have also added a category for Vo-Tech students.
3. There will be a first, second and third place winner from each grade.
4. First, second and third place winners will receive ribbons plus a certificate. All entries will receive a certificate of appreciation.
5. The poster size may be 9 x 12 inches up to and including 14 x 22 inches. All posters submitted will be judged regardless of size.
6. On the back of the posters, PLEASE indicate NAME, GRADE, AGE, ADDRESS and most of all the FLOTILLA responsible for submitting the poster. PLEASE NO NAMES ON THE FRONT OF THE POSTER.
7. The Flotillas will submit to their Division for judging the 1st, 2nd and 3rd place winners. THREE (3) winners PER GRADE.
8. The Divisions will submit to District for judging the 1st, 2nd and 3rd place winners. THREE winners PER GRADE. NO MORE!
9. All posters to be entered for District judging must be in my hands on Saturday, Jan 14th, at the Conference.
10. Judging will be by three (3) impartial judges selected by the Commodore or Vice Commodore.

If there are any questions, please contact me, Lenore Roush, R.D. 1, Box 73, Wrightsville, PA. 17368, Phone: (717) 252-2916. Let's go all out to make this the best Poster Contest ever. Happy holidays to all.

Lenore Roush, DCP-XIV

AWARD RECIPIENTS — FALL CONFERENCE - WILDWOOD, NJ

See explanations on page 17



John Johansen, PDCO and CAPT. Shytle



John McIntosh, PDCO and CAPT. Shytle



William Pierce, Pres. PCA and CAPT. Shytle



Joel Asper, DSO-VE and CAPT. Shytle



Elliott Linsky, DCP VIII and CAPT. Shytle



Commodore Robert Wecker and Nancy Motter

A Great Time Was Enjoyed By All! Fall Conference - Sept. 30, Oct. 1, 1983 - Wildwood, NJ 3rd Southern Region

*Did You Miss It?
You missed a good one!*



Even though Mother Nature did not cooperate too well for the picnic - it was a fabulous weekend!

The workshops were excellent and those attending learned much — the food was good — the accommodations were fine — the fellowship was tremendous! I am running out of superlatives, but I think you get the message. If you missed it — you missed a wonderful and educational time.

On the opposite page are pictures taken at the awards presentations after the banquet.

Since we lost our former secretary, Nancy Motter, from the Harrisburg Office, the farewell celebration was held after the dinner. Nancy received many gifts and much praise for her 11 years of outstanding duty in the Asst. Director's Office in Harrisburg. GOOD LUCK, NANCY! We will miss you!

Also on the opposite page are pictures of the recipients of the Auxiliary's highest educational award - the Coveted AUXOP rating and its accompanying certificate and pin. There were five happy recipients, with the awards being presented by CAPT. Shytle. John Johansen, John McIntosh, Joel Asper, William Pierce and Elliott Linsky. Congratulations to all.

Below on this page are several of the pictures taken at the picnic, even though the rain prevented many from taking pictures, and something happened to the roll our usual camera person took - NOTHING CAME OUT! Better luck next time!

So wouldn't you like to see your picture here next time — attend the conference — get into the activities — you may succeed.

At least it's worth a try — See you there! The Editor
Photos on Page 16 by M. Philip Stamm, Division II



Members of 3SR in Marlinspike contest at Coast Guard Base, Cape May. Winner of beginner level was Jay Sweeney. Winner of Intermediate level was Gil Miller and winner of advanced level was Bill Miller, who had to tie knots blindfolded. A handy Marlinspike knife was given to all who entered the contest.



Nancy and Jack Motter in the hangar at lunch time. Jack enjoyed the visit to the hangar since before his retirement he was employed at New Cumberland Army Depot where he would put helicopters through their paces to make certain systems would function properly. Photos above by Ed Miller, Division V



Come to the next conference in Cherry Hill!
Get to know your fellow members, your district staff, and have fun while doing it!
Won't you mail your reservation today!



DID YOU EVER TAKE A CRUISE TO BERMUDA?

Did you take your wife; your kids? Well, this past June I did, but with a difference. After decades of dreaming and planning we sailed *our own boat* to the Bermudas and back!

Three years ago our 37 foot cutter-rigged auxiliary sailboat, "HONEY TOO," was delivered. My wife and I had the notion of early retirement and long distance ocean cruising. After two summers of local cruising in New England waters, ranging from New York City to Nantucket, and a passage for me on another boat in the 1981 Marion-Bermuda Race, we felt that we and the boat were ready for the 625 nautical mile bash to the "Onion Patch."

Logistics is a major factor in an ocean voyage in a small boat. Endless lists are made. New items appear almost as quickly as old ones are crossed off. Liferaft, Loran, beer, suntan oil, safety harness, EPIRB, beer, canned goods, peanuts, beer, spare line and on and on. From the critical to the trivial, but all important to safety or comfort.

Finally, on Friday afternoon, June 17th, we depart Rowayton, CT, bound for St. George, Bermuda via New York City. Our crew: me (Don Costa), my wife, Honey and our three sons: Dave 23, Jack 21, Dan 20. We stayed overnight at City Island to wait for the EbbTide to carry us down the East River, New York Bay, and to the Atlantic. At 0500 we depart in fairly clear weather. As we motor down the East River, we made a ceremony of putting our TransDerm-IV anti-seasickness patches behind our ears. (They work; not one Barf going over.) As we approached Lower Manhattan and Governor's Island—pea soup fog! Still we motored on; buoy to buoy, just outside the channel, in deep water for us, in order to avoid the shipping lanes. It seems that every cruise ship you ever heard of arrives in New York between 0700-0900 Saturday.

Because of the dense fog, no wind, and swift current, we motored quickly through the shipping lanes south to a point off shore Atlantic Highlands, where we picked up the rhumb line to Bermuda.

The fog and light winds remained for almost two days during which we

motored on a smooth but undulating sea, sailing when we could. These conditions lasted almost to the Gulf Stream which we transited at the latitude of Assateague, VA.

The much feared Gulf Stream proved to be a pussy cat on this crossing. Such is not always the case; usually, it's like sailing through a moving field of hay stacks. The water temperature rises about 15°F. from west to east as one crosses the stream, which is 60 nautical miles wide at that latitude. Once across you enter tropical seas.

A word or two about navigation. We had on board equipment for celestial navigation, sextant, almanac HO229, plotting sheets—dead reckoning, electronic and taffrail log—and Loran. Celestial navigation is obviously only possible during clear weather and generally between dawn and dusk. Since it also is dependent upon a good DR position, an accurate log is essential. Celestial proved to be the most accurate. Loran while incredibly accurate close in, deteriorates the farther one gets from the transmitter. Several hundred miles offshore the TD's are farther apart and the signal is weaker. I found errors of 15-20 miles near Bermuda, which was verified by other sailors. Most of the offshore voyagers we met in Bermuda were equipped with SATNAV, which gives accurate fixes regardless of position or weather.

Other than shipping near New York and small boats near Bermuda, we saw only two ships and one sailboat while at sea. Both ship sightings were at night and one was during a gale.

As we progressed the wind came from the south and backed to the southeast most of the time putting us hard on the wind. We experienced an 18 hour gale with winds of 35-45 knots and 15-20 foot seas. At that time we had up our storm trysail and storm jib, which with our windvane managed the boat very nicely.

This was our first gale at sea and while it was uncomfortable, it was not frightening. Our boat is sturdy and seaworthy and we had confidence in her. A boat is, in effect, a drum in which you reside. The waves beating and breaking on it make one H--- of a racket. That, coupled with

the motion of pitch, yaw and roll through 15-20 feet every few seconds, is something that must be experienced to be appreciated. And yet everyone managed to sleep at some time during this tempest. On deck the environment is equally uncomfortable; high, shrill wind, mountainous waves, simply and totally awesome. After it was over, the crew felt as if some sort of rite of passage, an initiation, had been experienced. The storm set us back a day.

We made our landfall on Gibb Hill Light in the waning hours of the night of June 24th. At dawn, nothing; no lights, no land. Bermuda is a low island and can be seen only about 10 miles out. Since it is only 14 miles long and 1-2 miles wide with extensive reefs extending 8 miles to the northwest, it's a tough landfall. If you miss—next stop Capetown.

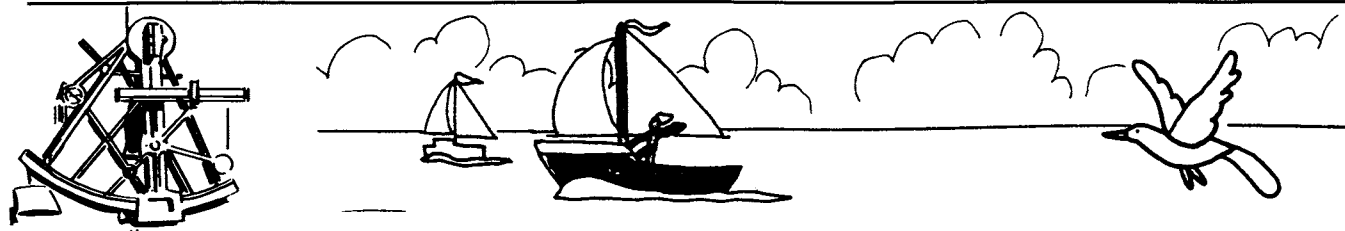
Finally at 0900 we spotted land and a tired but joyous crew entered St. George Harbor at 1100. It was a pleasure to be still and horizontal after living at a 25° angle of heel for a week.

What and who we saw in Bermuda and our return passage are another story. If your editor is interested I would be happy to continue this narrative.

Submitted by: D. Costa, Div. X
Editor's Note: If the membership enjoys reading your narrative as much as I enjoyed typesetting it, we will be happy to continue it in the next issue. In fact we are looking forward to it. —E.M.N.



The author making use of his sextant training while on the cruise.



INFORMATION SYSTEMS



Joseph Sowers, DSO-IS

Everybody gripes about AUXMIS (and, presumably the IS staff involved with it) and uses the computer system as a convenient scapegoat. In fact AUXMIS and all other computer systems have nearly replaced the weather as the target for general complaints.

This time, let's reverse this trend! I would like to do some griping myself in this issue of *TOPSIDE*. There are three items that I have to gripe about (actually there are a lot more, but space doesn't permit).

The first one concerns the 'Database Mangler,' a hopefully endangered species in the Third Southern. This is the member who consistently enters wrong (not necessarily by intent) information into AUXMIS. We are really getting better with our error rate, but a few manglers are causing the database to have questionable integrity.

The second gripe is related to the recent *NAVIGATOR* article telling how to use a microcomputer to duplicate AUXMIS for a flotilla. If you were the owner of a company would you have two people to do exactly the same job at the same time and pay both of them when only one is needed? It would be a waste of time, effort and money! Using a micro to duplicate the actions of a large-scale system is only useful as an ego-booster for the owner of the micro—it is only slowing the entry of data into the AUXMIS system. There are things that can be done with a home computer to add to AUXMIS rather than to duplicate it—there will be some suggestions in the next *NAVIGATOR*.

The third gripe concerns the use of staff officers as 'bean counters.' Many of the staff officers seem to be overly concerned with relating the statistics pertaining to their office. "This month we did 15% more than last month," is a typical report. The figure is achieved by counting up the reports of the examiners/instructors/skippers/etc. We now have a system which is really beginning to work. Its only function is to 'count the beans' for us and produce a report which will summarize all of the data available. Wouldn't it be nice if the staff officers would be allowed to plan programs and direct them instead of being required to spend their time counting what the AUXMIS system has already dealt with as the data is fed into it?

People THINK—Computers COUNT!

If you are an IS Staff Officer-select (or repeating), don't miss the IS Seminar to be given at the conference in January of '84. We will go over the latest information, and try to solve the problems you may be having. Remember if the 'beans' are to be served up right, they will be only as good as the ingredients supplied by the IS Chefs.

Meantime Happy Holidays.

Joe Sowers

MEMBER TRAINING



Eugene Pester, DSO-MT

The year is rapidly coming to a close and it is time for me to thank my 1983 MT Staff for all of their support, creativity, and willingness to give of their time and talents. Gene Terkelsen and John Morgan helped put together the new B.Q. training course for the conferees at Winter Conference. This was a big help to all who attended and made the transition from the old to the new B.Q. course infinitely easier.

Ed Morton was a tremendous help to me in an advisory capacity. He also fielded many questions raised by the SO-MT's.

Any successes we had in 1983 were due to the aforementioned staff members. Any failures were my responsibility and hopefully not repeated in 1984.

Starting January, 1984 your MT Department will be offering a one day Instructor's Workshop *in your area*. The course syllabus shown below lists the items that will be covered:

TIME	TOPIC
0800-0820	Course Introduction and Motivation
0820-0900	Importance and Qualities of a Good Instructor
0900-0910	Break
0910-1030	Two-minute Presentations
1030-1040	Break
1040-1115	Lesson Preparation
1115-1200	Methods of Instructing
1200-1230	Lunch
1230-1320	Training Aids
1320-1330	Break
1330-1630	Five-minute Presentations
1630-1640	Break
1640-1705	Opening and Closing
1705-1800	Evaluations and Critiques

As you can see, it is quite a rigorous day. Because our instructors probably have the greatest impact on the boating public, it is necessary that we provide them with the support and tools that they need to do the very best job. To get this information to them, they have to attend the Workshop. We hope that by bringing it to the local areas within the District, more members will be able to attend. We hope all Instructors will be as excited about this program as we are and we solicit the support and encouragement of the Division Captains and Flotilla Commanders. As you can see from the syllabus, there is much information to be disseminated in just one day.

Enrollment must, of necessity, be limited. However, it is our hope that other training sessions will be run on a Division basis by former ADVIT graduates and graduates of our one-day sessions.

The success of this program will depend on your enthusiastic support. Without the students, there can be no learning, no matter how much talking we do.

Please help us make this program a success.

Gene Pester



IT'S A FRAME-UP

Every certificate you award deserves a nice frame. We have blue frames for 8 x 10 and walnut color frames for 8½ x 11 & 9 x 12

AUXILIARY NATIONAL STORE

MINI-SWAB (Continued) Career Patterns

The first thing that must be realized is that there is no such thing as a typical career. The Coast Guard has so many diverse missions for its small size that the possibilities for careers are immeasurable. The only certainty that officers have regarding their careers is that it will be far from routine and will offer them responsibilities and opportunities found in few other professions.

Traditional Questions

Although seemingly meaningless, many of the questions asked a fourth class cadet are deeply rooted in tradition and I think that you will enjoy reading them as much as the upperclassmen like asking them:

Q. What is the Coast Guard?

A. That hard nucleus about which the Navy forms in time of war.

Q. How long have you been in the Coast Guard, mister?

A. All me bloomin' life, sir. Me father was King Neptune; me mother was a mermaid. I was born on de crest of a wave and rocked in de cradle of de deep. Me eyes is stars, me teeth is spars, me hair is hemp and seaweed; and when I spits, I spits tar. I's tough, I is, I am, I are.

Q. What time is it?

A. Sir, I am greatly embarrassed and deeply humiliated that due to unforeseen circumstances over which I have no control, the inner workings and hidden mechanisms of my chronometer

are in such great inaccord with the great sidereal movement by which time is generally reckoned, that I cannot with any degree of accuracy state the exact time, Sir. But without fear of being too greatly in error, I will state that it is about . . . minutes . . . seconds . . . ticks after . . . bells.

I Do Not Understand

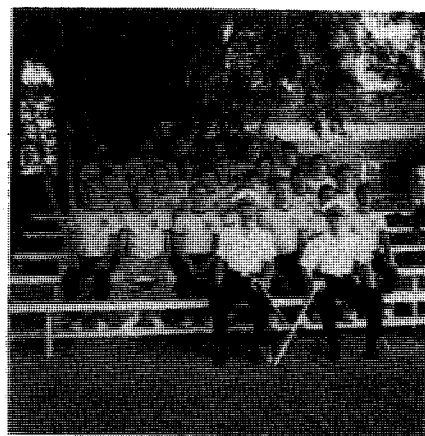
Sir, my cranium consisting of Vermont marble, volcanic lava and African ivory, covered with a thick layer of case hardened steel, forms an impenetrable barrier to all that seeks to impress itself upon the ashen tissues of my brain.

Hence the effulgent and ostentatiously effervescent phrases just directed and reiterated for my comprehension have failed to penetrate and permeate the soniferous forces of my atrocious intelligence.

And so it went—August 1 through 6, 1983

Fifteen prospective fourth class cadets from the Third Southern made the trip to New London to participate in the Academy's version of "Mini-Swab" summer. Did they enjoy it? You bet your "golf balls and dog food" they did. Do they want to go back? Emphatically, **YES!!!** And was all the work and recruiting worth it? To the eight Auxiliarists who attended Mini Swab Summer in New London, it definitely was and charged with this experience we look forward to 1984 and another great year!

Helen McCabe



GROWTH & RETENTION

James J. McCabe, Jr., DSO-GR



Membership growth is measured by the number of people who stay with us from year to year. The GR goal is to end the year with a net gain in members. This is accomplished by winning a few and losing hardly any. As GRs, it is our aim to help influence wavering members to retain their interest in the Auxiliary. It's not too early to start a "Retention Campaign" now, so that FSO-GRs can start attending to the potential "drop-outs" before it is too late. We may lose members to death, moving, age, health, but we shouldn't lose any from neglect.

Any alert GR officer can easily recognize inactivity. A few drop-outs in each Flotilla can grow to significant numbers when added to others throughout the District. We can give some constructive suggestions about training for special interests or maybe more active participation in our cornerstone activities, especially Fellowship. If a person seems disinterested, the answer is to get him or her into something they like. A busy Auxiliarist doesn't drop out!

We should also consider:

- Conducting pre-membership orientation interviews to make sure that the prospective member understands what the Auxiliary mission is and what they can expect to find in the Auxiliary. This tends to keep out those who have no intention of doing public service.
- Discussing permanent membership with those members who have been active for ten years or more and now are no longer able to take part in the public service activities—but who would like to retain their membership and the friends they have made over the years.

James J. McCabe

NEW TYPE NACO AWARDS PRESENTED AT FALL CONFERENCE



Above, James McCabe presents the new type NACO GR-awards to Roy Sharples, DCP II at the Fall Conference in Wildwood, NJ. The awards are presented to those members who have obtained three or more new members and now come already framed and have the member's name inscribed by calligraphy. If there are any members who are eligible for this award and have not received it—make certain the request is put in as soon as possible.

Water 'N Kids

In the spring a young man's fancy turns to thoughts of love! But, in the Spring my thoughts turn to the elementary school classroom and teaching eager boys and girls Water 'N Kids. This is a most rewarding experience for the students and for you.

When a parent asks you "How did you ever get my child to want to put on a PFD? When on our boat, I have been trying for 2 years to do that." Then you know you are getting through to the "kids."

Most schools are eager for Water Safety programs and this one is not only a great one for second and third graders but easy on the school budget because it is **FREE!** If you teach in a school once, it's a sure-fire bet that you will be asked back year after year. The letters that children write to thank you for coming is reward enough to make you want to repeat.

The best way to teach this program is in a single classroom situation. (Remember, PE credit is now for hours not numbers of students.) This gives the students a one-on-one experience, a chance to talk and also

to try on a real PFD their own size, and a touch and feel experience with many of the other things required on boats: bells, flares, fire extinguishers, whistles and whatever else you bring along as aids. The instructors kit tells you what to take and how to proceed. If you need additional help, your PE staff is as close as your telephone. Remember we are here to help.

A new idea that I introduced as a pilot program last Spring, was going into the Kindergarten classes. I take a hand puppet with his own PFD—sit on the floor with the children, talk to them about water safety. Go through the Water 'N Kids coloring book, page by page, then go around the circle and each child shakes hands with the puppet. I leave coloring books with the teacher for the students; tell them to have a nice and safe summer and that I will be back in second grade to show them a lot more about Water 'N Kids.

If you haven't tried teaching the children - Try it - you might like it!

Pictures at right need no captions - they tell the story of activities in the classroom.

Alice Stamm, ADSO-PEY



MATERIALS . . . William Blocksom, DSO-MA



We in the Materials Department will do our utmost to fill your orders as swiftly as we can. I have received some complaints that some orders have not been received even though our records indicate that we did, in fact ship them out. Upon investigation of these complaints, we have learned that some UPS drivers are just leaving the material on the front steps (or in mail boxes where possible) because due to their workload and schedule they cannot wait for someone to come to the door. I was under the impression that they would not leave the package, but would return to redeliver it the next day if no one was home. But apparently this is not the way it is being done. The matter will be investigated further.

A program is in the making to have all books and supplements (BS&S and S&S) shipped direct from National Stores to those who have ordered them. More information will be made available through your SO-MAs.

A new price list will be issued in the near future. We have some new items in stock—beachtowels, clip boards, pens and there are some travel mugs left.

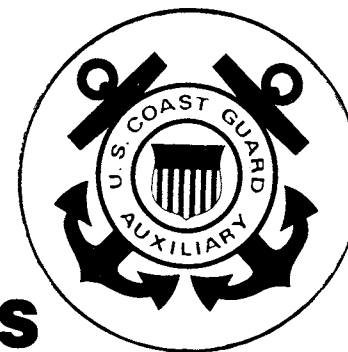
We will have the store setup at the Hyatt in Cherry Hill, NJ at the Winter Conference. Hope to see you there! Please drive with care, you are loved, we (The Auxiliary) need you. Take care, Stay Well

Happy Holidays from your MA Staff.

*William Blocksom
B. Walter Greenidge, ADSO-MA
Fred Lauterwasser, ADSO-MAX*

ANNOUNCING

THREE NEW DECALS



AVAILABLE THROUGH YOUR SUPPLY OFFICER
One is 4 inches in diameter with a silver background for surface mounting. The other, also 4 inches, has a clear background and sticks to the inside of a window or a windshield. A 12 inch decal has a white background and mounts on a surface.





HOTEL RESERVATIONS

THE GRAND HOTEL

Oceanfront at Rochester

Wildwood Crest, New Jersey 08260

(800) 257-8550



Rates: Single and Double\$50.00 per night*

*plus 6% tax

ONE NIGHT DEPOSIT REQUIRED

Hotel Reservations must be made by 1 September 1983

Penalty Indicia envelopes not authorized for making reservations.

USE THIS PORTION OF PAGE FOR MAKING HOTEL RESERVATIONS

RESERVATION FORM-FOR SPECIAL RATES AT THE GRAND HOTEL

U. S. Coast Guard Auxiliary 3(SR) - 1983 Annual Fall Meeting - Sept. 30-Oct. 2, 1983

Name: _____

Address: _____

Phone: _____

I desire reservations for: ☐ Single \$50.00 ☐ Double \$50.00

for the nights of:

☐ Friday & Saturday ☐ Friday Only ☐ Saturday Only

Require one night's deposit by check or credit card.

Credit Cards Honored:

☐ MASTERCARD ☐ VISA

☐ AMERICAN EXPRESS

OF CARD: _____

Expiration date: _____

SIGNATURE: _____

Make checks payable to and mail to: **THE GRAND HOTEL**
Oceanfront at Rochester
Wildwood Crest, NJ 08260

USE THIS PORTION FOR CONFERENCE RESERVATION

REGISTRATION FORM FOR 1983 ANNUAL FALL MEETING - SEPT. 30-OCT. 2

THE GRAND HOTEL, Wildwood Crest, New Jersey

Name: _____ Flotilla No. _____

_____ Tickets — Picnic @ \$ 7.00 = \$ _____

_____ Tickets — Roast Sirloin of Beef ... @ \$14.50 = \$ _____

_____ Tickets — Seafood Newburg @ \$14.50 = \$ _____

_____ Tickets — Children's Dinner @ \$ 9.00 = \$ _____

_____ LATE REGISTRATION (after 9-20) @ \$ 2.00 = \$ _____

GRAND TOTAL \$ _____

REGISTRATION FOR WORKSHOPS

Enter Number Attending: () CC () PE () GR () PCA () Marlinspike

★ ★ ★ ★ NO REFUNDS AFTER SEPTEMBER 20, 1983 ★ ★ ★ ★

For this portion of the Reservation Form — MAKE CHECKS PAYABLE TO: U.S.C.G. Auxiliary 3rd (SR) and Mail To:

WILLIAM PIERCE, P-PCA
625 Summit Place
Mantua, NJ 08051

TO AVOID THE LATE REGISTRATION FEE — MAIL BEFORE 15 SEPTEMBER 1983!

Penalty Indicia not authorized for reservations

TOPSIDE (3SR) SUMMER 1983



1983 ANNUAL FALL MEETING 3rd DISTRICT SOUTHERN REGION — U.S. COAST GUARD AUXILIARY



Back by popular demand, the Third Southern Region will be returning to the Cape May area for the September 30-October 2, 1983 Meeting. The Grand Hotel in Lower Township will be the site of this year's meeting (and incidentally, for those who might be interested in knowing, the Grand is owned by the same people who own the Golden Eagle and so we can expect the same fine service and hospitality that the Golden Eagle has always afforded us in the past). Just down the beach is Electronic Beach where we'll have our truly "famous" chicken barbeque, followed by the annual Marlinspike Contest.

But, I'm getting ahead of myself. Friday evening will feature a "no-host get-together" starting at 2130. Saturday morning the District Board will meet and several workshops will be offered. The District Board Meeting will be the last scheduled meeting for the 1983 Board and it is at this meeting that the elections for the three Rear Commodores will be held.

There will be the PE and GR workshops, and the all important CC workshop. This workshop is timed to coincide with the opening of school and is therefore the ideal time for CC Officers to start working on the AIM Program's candidate selection. All the latest information will be available, and combined with the expertise of the workshop leaders, should make this a most informative

workshop. So, if you're an FSO-CC or an SO-CC, or if you're just interested in the program, and want to learn more about it, do make plans to attend this workshop.

All the workshops have been scheduled for the morning so that the rest of the day can be devoted to fun and fellowship. First it's off to Electronic Beach for the barbeque and the marlinspike contest, and then you're invited to the Coast Guard Base. There will be featured a demonstration of a helicopter working with a boat. Then you have been cordially invited by the Captain of the Point Franklin to tour his vessel. The base exchange will be open on Friday and Saturday for those needing uniform items and on Friday only, there will be the Lucky Bag sale and the small stores will be open.

You should be back to the Grand in time to rest up before the evening's festivities begin. There will be a no-host cocktail party at 1830 and following dinner, there will be dancing till the wee hours of the morning.

The Commodore looks forward to seeing you and talking with you, and he feels that with your support this should be the best get-together of the year.

"Make SHORE you get there!"

William Pierce, P-PCA

SCHEDULE OF EVENTS

Registration Desk — Lobby — Friday 1730 - 2030;
Saturday 0800 -11:30; 1400-1500

District Store — Hallway outside of meeting rooms - Saturday 0900 - 1600

FRIDAY, 30 September 1983

1930 Executive Session of District Board Navigator Room
2000-2130 DSO Meeting Windjammer Rm.
2100 No Host Get Together Sea Farer Room

SATURDAY, OCTOBER 1, 1983

0815-0830 Opening Ceremony Navigator Room
0830-1130 District Board Meeting & Elections Navigator Room
0830-0930 GR Workshop To be announced
0930-1030 CC Workshop Cocktail Lounge
1030-11:30 PE Workshop To be announced
1030-11:30 Curbstone Conferences To be announced
1130-1300 Picnic Electronic Beach
1300-1345 Marlinspike Contest Electronic Beach
1345-1645 District Board Meeting Navigator Room
1400 Helicopter Demonstration Group Cape May
1400 Tour POINT FRANKLIN Group Cape May
1830-1930 Children's Dinner To Be Posted
1830-1930 No Host Cocktails Banquet Room
1930-0100 Dinner, Program, and Dancing Banquet Room

SUNDAY, OCTOBER 2

0830 PCA Meeting To Be Posted

UNIFORM OF THE DAY: Friday Evening: Casual — SATURDAY: District Board:

Tropical Blue Long - Evening: Tropical Blue Long or Appropriate Civilian Attire

MENUS

PICNIC

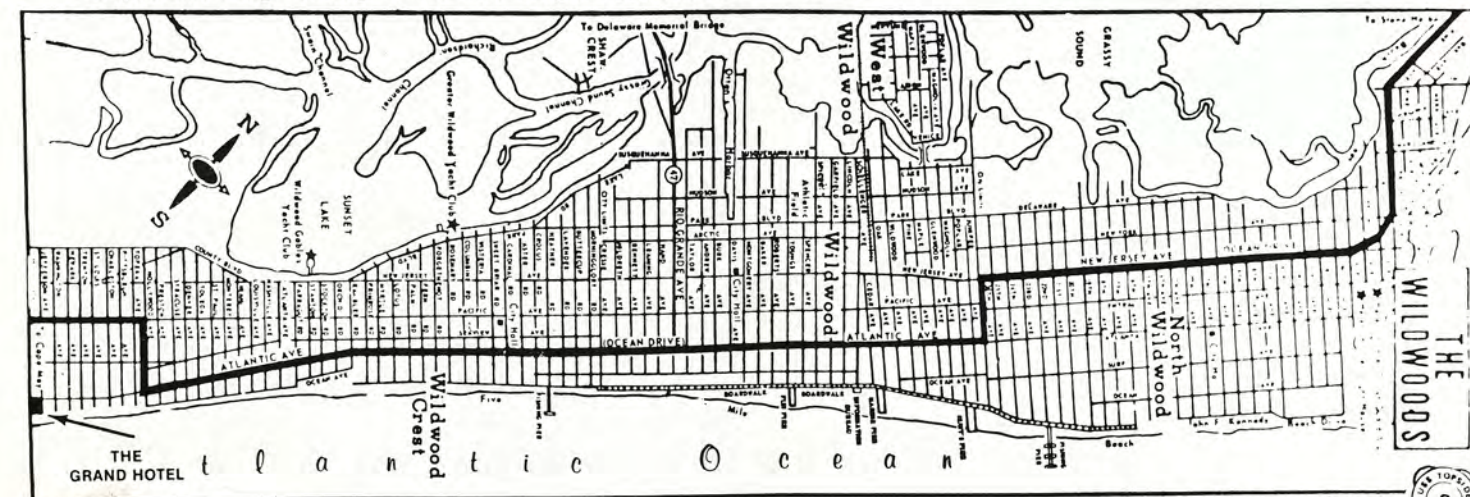
Barbecued Chicken
Potato Salad Corn on Cob
Tossed Salad
Iced Tea Beer Soda

DINNER

Choice of Entree
Roast Sirloin of Beef \$14.50
Seafood Newburg \$14.50
Waldorf Salad Au Gratin Potatoes
Broccoli Spears
Strawberry Royale
Coffee-Tea-Sanka

CHILDREN'S DINNER

Baked Ham Slice — Glaze Sauce
Diced Fruit Cup
Au Gratin Potatoes
Broccoli Spears
Rice Pudding
Milk-Soda



TOPSIDE (3SR) SUMMER 1983





• AIM WORKSHOP

{Career Candidate}

At this workshop you will learn how: • AIM came about
• AIM benefits the Coast Guard • AIM operates.

Particular attention will be focused on the administration of the program, the materials involved, the candidate selection process and how the program is funded.

Question and answer period will follow the workshop.

9:30 A.M.

OPEN TO
ALL
MEMBERS

3rd(SR)

Coast Guard

Auxiliary's

"Great One Day Learning Experience"

Growth+Retention

- New guaranteed growth plan will be announced.
 - All aspects of G&R Award Program will be covered.
 - How to handle difficult members' problems
- OPEN DISCUSSION DURING WORKSHOP.

8:30 A.M.

- Intensive format covers the essentials of each subject.
- Each participant will receive a set of Seminar Notes for each subject attended.
- Experienced instructors are recognized experts in their respective fields.

This Fall Series of strategic one-day management programs is open to the general membership, but is particularly helpful to Division elected and staff officers. They should in turn hold a Division level workshop to promulgate what they have learned thereby getting the message down to the working unit of the Auxiliary — the Flotilla.

Public Education

ATTENTION: ALL PE PEOPLE
If you say you don't know what's new or what's going on in Public Education, come and join us for an enlightening and informative workshop. Get the latest "poop" from the group!

10:30 A.M.

Saturday, October 1st • 8:30-11:30 a.m.



TOPSIDE (3SR) SUMMER 1983

A WORD FROM THE WESTERN AREA

Could you tell me, please, which way I ought to go from here," said Alice. "That depends a good deal on where you want to get to," said the Cat. "I don't much care where." "Then it doesn't matter which way you go"—"so long as I get somewhere," Alice adds as an explanation. "Oh, you're sure to do that," said the Cat, "if you only walk long enough." *Alice's Adventures in Wonderland.*

I feel a little bit like Alice when it comes to writing an item for TOPSIDE—what shall I write about, how do I begin, what would our members like to read? I guess it's human nature, but we all like to read about ourselves—don't we? So, interspersed below will be a comment or two about some of the activities of our members.

One of the things apparent in the CG Auxiliary is the increasing emphasis being placed on upgrading our programs—better textbooks, better trained instructors, more professionalism—excellence. Taking a moment to elaborate on the intricacies of excellence as they pertain to the CG Auxiliary, the foremost quality of excellence an Auxiliarist should possess is being an outstanding volunteer in all aspects. A sharp appearance and professional attitude will open many doors and increase our ability to influence people. The old saying "It takes only a nickel more to go first class" applies. In line with this it appears that we are "going first class" with the introduction of our new BQ material this past year. The attached photo shows Charley Fritz, FSO OP and John Morgan, FC, 5-15, about to administer the Practical Demonstration part of the BQ exam to new members, Arthur and Betty Klapper. The demonstration was held in conjunction with 5-15's June Meeting & picnic at Lake Silkworth, PA on 12 June. A great opportunity to combine work with pleasure!

Our fourth cornerstone was in evidence on 17, 18 & 19 June at the Raystown Campout hosted by Flo 9-1 of Division IX. Members from Flotillas 5-3, 5-4, and 5-6 of Division V joined in the festivities. DIRAUX Mike Swigert and Rosemary, DCO Wecker and Neva, DCO-Aide Crossman & Irma, and VCO Raudabaugh and Juanita all helped make the affair a success. Ed Miller, Gil Miller & Russ Bender of 5-6 and Bob Craine of 9-1 provided the music for the evening sing-a-longs. We learned something! Mike, Bob, Lee and Dick all have talents besides leadership—they can sing! And you should have heard Rosemary do her solo! Wish more of you could have been present. A great big thank you to members of Flo 9-1 who work so hard to make this affair possible—it gives us all an opportunity to work with and cement friendships with our neighboring Divisions.

And speaking of a joint effort, Divisions V and XIV will hold a joint Christmas party again this year at the Distelfink in Lancaster. The cooperation and friendship between these two Divisions continue to flourish, and isn't that the name of the game?

Ruth Aubin, ADSO-PB



CERTIFICATE OF OPERATIONAL MERIT

Certificates of operational merit with the following description were presented to Felix Mendla, IPFC 2-3 and his son Christopher, also of Flo. 2-3, at a recent division meeting.

"For heroic service on 25 April 1982 while rendering assistance to the crewmembers of the PC JOLLY TAR which had suffered a severe explosion. Coast Guard Auxiliarist Felix Mendla, in company with his son Christopher G. Mendla, was underway in the Delaware River on a recreational outing to observe the docking of the cruise liner QUEEN ELIZABETH II at Packer Avenue Marine Terminal, Philadelphia. At approximately 1545, Mr. Mendla felt and observed the tremendous explosion of the JOLLY TAR, a 30 foot cabin cruiser with 11 persons on board, only some 25 feet from his own vessel. Mr. Mendla immediately maneuvered his 14 foot outboard runabout to the stricken vessel and was the first rescue party on scene. The explosion destroyed the stern section of the JOLLY TAR leaving some personnel on board but most were thrown into the water. The stern of the JOLLY TAR was on fire and gasoline was burning on the surface alongside the vessel. At the risk of hazarding his own life by further explosions of the JOLLY TAR's fuel tanks, Mr. Mendla courageously came alongside the burning vessel to render assistance. He passed a fire extinguisher to the people on board the JOLLY TAR and assisted four persons in the water who were holding on to his boat. Realizing that two persons clinging to the side of his boat were in a state of shock, Mr. Mendla attached lifelines to them to ensure their safety. One of the persons was later brought on board the boat and treated for shock. Other rescue units arrived shortly afterwards and picked up the three remaining persons who had been rescued by Mr. Mendla. Mr. Mendla transported the person on his boat to C.G. Base Gloucester City for transfer to awaiting medical personnel. The professional skill, courage, and prompt action taken by Mr. Mendla prevented additional loss of life in this disaster. His devotion to duty and professionalism are in keeping with the highest traditions of the United States Coast Guard and United States Coast Guard Auxiliary."— signed by Vice Admiral W. E. Caldwell the 18th day of March 1983.



CAPT D. B. Charter, Felix Mendla and LCDR James H. Davis

COMMENDATION CERTIFICATE

Martin Wexler, FC 2-3, was recently presented with the following commendation certificate of award signed by Vice Admiral W. E. Caldwell. It reads as follows:

"I note with pride and am pleased to commend you for your performance of duty during the week of June 7 1982, while assisting the U. S. Coast Guard Marine Inspection Office, Philadelphia, PA. You, other Auxiliarists, and Coast Guard Marine Inspectors formed a team which examined several large recreational boats which were to be used as underway platforms for dignitaries to view the Tall Ships Parade as a part of Philadelphia's Century IV Celebration. As a qualified Coast Guard Auxiliary Courtesy Marine Examiner, you lent valuable expertise and knowledge of recreational boats and boating safety equipment to ensure these vessels were in a safe operational condition and legitimately displaying the Coast Guard Auxiliary Courtesy Marine Examination decal. This task was further complicated by a short time-frame which required you to work many long hours. As a result of your dedicated efforts, the examinations were completed in time for the Tall Ships visit.

You are commended for your performance of duty. By your service, you have upheld the highest traditions of the United States Coast Guard and United States Coast Guard Auxiliary."



LT. Michael Swigert presenting award to Marty Wexler, FC 2-3

TOPSIDE (3SR) SUMMER 1983



OPERATIONS . . . Phyllis Valentine, DSO-OP

This is part 2 of the two-part article begun in the Spring 1983 issue, in which I promised to continue to list the more important phases of appendix "C".

Last time I listed information regarding the Patrol Skippers Identity numbers, the types of surface operations and general qualification requirements.

This time will cover several more phases.

Categories of Patrols

1. CATEGORY ONE - no longer authorized because of the absolute lack of protection for the Auxiliarist. This type of voluntary patrol can no longer be authorized by the Director.
2. CATEGORY TWO - This type of patrol requires written or verbal orders from a Coast Guard Operational Commander, and will normally be issued for the (1) requalifying patrol, SAR drills and chart-updating. It provides financial protection against facility damage and personal liability.
3. CATEGORY THREE - This is the category of patrol that will be used to perform the day to day missions of the operations program. All patrols must be scheduled through the area coordinator at least two weeks in advance. Members may have their FSO-OP request patrols for them. Requests should be in writing and be confirmed by the area coordinator.

INFORMATION

SYSTEMS Joseph Sowers, DSO-IS

We are halfway through the year and are progressing toward our goals, error rates are being held down (less than 4% overall) by a lot of work by the FSO-IS officers, error corrections are well in hand thanks to the SO-IS officers, and things are looking reasonably good from the AUXMIS point of view. Which is actually something of a shock! This is not a statement in the sense of the usual griping about the system, but something more fundamental. Although it may not be known to everyone AUXMIS has been undergoing 'brain surgery' for the last few months. AUXMIS has been transferred from an old computer system to a newer, much larger computer system. This is not a simple procedure!!! Converting over a hundred programs and data bases to a new computer system is a difficult, often disaster-prone task. The job is, to a large extent, complete and AUXMIS is now operating on the new system. Eventually, the increased capabilities of the new system will allow AUXMIS to have its own advanced features—the ability to track attendance at the Advanced schools, historical data, faster retrieval, and other management tools.

In addition to the new computer system, we also have a new Audit Branch in the Information Systems Division. They are trying to maintain the integrity of our AUXMIS database - reports from a database which cannot be trusted to be correct are worse than useless. The Audit Branch has sent the DSO-IS office a report on a random sampling of our 3(SR) input. Some of the transactions flagged are, I hope, simple errors. Let us take a look at some 'things' which are showing up:

- Three, four and five hour PE lessons;
- 19, 20, 24 and 25 hour missions in a single 'day';
- Seven hours of Travel on a single mission;
- an 8 hour Prep for a single mission.

While some of these may certainly be legitimate transactions, one must admit that they are somewhat odd. Let's try to input our data reporting a mission in as professional a manner as we have executed the mission itself!

Joe Sowers, DSO-IS



Remember the requirement that PFD's will be worn at all times while on official patrol orders.

UNSCHEDULED SAR (Recreational Outing)

If you come across a SAR case while you are not on official patrol, you must notify the nearest Coast Guard Unit (State waters - notify Auxiliary Land Base Units). Give the nature of distress, number of auxiliaries and non-auxiliaries on board and what equipment you have available as well as your six digit number. Wait for instructions. If you act before permission is granted, you are acting as a private citizen and the Coast Guard assumes no liability and no AUXMIS credit will be given. If permission is granted and you perform the assist (get a case number and patrol order number before you take action). These procedures also apply to state waters.

Members should refer to the new OPS manual COMDTINST M16798.3A for reporting various types of patrols. There are changes in the requirements.

A patrol commences when your facility leaves its dock, pier, mooring, etc. and terminates when you return to it. Permission must be secured prior to leaving your patrol area. Communications with the Coast Guard Unit/Aux radio unit must be made when commencing and terminating the patrol, and when arriving or departing your patrol area, you are still considered to be a resource by the Coast Guard if needed.

Changes often bring confusion, so when in doubt, give a Shout! Your FSO-OP, SO-OP, Area Coordinator or District Operations Staff will be happy to help.

Phyllis Valentine, DSO-OP

Oldtimers and Veterans

The question has often arisen, "How long does one have to belong to an organization before he or she is declared to be a 'veteran'?" A hitch of four years makes one a veteran in the Military.

In the United States Coast Guard Auxiliary, Third Coast Guard District, Southern Region, we are fortunate to have members who have served TEN times that long and deserve the designation.

Those men listed in this article joined the Auxiliary in 1943 or before. We hope the list is complete, but the computer is not programmed to isolate and produce a list of this particular type, and we have had to dig for the information with the help of a number of people. The list follows:

Name	Aux.#	Enroll. Date	Name	Aux.#	Enroll. Date
Larch, William	01-01-505	08-07-43	Pickering, Edward	06-03-506	04-29-43
Fairheller, Robert	02-01-010	03-15-43	Seidel, Theodore	08-01-035	05-15-40
Kelly, Ralph	02-01-503	02-01-40	Murphy, Daniel	08-01-507	02-26-42
Herzog, Arthur	03-02-011	07-18-43	Davis, Gordon	08-01-513	05-31-42
Mealey, Ben	03-02-021	05-06-43	Heist, Thomas	08-01-510	12-28-42
Sawyer, George	03-02-032	04-02-43	Knopp, Andrew F.	08-02-027	11-15-43
Johansen, John E.	04-02-017	05-10-43	Higgins, Russell	08-03-010	04-02-42
Bauer, Alexander	04-02-501	07-10-42	Angstadt, Earl	10-01-500	12-13-41
Maconachy, Henry	04-03-503	10-26-42	Wentink, Hendrik	11-02-033	02-27-42
Solomon, Aaron	05-03-061	10-27-43	Savage, George	13-03-503	06-28-43
Shein, Jules	06-01-026	03-30-42	Feaster, William	14-03-501	08-24-42

Those whose Auxiliary Number ends in a 500 series are Permanent Members and no longer take an active part in the on-going business of the Auxiliary.

Note that exactly half of the "OLDTIMERS" are still "doing their thing" as Auxiliaries. Keep up the good work!!

Those Auxiliaries whose "date of entry" was 1944 and after will have their day in the future. They are no less important. To include them in this article would have stretched it beyond acceptability by the Editor.

Thanks go to Warren Fox, YN2 Lewis Ayers, FC83 Thomas Van Zandt and DCP V George J. Smyth.

John J. Johansen, PDCO 3(SR), Historian

NATIONAL SAFE BOATING DAYS 1983

Each year we discover how many groups and organizations are interested in boating safety. Many of these have combined their efforts and pooled their resources, and have presented a very broad program of water-safety oriented exhibits and demonstrations on June 4th and 5th, at Penn's Landing Marine Basin in Philadelphia.

Starting off the event was the proclamation signed by Mayor William J. Green of Philadelphia, with the Coast Guard Auxiliary organizing the observance.

Participants in the event were the Auxiliary Flotillas from Divisions II, VI, and XIII, the United States Coast Guard, the American Red Cross, The Delaware River and Main Line Power Squadrons, the United States Navy, the Pennsylvania Fish Commission, the New Jersey Marine Police, the Bristol Flare Company, the Bristol Dive Team, Model Radio-controlled Boat Clubs, the Philadelphia Fire Department, and the Federal Communications Division.

From Cape May, the Coast Guard sent a rescue helicopter, for both days. Together with the Bristol Dive Team, a Coast Guard Patrol Boat, and an Auxiliary facility vessel, they demonstrated the many techniques of air-sea rescue.

Bill Bornmann, on VALIUM II, demonstrated several "Man Overboard" drills to the delight of the crowd.

On both days, the USCGC POINT FRANKLIN and the Navy tug MASCOUHAH from the Philadelphia Naval Shipyard, were open for public visitation.

Even the weather played a great part in making the days successful. The sun shone brightly despite "dire" predictions, and contributed to the hordes of visitors having a good time.

Flotilla 6-3 brought their trailer float, Flotilla 6-5 their van, Flotilla 2-4 their booth, all displaying the various safety equipment and devices needed to make boating safe, and answering the many questions from passersby.

The American Red Cross demonstrated cardiopulmonary resuscitation (CPR), performed many, many blood pressure checks, and also served as a first-aid van for those who needed it.

Homi Bharucha, and his radio-controlled boats, demonstrated the Rules of the Road with a commentary by Bob and Caroline Insinger, Flotilla 13-9. Buoys were placed in the basin, and the boats illustrated the proper way of maintaining orderly traffic on the waterways.

Vic Tenaglia, of the Delaware County Community College, spent both days with his crew, demonstrating the various techniques of canoeing, how to tip a canoe, how to right the canoe, how to rescue another canoe, etc.

The hypothermia display was "hosted" by Dave Wick, Flotilla 2-3, Jim Weiler, Flotilla 2-9, and Dick Leonard, Flotilla 2-7. The effects of hypothermia were illustrated by a hands-on demonstration whereby the visitors placed their hands in a fish bowl of ice water. After 15 or 20 seconds they were unable to pick up the coins from the bottom of the bowl. In addition to showing the effects of cold water, this also served to cool off many of the people. This was one of the most popular "booths" at the Landing.

The Academy Introduction Mission (AIM) had a table set up, manned by Janis Hawes, FSO-CC, Flotilla 2-76, and there were many people who stopped by to find out how to go about getting into the Coast Guard Academy at New London.

The Courtesy Marine Examination Station at Penn's Landing was in full force, and manned by members from Flotilla 2-76 and 13-5.

The Pennsylvania Fish Commission, the Bristol Flare Company, the New Jersey Marine Police, the Federal Communications Commission, the Coast Guard Recruiter, and the Navy Recruiter, were all there with their equipment, their literature, their messages of safety, and their good will. Hourly flare demonstrations were held by the Bristol Flare Company on the proper ways to use distress flares.

The Philadelphia Fire Department contributed in many ways. They sent the fireboat out both days with magnificent water displays. The Police and Firemen's band played for us on Sunday. And Armour Floyd, one of the Philadelphia Fire Department's knowledgeable men, gave a demonstration on how to extinguish fires, along with a message on how to avoid fires in the first place.

Demonstrations on compass adjusting were held by the Delaware River Power Squadron, and the Main Line Power Squadron had a large display of literature on boating safety.

The nerve center at Penn's Landing was the Auxiliary Communications Van, so ably operated by Andy Kratzer, Flotilla 6-5, and his crew. Information flowed quickly and efficiently from Andy to all those who worked with him.

Rita Kratzer, Flotilla 6-5, was the Chairman's able "communicator," and kept on top of each event, seeing to it that things went off in an

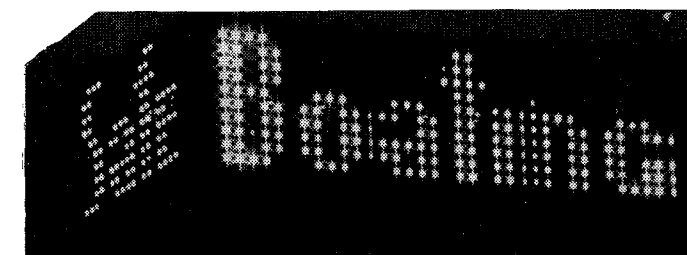
orderly fashion, and close to schedule.

In keeping with the theme of "Your Friend for Life - Your PFD," the models from the McManus Modeling Agency demonstrated the proper way to wear the many different kinds of PFD's, with commentary by BM2 Len Romanick from Coast Guard Base Gloucester City. The models were a huge success and have promised to return next year.

National Safe Boating Days at Penn's Landing played to hordes of visitors. There was something for everyone. The demonstrations were explicit, the displays appealing, and the visitors came away with the important message that knowledge of water and boating safety is the life-saver you take with you every time you venture forth on or near the water.

The committee worked hard for many days and nights beforehand, and even harder the two days at Penn's Landing. The cooperation and coordination between the many groups was outstanding, and the Chairman extends to each and everyone sincere and heartfelt thanks for making this a most successful weekend for boating safety.

Submitted by: Muriel G. Lewis, SPO-NSBW II



Philadelphia Electric Co. helped the USCGA Flotilla 4-2 launch safe boating week by lighting up the Philadelphia skyline with this sign atop the 27 story headquarters building, 23rd and Market Streets. See the Penn's Landing pictures displayed at the September Wildwood Meeting.

FLAG RAISING — WISSINOMING



The annual flag raising ceremony was held at the Wissinoming Yacht Club, Base of Flotilla 2-1, on Sunday 6 June 1983 with approximately 350 people in attendance, including Helen Fairheller, FSO-SR and Paul Gregory, IPVFC, who was instrumental in arranging the Flotilla's function of the ceremony.

Presentation of the colors was requested by Yacht Commodore, Kenneth Silvers, and ordered by Robert E. Fairheller, IPFC, assisted by Joseph Messa, FSO-GR.

Robert M. Kirby, FC, raised the U. S. Ensign assisted by flag bearers George Gottschalk, Paul Majkowiec and Harry Umin, all staff officers of Flo 2-1. Also assisting in the raising of the Yacht Club flag was James Weiler, VFC-2-9 and Martin Wexler, FC-2-3, in the raising of our Blue Ensign.

Father Conners, Pastor of St. Timothy's R.C. Church, officiated by offering his blessings for a safe boating season.

Many thanks to all those who participated in making this a memorable occasion. Submitted by: Robert M. Kirby, FC-2-1

DISTRICT PRESS

Mailing Addresses: At all organizational levels of the Coast Guard, mail should be addressed to the office *and not to an individual*. The only time an individual's name should appear on the envelope is if you want only that person to open the item. I would hate to forward your newsletter approval request to LCDR DAVIS in Florida, and you do not want your patrol order request to lay on my desk until I get back from two weeks leave. Please follow the proper procedure. **SSAN on Patrol Orders:** The requirement that Social Security Account Numbers appear on checks issued by the government has been extended to checks issued to Auxiliary members. If you have recently received a returned patrol order please indicate your SSAN on the order and return it to the issuing office for resubmission. Future patrol orders should include your SSAN.

Conference Calls: The ability to place conference calls through the Federal Telephone System provides a great benefit to members conducting business over the phone. Two problems have developed in using this service. First, the Coast Guard pays for its phones the same way that you do. There is a flat rate charged for the equipment installed, secondly, there is a "per minute" charge for calls placed. This charge is taking an increasingly large bite out of the budget. The second problem is the number of calls being placed. It is not unusual to find the office staff with five to ten phone calls waiting to be made. The solution to both of these problems is simple. First, simple matters that can be resolved by a postcard or letter should be handled in that fashion. Secondly, everyone should use the phones in an efficient manner, completing business in the minimum amount of time. Remember, someone is on hold waiting for their turn.

REMEMBER: Marlinspike Contest in September. (Actually October 1st)

RADIO BORDENTOWN: Is looking for volunteers to stand radio watches. If you are interested, please contact DCP VI Andy Kratzer. **CAPE MAY** The annual fall meeting of the membership of the U.S. Coast Guard Auxiliary, Third Southern Region will be held in Cape May on 30 Sept. - 1 & 2 October. There will be training sessions in CC, GR and PE. Your District Board will meet and hold Annual Elections. Members will be present to demonstrate their Marlinspike skills. Opportunities for fellowship and the chance to exchange opinions and ideas with members will be countless. Every member should plan to attend.

DCP's ★ Poll your Flotilla Commanders and determine an estimated number of Marine Dealer Visitor decals for the 1984 season. Try to have an estimate by the next board meeting.

Please inform your Marine Dealer Visitors that the proper Marine Dealer Boating Safety Pledge is the one dated 1980. All others should be destroyed.

FC's and DCP's - Pass on to your VE's that the new CG-2901's (Rev. 1-83) have been sent to all VE's on record as of 1 January 83. Those VE's not receiving them by now should have materials officers order them from ANSC.

FC's ★ You are reminded that the Director must approve newsletters, even if you pay the postage. The Publications Guide (an excellent job) distributed at Lancaster meeting by the DSO-PB may be misleading on this point.

★ Members are still reporting mission type 05. Remember **ALL** PE missions are type 04. Don't forget the proposed 60 day time limit. ★ There has been some concern over the requirement for NON-Boat Owners to observe boat handling maneuvers aboard a member's boat. It appears that everyone is suddenly apprehensive. This office does not intend to furnish Category II orders for this purpose. As an alternative, it is suggested that you have these members participate in a scheduled Category III Patrol. The Order Issuing Authorities will authorize these people on the scheduled patrol when notified in advance. If you desire to utilize this option, please notify the Area Coordinator when requesting orders.

★ THE DSO-MT is attempting to develop a listing of 3(SR) members who have attended any of the advanced schools (example SAR, VE, IT, Boarding School). If you have any graduates in your flotilla, please forward their names to Gene Pester.

★ Past Commodore Johansen is developing a list of Auxiliary Members who have more than 40 years of service. If you know of any such members (active or permanent) please drop Commodore Johansen a note.

★ Now is the time to review your activities for NSBW. While it is still fresh in everyone's mind, critique your past year and lay the ground work for next year.

ALL: - ★ The new CE manual is in its final review. It will be mailed to CE's who were on the rolls as of 31 May 1983. Flotilla Commanders will need to order manuals for new CE's and for previous CE's who did not receive one.

★ On 26 May, the Chief Director approved the proposed change to the 3(SR) Standing Rules. All concerned should delete the last line of paragraph 11.3.1. The paragraph will read: "The District Staff Officer-Materials will sell all items bought from the National Store at no more than the National Store's recommended selling price."

★ Commencing with the new CME Manual (out shortly) all manuals will be printed in 8½x11" size.

★ Auxiliary Manuals all stand on their own for validity of information. What this means is that when there is a conflict of information the Manual with the latest date applies.

★ **NEW UNIFORM ITEMS** - COMDINST M16799 will be out shortly, describing changes to Auxiliary Uniform. Please give this the widest possible dissemination. In brief it contains the following:

a) A new WINTER (Oct-Apr) Alternative to the Dress Blue Bravo Uniform. Dark Blue Long Sleeve Shirt of the same fabric as the trousers/slacks is the main difference.

b) Small collapsible black umbrellas (i.e. Totes) are now authorized.

c) Full circle sleeve insignia is authorized

d) Tropical white uniforms are no longer authorized.

★ The following staff appointments are effective immediately:

DSO-LP - Walton Fischer, 761 Frey Road, Chambersburg, PA 17201
ADSO-ONX - James Mickley c/o G. Okeson, RR 3, Tuckerton Rd, Vincentown, NJ 08088

ADSO-ONX - James Weiler, 15 E. Germantown Pike, Plymouth Meeting, PA 19462

DSO-CM - Weldon Vogt, 8 Meryl Lane, Cherry Hill, NJ 08034

ADSO-OPW - Gilbert Miller, 1912 Lincoln St., P.O. Box 99, Scotland, PA 17254

Area Coordinator - Upper Chesapeake - M. Philip Stamm, 405 Randall Road, Wyncote, PA 19095

★ **Aux. SAR School** The first of two SAR Schools for FY 84 is scheduled to be held in Seattle, Washington during the period 14 - 18 October 1983. Qualifications for this school are as follows: 1. Completion of the following OSC courses: Search and Rescue; Piloting and Seamanship. 2. The ability and desire to work within the District to help develop SAR expertise.

Application should be submitted to the DCO via the DSO-MT. The DCO must have the requests in hand by 9 September 1983.

★ Finally, Official word on your new Director. Effective 01 June 83, the Director 3(SR) is LT Mike Swigert. Mike will not change offices, but, will handle the job from Harrisburg. Approximately, 15 Aug 83, LT Collin Campbell will report to the Gloucester Office. LT Campbell will relieve Mike as Director of Auxiliary in the summer of 1984. This change should not affect the office doing your administrative work.



WELCOME ABOARD TO OUR NEW DIRECTOR

Since June 1, 1983, LT Michael E. Swigert has been Director of Auxiliary for 3(SR).

Mike is not new to the District. He has been Asst. Director Detached in the Harrisburg office for the past several years. He and his wife, Rosemary and their 3 children still reside in that area.

SOLID SHIELD '83

Editor's Note: One of the most important events in the 3(SR) region during the early part of this year — about which most of you have heard — was the participation of a group of our members in a training exercise known as Solid Shield '83. I have received many pictures and much information for which unfortunately there is not space in this issue, but have tried to consolidate the information to give you a broad description of this event. The first portion is a reprint of an article which appeared in the Sunday News Journal, Wilmington, DE, which was written by Cy Liberman.

Delaware 'Navy' penetrates Solid Shield exercise

*Tales and Tributes from the Delaware Navy
by Paul and Carol Owens*

Our little scheme of skulduggery and deception began after an invitation from Director of Auxiliary, LCDR Jim Davis to participate in the War Games training exercise.

At the very beginning of this saga we were not to be affiliated in any way with the Auxiliary which meant no facility decals on our vessels or auxiliary uniforms, identification, etc.; shows a little hanky panky so far, right?

We arrived in North Carolina on 16 April at 2030 hours - 438 miles — along with the Moulders - Walt, Chris and Mary Alice.

Seminars and briefings began on 17 April.

Our first mission was performed by a devious crew consisting of Walt, Chris, Mary Alice Moulder, and Carol and I. We planned and discussed construction of the bomb and schedule for planting the bomb. With a square foot of styrofoam, a ball of twine and a magic marker, along with a 3 foot 2 x 4 found on the beach — the bomb was constructed. Due to the weather conditions the crew decided that the bomb had to be placed on the bridge by land and not by water. It was wrapped securely with twine and fastened at proper length to suspend on bridge pier from the top of the bridge at the proper location. The run to the bridge commenced at 2400 hours after visually sighting what seemed to be the entire North Carolina Police Force. After making numerous passes over the bridge, the bomb was finally placed in the previously selected location at approximately 0200 hours on 18 April. This was done by Paul Owens driving the van very slowly over the bridge with Walt Moulder sitting by the open side at which time Paul stopped the van with the emergency brake so no brake lights would show and Walt jumping out, placed the bomb and returned to the van as quickly as possible so we would not be seen stopping on the bridge by the police.

On several of the on-the-water missions we were stopped by the Coast Guard patrol boat and on one occasion, they made a boarding. They did not find the radio jammer which was hid in the head, or the empty containers from the noise makers which Carol and Chris were hiding in the bunks and sitting on them. After taking our names and boat registration, they seemed to be convinced that we were really out there "fishing."

*From the Report of the Sandy Lee Crew
by Arlene Armstrong*

Our team joined with the Sea Angel's, The Moulders, and the Owens to picket the main gate to the Moorehead City Port. The authorities present did not let us physically hold up traffic, but our presence slowed it down considerably.

On April 23rd, our scheduled mission was scrubbed because of terrible weather; wind velocity was 73 mph. The Navy Seals were as disappointed as we were.

On April 24th, we picketed inside the gates of the Port where the landing of troops was taking place. Very, very uncomfortable situation — the marines finally surrounded us on the dunes, armed of course, and one Marine on a bulldozer advanced toward us. It became fairly obvious judging from the things the Marines were calling us, that they were not aware that we were part of the "Game." We were relieved when the Sheriff arrived to take us out.

On April 25th at 0200 the mission with the Seals is on. Five men arrive; and fill the cabin with their gear. An incredible sight. We left without running lights; progress being slow due to the rain and the very narrow channels amidst the shoals. The Seals went over the stern at 0152 and we waited tied to a daymarker until they returned at 0345. They were returned to us via Zodiac since they were "killed." This mission we really enjoyed.

We understand that this participation in the war games was a first for the Coast Guard too. It was a wonderful experience for us Auxiliarists; some of us would be ready to do it again next week. Our overall feeling, which will probably never leave us, was one of pleasure and pride in being included.

Sounds like it was a fantastic experience in addition to being fun. See some of the photos elsewhere in this issue.

The seven-boat "Delaware Navy" had a wonderful time playing the bad guys at secret military maneuvers in April and many of the 22 people who manned those boats are still chuckling at their exploits.

The action took place in the waters around Morehead City, NC, a famous port for ocean fishing. The Delawareans went to make trouble for about 55,000 Army, Navy, Marine and Coast Guard personnel engaged in an exercise called "Operation Solid Shield '83."

Planners of the military games wanted a group of civilians with boats to help test the security of the military units on both land and water. Six members of the Coast Guard Auxiliary, with their crews, were asked to do the job, despite the cold weather prevailing at the time. Three cruisers, taken out of winter storage early, went down the intracoastal waterway. The other three, large runabouts were trailed.

Getting there by water was not part of the fun. There were heavy winds, rough seas, and temperatures as low as 35 degrees. Dick Hudson, of Klair Estates, in his 32 foot Pacemaker, "Pawebe," was a day and a half late after sitting out gale warnings on the way. Ron and Suzanne Sams of Newark got as far as Albemarle Sound and had to stop because of waves four to six feet high. They called into headquarters and were sent slogging home through heavy weather.

The six who got through succeeded in making tremendous problems for the defenders as they carried out their mission acting as forces from an unfriendly country. Most of the action was at night. Don Holleger of Felton, who made the passage in his 30-foot Pacemaker "Sandy Lee", used his Air Force card (he's retired) to get into an unsuspecting Coast Guard base. He said he wanted to use the head. He planted a pretend bomb, having pierced the security of a pretend country, called Ventura, being aided by the United States.

The invaders, from a place called Costa, managed to bomb the bridge between Morehead City and Atlantic Beach. This job was pulled off by Paul and Carol Owens, who hauled their 18-foot runabout down behind their van. They used the van to lower the "bomb"—a white shoe box—under the bridge on a rope without being detected. The group transported underwater demolition teams, and put simulated mines in the harbor. They disabled a 21-foot Coast Guard boat by pulling ignition wires and deflating its trailer's tires while the crew was elsewhere, trying to find the Delaware boats. On the last day they blockaded the harbor. It was like mischief night on a grand scale, and it lasted a week.

Participants agreed it was terribly cold and rough getting there by water, but that taking part was a marvelous experience. And they believe they were extremely effective.

"The military never had been exposed to nasty civilians," Holleger said. "Always before it was somebody in uniform. Confronted with civilians trying to crash their gates, they learned something." The assigned missions were easy at first, but later "their security tightened up. They were learning."

Walt Moulder of The Timbers, who trailed his runabout, said the people in the marina where the boat was kept "thought we were crazy going out at night in all kinds of weather." He is proud the Delawareans "were capable of operating under adverse conditions," including navigating in strange waters at night with few lighted aids.

They all had a good time, and Uncle Sam picked up the tab for expenses. Now they're all sporting bright orange T-shirts proclaiming "Solid Shield '83." The invaders were the orange forces and the regulars were the blue forces. The orange shirts will be sported at Flotilla and Division picnics which may be attended by some of the Coast Guard officers who took part in the maneuvers.

Other boat owners in the "Navy" were Nancy Davis - 28 foot cruiser "Sea Angel" who also made it by water and Clarence Carney who trailed his runabout.

Cy Lieberman, Boating Editor News Journal

In addition to the foregoing article, thought you might enjoy a few of the paragraphs from the daily logs which were sent to me for consolidation in this article.

SOLID SHIELD '83



These are some of the many pictures - upper left the picketing situation, upper right — a briefing session, lower left - almost the entire group sporting their new T shirts, and lower right — a bomb planning session.

THIRD SOUTHERN C.G.AUXILIARY CALANDAR OF ACTIVITIES 1983 DISTRICT MEETINGS & CONFERENCES

30 September, 1 & 2 October 1983 - Grand Hotel, Wildwood Crest, NJ

13, 14, 15 January 1984 - Cherry Hill Hyatt, Cherry Hill, NJ

DISTRICT AREA MEETINGS

Eastern Area: 24 September, Buck Hotel, Feasterville, PA & 10 December, Carrolls Inn, Manahawkin, NJ

Central Area: 14 September & 14 December, Glasgow Arms, Glasgow, DE

Western Area: 6 September, USCG Aux. Trg. Base, Reading, PA. & 6 December, Distelfink Inn, Lancaster, PA

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U. S. COAST GUARD

DIRECTOR OF AUXILIARY 3 (SR)

c/o COAST GUARD BASE

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