

t^{opside}



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topside

Published Quarterly by the U.S.C.G. Auxiliary
THIRD COAST GUARD DISTRICT (SR)
c/o Coast Guard Base Gloucester City, NJ 08030

☆☆☆☆
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XIII TAHNELL VOGT
XIV MICHAEL DIETZLER

FRONT COVER:

Commodore Robert E. Wecker receiving PA Goal Attainment plaque from William J. Callera, NARCO-E— at EACON Martin S. Herz, NACO is in the background

TOPSIDE is published at no expense to the U. S. Government or the U.S. Coast Guard: Cost of its publication is borne by dues paying members of the 3rd Coast Guard District Auxiliary (Southern Region) a volunteer, unpaid civilian body whose mission is to assist the regular Coast Guard in promoting and maintaining safety on the water.

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DIRAUX UPDATE

... LT. Michael Swigert, DIRAUX

GOING ASHORE!

By the time this publication reaches you, our Director Mike Swigert will have left the DIRAUX office. To Mike and RoseMary— we shall miss you and your delightful family and wish you Fair Winds, Calm Seas and Smooth Sailing in whatever you do.



LT Michael Swigert
and his Lady RoseMary

UPDATE . LT. Collin Campbell



Mike Swigert is on terminal leave and asked that I fill in this space for him. I have recently found out that on 1 July I'll become the Director for our region. I'm very pleased about it. My only regret is that Mike won't be on the other end of the phone in Harrisburg. I've been sitting here trying to figure out how to express my gratitude and respect for Mike's efforts to make me smarter about the Auxiliary. Words don't seem to do it as well as I'd like. So, maybe the

way I can demonstrate to him how I feel is to continue the work he loves so much in the same friendly and caring manner. You have been very kind in your compliments about this and that since I arrived. Just let me tell you that none of it would have happened without Mike. He was not afraid to put humor in NOGI, to author the Policy Manual, and work with the Auxiliary for ideals he felt in his heart. I know we'll all miss him.

I certainly know more about the Auxiliary now than I did 8 months ago. I expect to know more tomorrow than I do today. I'm still learning and expect to keep learning until the day I leave. I doubt that I will ever become a subject matter expert in each of our programs. I intend to rely on our district staff officers for such expertise. You should too.

What are my expectations and goals? My expectations are that our membership will pursue the ideals and intent of the Auxiliary: an organization dedicated to promoting boating safety. In this noble pursuit we will strive for quality and professionalism not quantity. My goals can be easily stated:

1. Protect the interests of the Coast Guard
2. Protect the interests of the Coast Guard Auxiliary

Not very profound but goals which I believe cover a lot of ground.

Continued on page 12

FROM THE BRIDGE Update Robert L. Wecker, DCO

Our District Staff Officers have been busy since the beginning of the year conducting workshops and seminars at the District affairs and area meetings striving to give the general membership the latest and most updated information available to carry out all our programs in a professional manner.



Our goals for 1984 have been increased over our 1983 performance as follows: 1% increase in Growth and Retention, 5% in Membership Training hours, 1% in Courtesy Marine Examinations, 1% in Operations and Operational Support Mission/hours, 5% in Public Education classroom hours, and 5% in Public Affairs. These are very realistic figures and we should have no problem meeting and, in fact, exceeding them if we all join together participating and practicing TEAM WORK during this boating season.

If you encounter any problems in your Flotilla getting any of the programs off to a running start, *don't hesitate*, contact your Division and District Staff Officers immediately for assistance. They are ready and willing to assist wherever needed. So *Communicate, Don't wait*, and you will find that 1984 will be an enjoyable, progressive year for all in the Third Southern.

The site for our District summer meeting and affair has been changed from Ramada Inn, Chadds Ford, to Great Oak Landing on the Chesapeake Bay, 6 through 8 July. Our Conference Coordinator, Bill Pierce, and his people have again been working long and hard to provide us with another informative and enjoyable weekend.

We are a boating organization and if you have never attended any of our affairs at Great Oak Landing, I suggest you try it. I think you will like it. Details for this affair are listed elsewhere in this issue of TOPSIDE.

This is your organization, participate in its activities and enjoy the comradeship of your fellow members.

Bob Wecker, DCO 3SR

FROM THE WEST Update George J. Smyth, RCO (W)



As most of you are aware, I spend a lot of time in the Director's office in Harrisburg. During the past year or two I have been assisting in checking out and processing Facility Inspections. Recently I have also been going over the Error Listings, that is just what it says, the listing of errors that have been

made on information we all send into AUXMIS. Some of these errors are just plain CARELESSNESS and should have been caught by the FSO-IS, but apparently some of them are just too busy to look at the information before it is sent in. Cards have been coming through that are not legible, names misspelled, member numbers incorrect or in some cases missing completely. That "ole Tin Man" just won't take a card without a number, a wrong one or a name misspelled. Augie knows. He is programmed to match, and if no match is possible he rejects! This results in the Error List. On Mission Manhour Reports, the computer only accepts 24 hours per line. Cards come through with

the figures transposed, instead of 02, 20 is used. I have seen cards with 20 hours on mission, 20 hours prep and 20 hours travel. Even if that amount of time were spent, it is too much time for one card — there are only 24 hours in a day which is what the card is written for—one day (24 hours total). If in a case where you *might* spend more than 24 hours on one mission — a card must be made for each day (24 hours). That is the only way in which the computer can accept the time, and transpositions are not in its program for recognition! FSO-IS Officers, PLEASE check the cards before you date, initial and send them on. See if they are correct and legible.

We are into Facility Inspection time again. It would be a great help to all of us if the Flotilla Commanders would look over the Facility Inspection papers before they are signed and sent to the Director. If there are mistakes or missing information on the papers, they must be returned for correction. This causes delay in getting the Decals and increases the chances of complete loss of paperwork in the process.

PLEASE CHECK EVERYTHING YOU ARE SIGNING BEFORE YOU SIGN IT AND SEND IT ON . . . it will save us all time, effort and much frustration.

Thank you.

George J. Smyth, RCO (W)-3SR

**Please note the change in date and place for the Summer Conference
Make your reservations NOW!**



NOGI

Notes Of General Interest



M. E. SWIGERT, DIRECTOR
ROBERT WECKER, COMMODORE

Quotes
Topside, Summer 1984

OPERATIONAL COMMANDERS CONFERENCE. The conference was held 28 February and was well attended. Some of the decisions made will be of interest and follow: (a) Each patrol order will be identified by a nonrecurring number. So if you patrol on Saturday, you'll receive a set of orders which will be identified by the number 40000, for example. If you also patrol on Sunday, you'll receive a set of orders with, for example patrol number 40001. This will allow faster reimbursements as they will be much easier to trace. (b) We are going to change the composition of our SAR Kits. SAR Kits will contain a fire extinguisher, first aid kit, a portable VHF-FM radio, and a loud hailer. The pump with hoses and the gas can will be know as a PUMP Kit. Both kits are available from the Operational Commanders. This change will be reflected in the next change to the 3SR POLICY MANUAL.

PATROL AREA RESPONSIBILITY Confusion abounds concerning the divisions' responsibility to patrol in the area assigned in the POLICY MANUAL. Individual members do not have a responsibility to patrol in the area assigned to their division SO-OP. The only responsibility conveyed is that the SO-OP schedules the patrols in his or her assigned areas based on the submission of 3SR-OPS 1 PATROL REQUESTS. A member of Division II may submit his request directly to the SO-OP of Division XV, if that is the area in which he desires to patrol. Requests go from the member, to the SO-OP of the area in which a member desires to patrol. The SO-OP prepares the 3SR-OPS 2 PATROL SCHEDULE and submits it to the Operational Commander. Simple and direct.

NEW OSC TESTS Headquarters advises it is going to the printer with the new OSC tests which use the BCM as text. We refuse to hazard a guess as to when they will be available. If you or your members are presently working on AUXPAT, AUXCOM, or AUX-SAR, we suggest you not put off taking the existing tests. We would not wish to have anyone halfway through the course only to discover the material invalid. For those just embarking on these OSC's, contact your MA to order the BCM from ANSC.

WOMEN'S RAINCOATS Blauer Manufacturing Company has reduced the price of the raincoats to \$30. A limited supply of all sizes, short, regular, and long are available. You must order in writing to: Blauer Mfg. Co., 20 Aberdeen St., Boston, MA 02215. State size, quantity, and style #5935Z. Include a \$30 check. For more information call: 800-225-6715.

3SR Forms THEY'RE HERE -With NOGI No. 5 FCs and DCPs received approximately a 9 to 12 month supply of 3rd Southern forms. Please do not order any from ANSC until JUNE to allow time for shipping and stocking.

NEWSLETTER APPROVAL Just a friendly reminder. Be sure you have the Director's approval before you use penalty indicia mailers, a stamp, or pony express to distribute your newsletter. Otherwise you'll be receiving your next NOGI in Leavenworth!

MAIL TO THE DIRECTOR We absolutely, positively cannot stress the importance of not addressing mail to an individual at our offices UNLESS YOU WANT ONLY THAT INDIVIDUAL TO OPEN IT. The problem is mail addressed to an individual (for example, LT. SWIGERT) will sit, unopened, without action, inactive, idle, inert, until the individual returns from travel, leave, AWOL, etc. That can be a while and since our staff is cross-trained and can perform a plethora of duties, we waste your time.

WELCOME ABOARD We are pleased to welcome into our offices some new faces and for many of you, new voices. In Harrisburg are Mrs. Peggy Jones and YN1 Jim Cybulski. In Gloucester City is SK3 Vic Lotito. Simple words cannot express our delight in receiving some fine talent to help us carry on smartly. Be nice to them cause we want them to stay with us a long time.

GOING ASHORE We'll be saying "so long" to SK2 Calvin Hawkins who is being transferred to New York. "Hawk" has been a real asset to us and will leave big shoes to fill. Vic, you listening? **AUXMIS INPUTS** All Mission Hour Reports (CG4947) must be submitted to your FSO-IS to be reviewed for accuracy. Any CG-4947s forwarded to our office which have not been reviewed by the FSO-IS will be returned. Returning cards will cost time and likely result in no credit for someone's hard work. FSO-ISs should mail directly to Governor's Island, in accordance with Chapter 2 of the 3SR POLICY MANUAL. Please be sure everyone gets the word!

MARINE DEALER DECALS If you have any extra decals please send them to the DSO-PA. More are on order but the need exists now.

OPERATIONS AND PARTICIPATION For the 1984 patrol season (and we hope throughout the BCQP "Phase-in Period"), the criteria for receiving Patrol Orders is: 1) Passed Comms OSC 2) Passed Patrols OSC 3) Received current year OPS Seminar 4) Have previously participated (received orders) as an operational skipper in 1981, 1982, 1983. 5) A familiarization ride may be required by your operational commander if you did not patrol in his area in 1983. Reimbursable orders will be issued. NOTE: Crewmembers who participated in 1981, 1982 or 1983 may continue to crew during the phase-in period. After 1 JAN 87 only those who have completed the "crewmember" chapter under BCQP can continue to crew.

ORDERING BCM AND STANDARDS MANUALS The Boat Crew Manual (ANSC order number 2017) and the Auxiliary Boat Crew Qualifications Standards Manual (ANSC order number 2018) may now be ordered from ANSC through normal channels. Because of the size of the manuals ANSC will ship it directly to an individual's address PROVIDING NAMES AND ADDRESSES ARE INCLUDED WITH YOUR ORDER. BE SURE TO INCLUDE THE MEMBER'S NUMBER! We have been told "NO NUMBER - NO MANUAL!"

BCM PAGES MISSING? If so, return the text only (KEEP YOUR BINDER AND DIVIDERS) to ANSC. Enclose a brief note of explanation. Another copy will be mailed to you so do not order another copy.

FACILITY LISTING FCs, you have received the first copy of this season's facilities list. Have you reviewed it with your VE staff officer, and notified the Director with any corrections; i.e. dis-enrollments, transfers, withdrawals, or additions that may have been missed. Please don't wait until July to try to resolve any differences.

NOGI CONTEST WINNERS Everybody who submitted an idea for the NOGI heading is a WINNER IN OUR BOOK. We received an avalanche of excellent ideas and drawings. Your response was so great that we could use a different heading on NOGI, every two weeks, until 1996. We thought it would be best to settle on a header before then. Our criteria for selection: An Attention Getter. Bright and Bold. Our Winner: Helen McCabe! Well done. Several of you sent in the idea of the Coast Guard and Auxiliary emblems which we incorporated in the header. Our feeling is that it's a team effort so let's mention which teams are playing. A sincere *Thank You* for your efforts.

WHAT'S THE POCKET FOR? (To the tune of "Where's the Beef?") From our DSO-MT, Gene Pester, comes the answer. The pocket, on the divider marked "II Piloting," in the Boat Crew Manual, is to hold Chart No. 1 - Nautical symbols and abbreviations. Printing of this chart is scheduled about August of this year with the distribution to follow. Printing is done by the Navy Hydrographic Office. Thanks Gene.

(Continued on page 6)



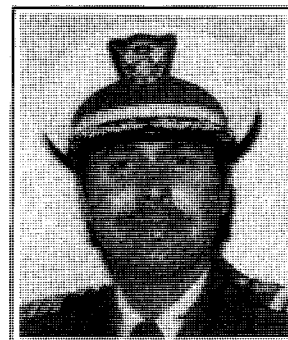
FROM THE BRIDGE

Update . Richard L. Raudabaugh, VCO

"Three To Get Ready"
In the good ole days we used to say "One for the money—Two for the show—Three to get ready—and Four to go!" Well the time to get ready for Public Education in the Fall is *now*, so it's "Three to get ready" for your fall classes.

The first thing to do is to attend the Summer Conference at Great Oak Landing, where a Public Education workshop is scheduled. This is the place to find out about any new items of information that will affect your PE courses; information about slides, new texts, new materials and changes in format or content will all be discussed by DSO-PE Walt Porter and his capable staff of assistants.

In your Flotilla, you will want to decide which courses you plan to offer, BS&S, S&S, Basic Boating (6), Young People's Boating Course, Coastwise Navigation or Water 'N Kids. From such a list you can see that there is plenty of choice as to the type of course you will offer. Next you will want to ensure that you have qualified instructors in sufficient numbers to conduct the course(s). And while there is still time,



maybe getting some new Instructors would spread the teaching load a little better—so recruit some new blood in the Instructor ranks. You need to order the necessary text and workbook materials to offer to the students in sufficient numbers. Order **NOW** so that you have these supplies on hand in plenty of time. Remember last year when everybody waited until the last minute to order the materials; the early bird gets the worm. Also there is a definite increase in the number of attendees in our courses, so maybe a few extra books will be required. As you complete the schedule, date, time and place for your course, it's time to notify the Director of Auxiliary by submitting a "Notice of Public Education Course" form, and at the same time request any films you may want from the Division PE Officer.

Within thirty days of the class, the Public Affairs efforts should begin—using newspapers, radio, TV, posters, etc. A combined PA effort will yield results in the number of student enrollees. The more effort you put into getting out the word about your courses, the more likely you will have a good attendance.

A successful Public Education effort is not a hit or miss proposition. It doesn't just happen. It is a result of thorough and careful planning. So "Three To Get Ready" and "Four To Go," for a record Fall Public Education enrollment; **DO IT NOW!!!**

Richard Raudabaugh, VCO, 3SR



FROM CENTRAL

Update Walter Moulder, RCO (C)



I have yet to meet an Auxiliaryist that doesn't have something to say, whether it be a request for information, suggestion or a gripe. It is important that all members know how to communicate and get timely results. For our district to function efficiently, a continuous flow of information is

required. To keep informed, the members must read our district publications and attend their unit meetings. It is important that the elected and staff officers at all levels be sure that all information gets to the members in their area of responsibility. To carry out the functions of their positions, your elected and staff officers must be kept informed of what is happening in their unit or program. The DIRAUX and

members of EXCOM rely on the Captains' reports, newsletters, staff officer reports, and communications from individuals to keep informed. **THEY ARE READ.** There is ample opportunity for all members to keep informed and express themselves at the 1372 regular meetings, in our district each year. Remember all members are welcome at all meetings. I strongly encourage every member to attend at least some of the next higher unit meetings to gain a better knowledge of the Auxiliary. If you have a recommendation, present it at your flotilla meeting, and then support it up through the division, area and district meetings. To insure that your request or recommendation doesn't go astray or isn't misinterpreted, put it in writing and don't forget to forward it through the chain-of-command. Use the rapid draft letter and you can be sure of getting a reply. We must all work together in a positive manner to improve communications in our district.

Walt Molder, RCO (C), 3SR

THINK—BEFORE YOU DRINK Be A Responsible Boat Operator—National Safe Boating Week-June 3-9, 1984

1983 DECALS - That's right, 1983. Please destroy all the old decals, preferably by burning. Be sure to advise your SO-VE of the numbers on the decals because he has to pass the numbers on to the DSO-VE. These are accountable forms.

FROM OUR AUXMIS DESK Common AUXMIS errors. The single biggest reason that AUXMIS cards are kicked out is that the printing is illegible. Some suggestions to help you follow. Place a slant bar through all zeros like this: Ø. Put a tail on the letter U like this: . Leave all fours open at the top like this: . Capitalize the letter I with a bar centered on the top and bottom on the vertical line like this: . Do not slash the letter O. This is an "O"(Oh). This is a zero: Ø. This probably seems elementary to most of you, yet the same mistakes pop up time and again. You may know, but spread the word. We want our members to get the recognition they deserve.

SO-OPs and ORDERS It's getting late and everybody wants to start scheduling patrols. But we suggest you hold off scheduling until the *Operator List* is in your hands. After all, it will be awkward to schedule anyone until the master list is out. All SO-OPs will be able to refer to their master Operator List to confirm that the individual requesting a patrol is qualified. We are also doing an *Operational Facility List* which will show the SO-OP all the vessels in 3SR that are considered operational. The problem (there are no problems—only challenges) . . . The challenge is that we can continue to examine our facilities until 30 June but we start patrols whenever the operational commander desires. So, *IT IS THE RESPONSIBILITY OF THE OPERATOR TO INSURE THAT HIS VESSEL HAS BEEN PROPERLY DESIGNATED AN "OPERATIONAL FACILITY" PRIOR TO REQUESTING PATROL ORDERS.*

RADIO FREQUENCY CHANGES - Be advised that frequencies have changed as follows: Base Gloucester-81A, Cape May-21A. **OPERATIONAL FACILITIES** -If you wish to have your vessel considered for OPERATIONAL STATUS, please write "OPERATIONAL" on line 18 of Form CG-4951 (Aux.-Vessel Facility Inspection Check-Off Sheet). See 4.A.2 of the POLICY MANUAL.

FCs, SO-OPs, and THE MASTER OPERATOR LIST - We have had a very poor response from the flotillas on our request to confirm those individuals who qualify under the phase-in period for operations. Also, we have not received our printout to confirm who received the operations seminar. We told the SO-OPs that they would receive an advance copy of the MASTER LIST. This is proving impractical as we are not confident that the info is accurate. So, with NOGI No. 7 we mailed our most up-to-date revision of the list. **FLOTILLA COMMANDERS** - please confirm this information with your members. If you can't resolve a question on the list, call the Director's office that maintains your records. We'll pull the member record and work it out together. If the information is correct, we would appreciate a call or brief note of confirmation. NOGI of 16 March 84 has the criteria you need. In summary this is what you got with NOGI No. 7 dated April 20. **FCs** - a list of those members in your flotilla who meet the phase-in period criteria. Also, your list will show, according to our office records (not the official printout), who took the operations seminar. Please correct or confirm and let us know.

SO-OP - an alphabetical listing of all members in 3SR who currently show on our MASTER OPERATOR LIST. Also on your list will show, according to our office records (not the official printout), who took the operations seminar. This list is dated 19 MAR 1984. As it is revised and updated, destroy all the old lists.

EASTERN AREA MEETING The meeting date and place have changed. The meeting will be 16 June 1984, at the New York Inn, 7th and Almond St., Vineland, NJ. Time 1200.

FIFTH DISTRICT PATROLS -All who desire to patrol in the 5th District should submit your OPS-1 to Phil Stamm, our 5th District coordinator.

SO-OPs AND REGATTAS SO-OPs cannot schedule or approve regatta patrol requests unless the operational commander has formally approved the event.

COASTAL PILOTING COURSE -The 35mm slide set which is to accompany the instructor material is not available. The Auxiliary national staff will be shooting them this spring/summer. When finished HQ will distribute them.

3SR POLICY MANUAL - CHANGE 2 With NOGI No. 7 you received Change 2 to the POLICY MANUAL. Have you made your corrections? There are a few new things in it (particularly IS), but mostly it is simply updating the manual to keep it a current, vital, living, reliable, informative, super, stupendous, magnificent, dynamite manual that you can share with your friends, neighbors, relatives and children.

SAR SCHOOL The possibility exists that we might be able to arrange for a SAR school here in the Southern Region. Student qualifications are satisfactory completion of the Search and Rescue, Piloting and Seamanship specialty courses. If we host such a class we have to arrange the classrooms and lodging. I anticipate that no orders would be issued. Every member would have to bear the expense involved. These classes are five (5) days long, Monday through Friday. Tentative dates are November 1984, February 1985, and December 1985. Those are the only classes anticipated for fiscal year 1985. So if we don't get a move on, our next chance will not come until 1986. If you qualify and can reasonably commit to attend a class, send a letter to our Gloucester office via the chain advising us which date would be best. We have a limited number of openings and it's a terrific course. I know, I graduated from it and recommend it heartily. I know you think I'm bragging and you're right. It's that good. *Editor's Note: I join you in bragging about the course. I too took it and recommend it highly to anyone who is qualified. I can easily say it is the best course I have taken in the Auxiliary!*—Editor

IS STAMPS - We gave each IS officer an address stamp for the AUXMIS Clerk in Governor's Island. Please do not use it as a return address stamp. For a return address use our 3SR Director's Offices. Otherwise your mail ends up running in tight little circles.

A BIG READER I read everything. I read your newsletters, your Records of Unit meetings, anything I can. Why? Because I learn a lot about what's going on in your area that way. The more specific you can be in these, the more I learn. Do you have an article in a local paper about your Change of Watch, your PE classes, or your CME booth? If so, I'd love to see it!

AUXMIS REPEATERS *From Our AUXMIS desk* -1) We're still receiving Mission Man-hour Reports (CG-4947) from individuals and FSO-ISs. These cards SHOULD BE SENT DIRECTLY TO NEW YORK, using the stamp we gave you, after the FSO-IS screens it. 2) Send an attendance roster to our office after your flotilla has completed a PE course so you can be eligible for the Director's Administrative Award. 3) Have you submitted your Record of Unit Meeting for Jan - May? 4) We are still waiting for GAP anchors from ANSC. The ribbons arrived, but the anchors make up the majority of the awards. Just as soon as we receive them, we'll mail them out to you. 5) If your name is Mc... or Van... etc., do not leave a space between the portions of your name when filling out Mission-Man Hour cards. For example: write VANTHOMAS not VAN THOMAS or write MACDONALD not MAC DONALD. This public service announcement has been paid for by the "IS Insanity Fund."

FACILITY INSPECTIONS AND OPERATIONS You have to have a current 1984 Facility Inspection, 1984 Operational Decal and Wreath, and your 6-Digit number to request patrols for '84.

NOTE: the following NOGI No. 10 dated 11 May 1984 is reprinted here in its entirety in order that everyone may have a copy and know all facts!

A SPECIAL EDITION: MEMBER TRAINING AND THE BOAT CREW QUALIFICATION PROGRAM

(Continued on page 8)

FROM THE EAST Update Alexander M. Lewis, RCO (E)



We are now entering, full steam ahead, two most important parts of Auxiliary activity; namely, Operations and Courtesy Examinations. This brings to mind motivation and recognition.

Motivation, without which we cannot be moved to any great efforts, is needed. Without wanting to do something, without being stimulated

to do something, without being moved, we accomplish little if anything.

Recognition is what you receive for a job well done.

In our group the rewards are not financial. There must be some other form of compensation. This lies in the recognition, the praise, the pat on the back.

This should be served up at peer level, where people in their own group can partake of their recognition and be inspired by their accomplishments. Everyone likes to be appreciated. Praise may embarrass a bit, but if someone around you

has earned it, commend him to his face.

A gentleman of our acquaintance told some friends he had a "jewel" of an assistant, but, he said, "I am careful not to let him know it. It might go to his head." This man has his directions mixed; praise would most likely go to his assistant's heart.

What so many people fail to understand is that other people like praise as much as they do. Everyone thrives on praise. It is the golden key to loyalty. It is the recognition, the compensation, that is infinite in its scope. Above all, commendation is a debt, a debt we owe to those others for their accomplishments.

We must remember, however, that praise must be the genuine article. Flattery will not work. When praise is sincere, it can work miracles. Somehow you cannot offer this to others without becoming a better person yourself. Motivation and praise continually go around in a circle. Recognition always helps to motivate, and motivation always helps to produce the results. Each can exist by itself, but together they can't be beat.

Alexander M. Lewis, RCO (E), 3SR

LETTER OF COMMENDATION

It is with pride and gratitude that I submit subject letter(shown at right) to the Editor of Topside for publication.

When I received a call from the Commanding Officer, NROTC Unit Villanova University for assistance in teaching the cadets sailing, I had to work fast. In order to work within the CO's time frame I delegated the mission to ADSO-PES Phil Stamm whose performance speaks for itself. Well done Phil.

Submitted by: Walt Porter, DSO-PE, 3SR

GET YOUR ARTICLES IN

Next Topside Deadline

JULY 14th



DEPARTMENT OF THE NAVY
NAVAL RESERVE OFFICERS TRAINING CORPS UNIT
VILLANOVA UNIVERSITY
VILLANOVA, PENNSYLVANIA 19085

NROTC WILL
1533/12:RJF:mmd
Ser 202
9 April 1984

From: Commanding Officer, NROTC Unit, Villanova University
To: LT M.E. Swigert, USCG, Director of Auxiliary (Sr), 100 Chestnut Street, Harrisburg, PA 17101

Subj: Sail Training for Villanova University Midshipmen

1. I am forwarding this letter to bring to your attention the truly outstanding performance of one of your auxiliary officers, Mr. Philip Stamm (ADSO-PE-Sail). His dedication to safe boating as reflected by his giving us his time and expertise is most noteworthy.
2. Sail Training is a relatively new program at NROTC Unit Villanova. When we were encountering difficulties in obtaining suitable classroom material, Phil Stamm offered to help us get our program organized. Not only did Phil help us to obtain instructional material, he agreed to teach the basic Sail Training Course to 51 midshipmen during our Tuesday afternoon drill periods. Between 31 January and 27 March 1984 Phil spent eight hours in the classroom giving our students an outstanding presentation on boating safety and sailing skills. His thorough knowledge, personal expertise, and fine sense of humor made it an enjoyable learning experience for all.
3. Mr. Phil Stamm exemplifies the dedication and professionalism of the Coast Guard Auxiliary in promoting boating safety. I would like to extend a thank you from myself, my staff, and the midshipmen involved. Well Done!

E. A. TANSEY
E. A. TANSEY

Copy to:
Robert L. Wecher, Commodore
Walter Porter, DSO-PE
Philip Stamm, ADSO-PE-SAIL

NOGIS CONTINUED

IN THE BEGINNING: This issue of NOGI is intended to assist the MT, most specifically at the flotilla level. We are going to give you some ideas as to how you can effectively help the BCQP process. The following information is an approach developed by the BCQP Steering Committee, the DSO-OP, the DSO-MT, the QE candidates, and the Director's office. The MT portions are our recommendations. If your unit has a better way, use it. The QE portions explain our intended track. We'll take frequent fixes and correct our course as needed.

WHERE DO I, AS AN MT, START? -Get a copy of the U. S. Coast Guard Auxiliary Boat Crew Qualification Standards Manual, COMDTINST 16798.9. We refer to this as the Standards Manual. It has a very long title but is a small book. Read Chapter One, which explains the administrative procedures. Remember, each district can modify this chapter and we have done so in our region. Chapters 2 - 4 contain the task lists which must be accomplished to receive qualifications.

Now turn to Chapter Two which starts on page 2-1. Here you will see three functions with specific tasks under each. For instance, the first function is Line Handling and it has seven tasks (task 1001 to 1007). Each task must be accomplished and signed off by a QE in order for you to achieve this function. For example, if a member successfully ties every knot except a bowline, he will get the signature of the QE on every line except 1004. He will not receive credit for the function (Line Handling) until a QE signs off task 1004. This is the general procedure.

OK, BUT WHO'S GOING TO TEACH MY FLOTILLA MEMBERS? As the MT, we're sure you know which members in your flotilla are active operationally. Perhaps, you're operationally oriented yourself. These people are your first line of instructors. If your flotilla is unable to instruct itself, then seek an instructor from the division. Remember, you do not have to be an IT to participate in member training and most of the material can be self-taught.

HOW DO WE PREPARE FOR A TRAINING SESSION? First the instructor or instructors should review the Standards Manual for the functions and tasks which they will teach. For example, let's say in the Boat Crew Member chapter (Chapter 2, page 2-1), you're going to teach Function B, Underway Preparation. This function contains 4 tasks (1008 - 1011). Alongside each task you'll see a column called BCM REF. Now the second manual comes into play. Open the AUXILIARY BOAT CREW MANUAL, COMDTINST M16798.8 (this is the huge book everyone's talking about) to the appropriate reference. Here you will be shown how to perform the task.

Now you know what tasks you're going to teach and how to do each task. We urge you to let your flotilla know what tasks you're going to cover in advance, so that they can read up on them too.

OK, WE'VE DONE ALL THAT. HOW DO WE GET A QE? - Ask yourself some questions first. Are we comfortable with the entire Boat Crew Chapter? Can we individually demonstrate each task underway? QE's will not necessarily start at task 1001. They can jump around within a chapter. Also, the intent is to be able to perform each task individually while in your boat. Each QE knows which items can be performed in a classroom rather than underway. Each QE also knows if explanation is OK for a specific task or if the task must be demonstrated. Also, some tasks will be allowed to be accomplished by a group rather than individually. How will you know which task is done which way? You won't. But don't let this worry you. We have tried to recognize that our region has a very short operations season. We recognize that not all of the items HAVE to be demonstrated, individually, underway. But do your flotilla members a favor. Keep firmly planted in their minds that the goal is: Individual, Demonstration, Underway.

WE KNOW ALL THAT. NOW, FOR THE LAST TIME, HOW DO WE GET A QE?? When you have a segment of your flotilla ready for the exam process, you should contact your SO-MT. He will want to know how many people wish to be examined and when. He can't make a commitment to you for a given time or place. What the SO-MT will do is coordinate the need for QE's within the division. Perhaps two flotillas can get together to be examined at the same time. Then the SO-MT will call one of the QEC's. They are: Lee Crossman,

Gil Miller, and Sandy Sandstrom. The QEC's will besides being examiners themselves, arrange for a QE to meet with the flotilla or flotillas. We expect this will probably be done by having the assigned QE call the FSO-MT directly to arrange a meeting. Often two QE's will attend to speed along the process. In general, the first meeting between a QE and the flotilla will be in a classroom environment. With our own QE training program we find that the most difficult aspect of the entire program is to convey to an examinee that the QE is not some big, bad, know-it-all, who'll flunk you while laughing at your blunders. If they come across that way, well, we've got plenty of their blunders we can share with you. Ask the QE's about the process they're going through. We bet they'll tell you that they don't know it all, but are having a fine time brushing up and learning a few new things.

UNDERWAY WITH A QE (or is he going to make me swim?). For underway examinations, a QE has some goals in mind. First, he wants to maximize his time. A single QE, can examine 2 boats and about 6 members at the same time. How? Well, most of the underway portions require 2 boats anyway. And through repetition of various tasks a QE will observe your skills. A QE may feel the need to move from boat to boat during this process. If he falls overboard, I'd delay the exam until another day.

Every operational commander has said it's OK to have a QE on-board and examining during a patrol. This is on a "not to interfere with SAR" basis.

CAN I GET ORDERS TO QUALIFY, OTHER THAN ON A SCHEDULED PATROL? Yes. If you and a QE are going to get underway, during the week for instance, just to accomplish some BCQP qualifications, you can get reimbursable orders. (As long as the money lasts). The QE will advise our office that you need orders and we'll send them to the QE. The QE will give them to you the day you get underway. If you prefer, or if the money runs out, you can get non-reimbursable orders.

WHAT ABOUT THE PAPERWORK? For every completed task, the QE will sign your Standards Manual. For every completed Function, the QE will submit to the Director's office a form crediting you with the accomplishment. The member's responsibility is to safeguard his Standards Manual. If it gets lost, reconstruction will not be easy. We can just about guarantee that a lost Standards Manual will require some reexamination. Why, if the QE submits a form to the Director's office? Because the QE will only submit the form when a FUNCTION is completed. Let's go back to the bowline example. Remember, you tied all the knots except 1004. During your next exam, when you tie the bowline and the QE signs task 1004, you will be credited with the Function: A. Line Handling. Now let's assume you lost your Standards Manual between the two exams. There will be no record that you accomplished tasks 1001 - 1003 and tasks 1005 - 1007. So a lost book can cause you a problem. **The above paperwork portion is based on our latest information concerning AUXMIS entries. It may change.** **LOOK, I ADMIT IT, I'M AWFULLY NERVOUS ABOUT BEING EXAMINED.** You're not alone. This is the single biggest hurdle in the whole program. We can talk until we're blue in the face about how overblown the examination process is becoming. The QE's are not abnormal people we've removed from the psychiatric wards just to make your life miserable. Nope. They have a difficult job to do. But after working with them in the training program, we know them to be reasonably normal. They will insure a standard is met before you get their signature but you'll find them to be good listeners, practical people, who feel common sense is the key to the program.

I'M AN ELECTED OFFICER. WHO CAN I GO TO FOR SOME ANSWERS THAT YOU HAVEN'T COVERED? Same as always, go to the appropriate staff officer. This program is operations but it also involves the member training officer. That's why the DSO-MT and DSO-OP are so involved. If your staff officer doesn't know the answer, have him find out by calling the next higher staff position. An FSO-MT should call the SO-MT. The Flotilla Commander shouldn't call the Division Captain, after all, he's not the MT. Go through parallel staffing, all the way to the DSO level if need be. If it's a question a DSO can't answer directly, he knows who to contact. We may find the question should be referred to the BCQP Steering Committee for a recommendation and then to the Director for a decision.

C. S. CAMPBELL
By Direction



PUBLIC EDUCATION Walton Porter, DSO-PE

Another very successful PE Workshop was conducted by the PE staff at the April District Conference, Lancaster, PA and attended by a very attentive and courteous group of about forty people. The workshop featured Alice Stamm, ADSO-PEY, and her presentation of Water 'N Kids. I had never been exposed to the Water 'N Kids segment of our PE program, and quite frankly, I was fascinated.

I would like to quote from a letter I received from Alice in reference to Water 'N Kids:

When you were in second or third grade did you have the ability to hear?

In a recent visit to Oak Park Elementary School in the North Penn School District in Pennsylvania, I had an experience worth telling.

On arrival at the school the principal greeted me with the news that the last third grade class of the day would have a class of six hearing-impaired children accompanying it, along with their teacher.

The six children were placed in the front row, and the teacher sat on the floor at my feet, and everything that I said was relayed to the children via her talented hands. I did find myself in awe of her and going a little slower than usual to be sure she got everything across to the children. They were very attentive and seemed to enjoy having the program. It makes one stop and think. How lucky we are that something that we take for granted every day of our lives can be denied to such small children. And they can go to a regular school with other children and are not forced to go to special schools to get their education.

A tip of the hat to the school districts that make these special programs available to our children, and a special thank you to dedicated teachers that make the whole thing possible.

s/Alice F. Stamm, ADSO-PEY, 3SR



(Above) Alice Stamm and Her Great Training Aids — Puppets - Fuzzy Waters left and Simon right all decked out in PFDs

A tip of the hat to you also, Alice, and your dedication to our PE program and especially to your Water 'N Kids. I urge anyone interested in teaching this lesson to contact Alice.

Our workshop at Great Oak Landing will be Training Aid oriented and how Training Aids can enhance classroom instruction. Anyone having a Training Aid they would like to display at the Workshop will be welcome. If we pool our talents and knowledge we can achieve much greater results in Public Education.

The District PE staff will be on board to welcome you to the Workshop. We hope to see a large number of Auxiliarists present and promise you an interesting session.

Walt Porter, DSO-PE, 3SR

PDCO JOHN JOHANSEN NAMES WATER 'N KIDS PUPPET!



Alice Stamm conducted a contest at the Lancaster Workshop for PE to name her very clever hand puppet which she uses in teaching Water 'N Kids. PDCO John Johansen (shown above with Alice) won the prize for the best name. Henceforth, the puppet is "Fuzzy Waters."

IN MEMORIAM

George Meskinis, Division II
Bernard Kott, Division VII
Robert Bard, Division IX
Miriam Young, Division XI
Jack Reagan, Division XI
Joel Asper, Division XIV
Michael Volosin, Division XIV

The above deaths were recorded between January 1, 1984 and the Spring Conference. If we have missed any, please advise and they will be included next time.



THE YEAR OF THE KANGAROO

You don't have to be of Chinese ancestry to be aware that 1984 is the Year of the Rat, 4682. For many cities, like New York, it is a festive time of exotic, oriental, holiday foods, firecrackers, and dragons in the streets.

By the Chinese calendar, last year, 1983, was the Year of the Pig. However, if you were to ask an Australian, he would argue that 1983 was definitely the Year of the KANGAROO! The Aussies have been known historically for their sense of humor (some would say, bawdiness) and, off-times, aggressive nature, when challenged. In the spring of 1983, their racing crew and constituency arrived in Newport, Rhode Island. The Australians were there with the single purpose; to challenge the Americans for the long held America's Cup and depart victorious. The Australians, like the Italians, Britons, French and others had come to our shores many times to challenge and had left empty-handed.

Defeated in the races of 1980, the Aussies had vowed to return and to "build a better mouse trap" (perhaps they should have said, "a better kangaroo trap"). For, the Aussies were back and their challenging vessel had a "secret keel," having caught the other entries by surprise, it became the ultimate strategy of the Australians to "hide" the secret keel twenty-four hours a day. Elaborate measures were taken. Every minute that the "Australia II" was dockside, her keel was totally invisible to the public and, more importantly, the opposition. This, of course, intrigued the news media and heightened everyone's interest in the Australian entry; good psychology! Posters flourished up and down Thames Street, Newport depicting the vessel with a giant kangaroo in boxing gloves just below the waterline. Our defending vessel, "Liberty," saw the humor, but appreciated more the seriousness that it represented. Over many weeks, the "Australia II" raced and defeated all other foreign entries to win the privilege of challenging, "Liberty," the American entry. "Australia II" was the first challenging 12-meter racer to be so-o well supported by her countrymen and to have so-o much mysterious press regarding her abilities.

The fever pitch of the supporting spirit grew throughout the summer weeks. Huge green flags with enormous yellow kangaroos were flying at boat sterns and spreaders throughout the harbor. It was rumored that the happiest man in town had to be the local flag maker. The Americans were not be outdone and the "Stars and Stripes" flourished, as well. However, the most loyal American and staunch supporter of our "Liberty" was tempted by the engaging kangaroo, who hopped-up everywhere in all sizes. People were wearing kangaroos in some form from head to toe, i.e., T-shirts, suspenders, hats, belts, socks, etc. Even the sacred preppie

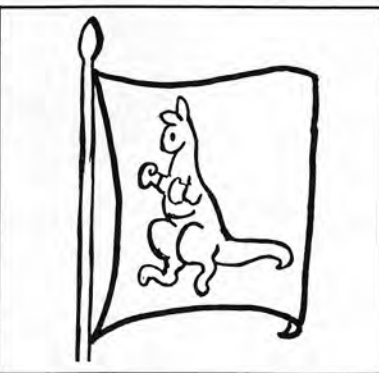
alligator gave way to the kangaroo shirt.

Every morning the "Australia II" with her gleaming white hull and colorful sails of white, yellow and green was escorted out of Newport Harbor into the sound by a fleet of well-wishers. An impressive and unexpected sight in the final days of the race was the surprise arrival of the Coast Guard training bark, "Eagle." Americans watched with pride as she sailed quietly and majestically past Fort Adams and dropped her anchors just off Goat Island. Since the "Eagle," normally, confines most of her voyages to cadet training and occasional participation in historical events, such as the Bi-Centennial celebration and rendezvousing with other "Tall Ships"; it was awesome to note her "casual arrival" in Newport. No fan-fare, no prior press release, low profile; just another "boat" to support our "Liberty." One can only suspect some "creative scheduling" on the part of the Coast Guard Commander that brought our "Eagle" to these busy waters at *just the right moment!* Coast Guard forty-footers, cutters, rescue and maintenance vessels of all sizes

streamed in and out of the harbor each day to assist and patrol the race route . . . definitely, "hardship duty."

Boats and yachts from all over the world had converged on this harbor to witness the excitement of the challenge. Scores of Australians had journeyed by water and/or air to cheer their vessel, and, oh yes, wave their huge green flags with the enormous yellow kangaroo. It certainly seemed to the average yachting viewer (of which I was one from my cockpit on anchor) that every boat had exchanged the Australian ensign for a huge green flag with an enormous yellow kangaroo. While all the frivolity and merriment proceeded on shore, the racing vessels left their docks each day during race week and battled it out on the Sound. Our "Liberty" fought hard and well but another victory was not to be. With the race score, 3-3, "Liberty" was defeated in the seventh race by the secret keel. This climaxed 132 years of the America's Cup being held here in America. The Cup itself is the world's oldest sporting trophy in competition, having been won by the schooner, "America" in 1851 in a race around England's Isle of Wight.

At this writing, the world does not know the date of the next international challenge; this is now up to the Australians to decide. Twelve-meter racers who covet the twenty-seven inch tall trophy (shaped like a water pitcher) will be journeying to Australia's shores to compete. For Americans this means a journey of 13,000 miles. The famous Cup is now being displayed in Perth for all of its proud countrymen and visitors to see. You can be sure that very nearby is a huge green flag with an enormous yellow kangaroo . . . and, he is smiling. Submitted by Honey Costa ("Honey Too,") Division X 3SR



QE TRAINING PROGRAM PROGRESSING

The Third Southern District Qualification Examiner (QE) program began with its first sessions on 3 & 4 March at Base Gloucester, NJ. With the sessions of 28 & 29 April, the program is well past the halfway point, and if the weather permits the final sessions at Cape May to be completed on schedule, the QED's (District QEs) will be in the field this summer to begin the qualification process for our members.

The Director, LT Michael Swigert and Asst. Director, LT Collin Campbell have put together a terrific QE program and are to be congratulated. In fact the 3SR program has received enthusiastic support and praise throughout the other districts.

The QE selectees have displayed a dedication and professional attitude during the training sessions. After completing the first weekend session, I was convinced we had indeed chosen the best and most qualified persons for the program. They have shown a sincere desire to uphold the integrity of the program and not hurry through the sessions just to get it done. I have seen them work from 0900 to 2100 to complete the required training schedule. I feel fortunate to be associated with such a dedicated group and the Boat Crew Qualification Program (BCQP). To the right and below are some scenes from the first sessions at Base Gloucester.

Submitted by:

Gilbert Miller,
ADSO-OPS (W), 3SR



SUMMER CONFERENCE GREAT OAK LANDING GREAT OLD FUN!

Y'all COME! — Come by LAND, come by SEA, come by AIR.

Yes, by popular demand we are back at the famous Maryland playground Great Oak Landing.

And Yes, you can drive your car, fly your plane or come by boat—they have a beautiful marina and slip area. There are: tennis courts, a golf course, swimming pool and a great view of the Chesapeake Bay.

What better place to enjoy fellowship in July than on the Chesapeake Bay at Fairlee Creek.

The hotel, as you all know is small (only 32 rooms), but Chestertown is only 6 miles away and the "overflow" will be booked into motels in town if you so desire. There are two lovely motels and they are slightly cheaper than Great Oak.

Chestertown is an old historic town with very beautiful homes and large shopping areas and only about 10 minutes away by car.

We are having a PE work shop and if it's anything like those in the past—don't miss it. It will be worth the time. Also a CM workshop—it's been a year since we had one and a lot has been happening in communications. We have, at our disposal, probably the best person in the Auxiliary in the field of communications as our own DSO-CM—Weldon Vogt—so I am sure this workshop should not be missed.

There will be a fashion show at 10:30 AM for both the ladies and gentlemen!—with our very own models. This should be a highlight not to miss.

The buffet on Saturday night will be one of the most memorable meals you will have. Just look at the MENU on the schedule page. COME HUNGRY!

For those of you who have been actively following the 3SR progress for the past 18 months, you are witnesses to the fact that what the DCO promises is what the District gets—Better communications from top to bottom — better seminars —better workshops — the best staff of any district anywhere — a staff and an EXCOM that are always available for your questions, comments and suggestions.

A poll from our Awards Affair again proves this out — great workshops, great fellowship and a beautiful location for our grandest affair.

We are looking forward to seeing you at the summer conference at Great Oak Landing, an area that more than lends itself to fellowship.

W. E. Pierce, Conference Coordinator

Asst DIRAUX *Continued from page 2*

I can easily be more specific but I've not found anything that doesn't fall under these two stated goals.

What magnificent changes am I going to institute? None. Captain Herbert, our Chief Director said recently that we need to look very closely at any changes before implementation. That makes sense to me. Personally, I'm startled by how rapidly we change the various areas of our programs. Now keep in mind that no one, at any level, mandates a change without believing that it will either resolve a problem or improve the process. But for the immediate future let's live with and learn to work with our present system. Imperfect? Sure. But our learning curve is not very steep with our frequently changing ways. I think it would be refreshing to have an Immediate Past who could provide knowledge and experience rather than say "I don't know, that's not the way we did it last year."

Finally, I don't expect that you will agree with all of the deci-

sions that will come forth from this office. It's not a perfect world and neither am I. But I state now, for the record, that I will strive to do what I believe is in our best interest. I go by the book. All of them. I don't care for waivers, exceptions, exemptions, or special cases. Why? After all, this is a volunteer organization. It sure is and that's what makes it special. But as an organization, authorized by Congress and supported by the Coast Guard, we incur unique responsibilities. Inherent is our responsibility to treat everyone equally and fairly. Evenhandedness must prevail. Everyone is special with a special case that needs a special review. I'm no different than you and feel the same way in my endeavors. But we must all realize that any organization requires a responsible administration to effectively pursue its objectives. The old saying that "we spend 90% of our time on 10% of our people" is a sad fact. I'll bet we can find better things to do with our time.

LT Collin Campbell, Asst. DIRAUX-3SR

TROPICAL BLUE UNIFORMS



TOPSIDE (3SR) SUMMER 1984

OPERATIONS PLANS RAYSTOWN LAKE

Shown at the right Members of the Coast Guard and Coast Guard Auxiliary with members of the Army Corps of Engineers at Headquarters Raystown Lake in Huntington, PA. where they met to discuss patrols on the lake for 1984.

Left to right: Gil Miller, LT Mike Swigert, Jim Fosselman, Bob Bard, Walt Nurphy, Steve Emerson, Robert Bell and RCO (W) George Smyth kneeling in front.

Submitted by: E. Miller, DCP-V



TROPICAL BLUE UNIFORMS

Again, COMDTINST M16790.1A describes completely the Tropical Blue uniform which was authorized beginning 9 April 1984. Prices for the uniform items which can be purchased from U. S. Coast Guard Training Center, Cape May, NJ have been included below. Contact your FSO-MA for items for which prices are not shown.

Combination Hat	Ladies	\$27.62
or	Men(crown & frame)	\$11.37
Garrison Cap	Ladies	\$ 7.07
	Men	\$ 3.36
Light Blue Short Sleeve Shirt	Men	\$ 5.79
or	Ladies	\$ 7.11
Light Blue Short Sleeve Jacket	Ladies	\$23.88
Trousers, Coast Guard Blue Dbl Knit	Men	\$19.81
Slacks, Coast Guard Blue Dbl Knit	Ladies	\$10.31
Skirt, Coast Guard Blue Dbl Knit	Ladies	\$ 9.82
Shoes, Black	Men	\$17.94
Shoes, Black Dress Pumps	Ladies	\$17.75
or		
Shoes, Black Service(optional)	Ladies	\$16.02
Standard Black Web Belt with plain silver buckle	Men	
Black Handbag, optional	Ladies	\$12.23
Black socks	Men	\$.62
Flesh stockings	Ladies	
Shoulder Boards	All	
Right Chest -Past Officer Device and Name Tag	All	
Left Chest - AUXOP Device & Ribbons	All	

Consult your manual for any other uniform items not pictured and/or listed; i.e. work uniforms for patrols, CME's, classroom, etc.

Many thanks to ADSO-GR Leonard Shuffstall for compiling the price information and to the Stumbers "twins" and the Davis "quads" for the use of their bodies.

Nancy Davis, DSO-GR, 3SR



TOPSIDE (3SR) SUMMER 1984



1984 JULY CONFERENCE
3rd DISTRICT SOUTHERN REGION — U. S. COAST GUARD AUXILIARY



SCHEDULE OF EVENTS



Registration Desk — Friday, 6 July1700-2000
District Store — Fairlee Room — Saturday, 7 July0830-1130/1330-1530
Saturday1000-1600

FRIDAY, 6 JULY 1984

1930 District Board (Voting Members Only) Fireside Room
2000 District Staff Fairlee Room
2100 "No Host" Get Together Sand Bar

SATURDAY, 7 JULY 1984

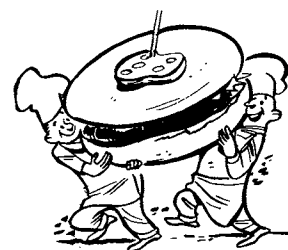
0800 Opening Ceremony Conference Room
0815 District Board Meeting Conference Room
0900 PE Workshop Fireside Room
1015 CM Workshop Fireside Room
1030 FASHION SHOW To Be Announced
1130 Picnic Luncheon Outdoor Patio (Weather Permitting)
1300 District Board Meeting Conference Room
1330 Training Aids Judging Fireside Room
1730 Cocktails No Host Bar Sand Bar
1830 Banquet Buffet Banquet Room
2030 Dancing Banquet Room

SUNDAY, 8 JULY 1984

0900 Past Captains Association Meeting Fireside Room
(Open to PCA Members and Spouses)

MENUS

PICNIC LUNCHEON



Hamburgers
Hot Dogs
Two Salads
Ice Cream
Rolls
Soda-Iced Tea
Beer



BANQUET BUFFET

Steam Ship Round of Beef
Chicken (Some Variety)
Barbeque'd Beef and Pork
Steamed Mussels
Steamed Clams (if available)
Two Varieties of Seafood
Soup
Vegetables
Salads
Tons of Desserts
Coffee-Tea-Sanka
etc., etc., etc



★ UNIFORM OF THE DAY ★

SATURDAY

District Board Meeting:
Tropical Blue Long
Evening:
Tropical Blue Long
Appropriate Civilian Attire

FRIDAY EVENING

Casual

SUNDAY MORNING (PCA Meeting)

Casual

REMEMBER TO SUBMIT YOUR TRAINING AID FOR JUDGING:

See PDCO John McIntosh's article elsewhere in this issue for details on submission.

If you can't come, send it with someone. The Commodore has promised to send five (5) training aids to the National Conference in September in Portland, OR.

Yours could be one of them!

There are four types to be judged:

See your Third Southern Policy Manual in the Awards Program Section for complete details on the types and what must accompany them.

HOTEL RESERVATIONS

GREAT OAK LANDING



Chestertown
Maryland 21620
(301) 778-2100

Rates: Single\$55.00 per night
Double\$55.00 per night

ONE NIGHT DEPOSIT REQUIRED
MAKE RESERVATIONS AS QUICKLY AS POSSIBLE
To stay at Great Oak - You must stay both nights!!

IMPORTANT NOTE:

MAKE RESERVATIONS EARLY!

After Great Oak is filled, all reservations will be forwarded to a Chestertown Motel.

CHESTERTOWN MOTEL: 301-778-2755

Rates: 1 DBL Bed-2 people -\$33.60/2 beds-2 people -\$39.90
or FOXLEY MANOR: 301-778-3200

Rates: 1 DBL Bed-2 people -\$33.60/2 beds-2 people -\$42.00

PLEASE CHECK BOX BELOW IF YOU DESIRE
RESERVATIONS FORWARDED IF GREAT OAK IS
FILLED OR IF STAYING ONLY ONE NIGHT!

USE THIS PORTION OF PAGE FOR MAKING HOTEL RESERVATIONS

RESERVATION FORM FOR GREAT OAK LANDING

(or Chestertown Motel if desired)

U. S. Coast Guard Auxiliary 3(SR) - 1984 SUMMER CONFERENCE - July 6-7



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: _____

I Desire Reservations for:

☐ Single @ \$55.00 per night

☐ Double @\$55.00 per night

☐ IF GREAT OAK IS FILLED PLEASE MAKE RESERVATIONS FOR ME IN CHESTERTOWN

Make checks payable to and mail to: GREAT OAK LANDING
Chestertown, Maryland, 21620

IF MARINA RESERVATIONS ARE DESIRED PLEASE CALL 301-778-2100

USE THIS PORTION FOR CONFERENCE RESERVATION

REGISTRATION FORM FOR 1984 SUMMER CONFERENCE - JULY 6-7-8

GREAT OAK LANDING, CHESTERTOWN, MARYLAND

Name: _____ Flotilla No. _____

_____ Tickets — Picnic Luncheon @\$ 8.50 = \$ _____

_____ Tickets — Saturday Night Buffet @\$18.50 = \$ _____

_____ Registration Fee (Each person) @\$ 2.00 = \$ _____

GRAND TOTAL = \$ _____

WORKSHOP REGISTRATION: ☐ PE ☐ CM

☐ PCA MEETING

LAST DATE FOR RESERVATIONS - 2 JULY 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

MAKE YOUR RESERVATIONS EARLY-INDICATE WHETHER REFERRAL TO OTHER MOTELS IS DESIRED!

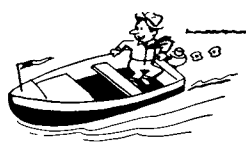




ALL'S QUIET ON THE WATERFRONT

Continued

By Noble O'Gill



When we left our hero he was having his ears talked off by Jaws, getting an examination from somebody who claimed not to be a police officer and suffering from a migraine. *Our story continues.*

All of a sudden Jaws screams my ear off. "Daddy, the car's moving!" I wheeled around and grabbed for the car door. In one motion I pulled the door open, slipped my leg over the seat and slammed the brake pedal. Everything lurched to a stop. Everything except my day that is. I'm embarrassed by the whole situation. Everyone, and it seemed like a cast of thousands, is standing around yammering, offering advice like, 'be sure the brake is on,' and just generally causing my headache to feel like Mt. St. Helens. I want a drink, an aspirin, and a .357 Magnum. Not necessarily in that order.

My dear loving wife sees my plight and shuttles the kids toward the beach area. My dreams are fading fast. I haven't even gotten the boat in the water yet I'm wondering about her resale value.

The cop, er Auxiliarist, has an understanding look on his face. I can't imagine why. He says maybe I ought to just sit there in the car and relax a minute. If I like he'll have a quick look at the boat equipment. OK, sure. Frankly Scarlet, I don't give a damn. He leaves me some pamphlets to look at and then turns his attention to that giz-

mo on my trailer. I do try to relax but the bongos in my ears still demand attention.

A few minutes later, the Auxiliarist fellow is back. He introduces himself and says the boat appears in fine shape. My ego surfaces a bit. I think I might actually have smiled. Why of course it's in fine shape. What kind of landlubber does he take me for. As captain, I'm responsible you know. I'm starting to stand a little taller and I think I can actually see without squinting.

Just a few minor discrepancies he tells me. Discrepancies! I knew this ★*#@ was a cop! Oh, my head! This character is actually smiling. The audacity. John, the cop, says not to worry. He tells me again that a Coast Guard Auxiliary Courtesy Examination is a public service. My God. Now the Coast Guard's after me. I need a drink. No, no he says. He's with the Auxiliary, the civilian arm of the Coast Guard. He goes into a rather lengthy explanation of what the Auxiliary does and why. I admit I only half listened. My mind is wandering back to what has already occurred and the adventure that still lies ahead.

John goes on to explain the discrepancies. I won't bore you with the details and besides that was some time ago. No need to fess up to my oversights. Finally, John is interrupted by some guy who is actually asking him to inspect his boat. He bids me so long and

as he walks off he's explaining to the fellow that it is not an inspection. Well I'm glad I had a moment to slow down. I'm also glad the cop has left. He seemed friendly enough but that's probably how they entrap you. Nice uniform though.

While the family is occupied I decide to try and sneak the boat in the water. Again, a slow, very slow, I mean your basic real slow backup. All the tie-downs are off and a fellow at the ramp lends a hand as I slip her in the water. A piece of cake, just like I said. We get her tied up to the dock, I call to the clan, and go park the rig.

Everyone's aboard. I count heads. Wife, one, two, point five kids. All accounted for. "Life jackets on?" I ask. Sound off. I get four "checks" back. A quick look around to make sure we're set and for the first time in my life, I start a boat. I back her out with just a little difficulty. Not too bad. I want to ensure that everyone watching knows that I have many years of boating experience under my belt. After a safe distance I ease the throttle forward. A little more. More still. Gee, we're really moving!

It's lunch time already. Let's go park in a shady little cove. No problem. Sandwiches appear and all appears well. Appearances can be deceiving. Jaws sounds off. "Daddy, we're SINKING!!!"

(To be continued)

FLOTILLA COMMANDERS

Perhaps one of the most difficult positions to occupy is that of Flotilla Commander in the USCG Auxiliary. It is at Flotilla level that the purpose and goals of the Auxiliary are carried out. The end responsibility for the flotilla's success or failure rests on the Flotilla Commander's shoulders—and this burden is not one of insignificant uniqueness.

The Auxiliary organization structure is military oriented in nature, yet is totally staffed with civilian volunteers—a combination that requires the application of some very unique leadership principles.

The democratic type managing principles generally applied by fraternal organizations and other volunteer groups, and/or modern business managing techniques probably would not totally satisfy the military nature. Nor can strict disciplined military principles be applied to civilian

volunteers. Some middle ground modification of each version, very carefully and appropriately applied in a timely manner, would seem to be an acceptable method. A distinctive method of considerable proportions.

Regardless of the method applied, some very basic ingredients are essential that are influential in the flotilla's performance level. Constant and strict attention to details; clear, concise and frequent communications with members, especially staff, and a close relationship with the next higher echelon, are ingredients of necessity. The ability to detect and satisfy the individual need is a very large plus.

The degree of the flotilla's achievements and extent of its success requires **W—O—R—K** of the Flotilla Commander. The best ability to organize, deputize and supervise DOES NOT eliminate that four letter word.

Submitted by: Russell A. Bender, FC 5-6, 3SR



GROWTH & RETENTION Nancy K. Davis, DSO-GR

I Hope the Following Letter Need Never Be Written:

"Dear Auxiliarist:

I was a student at a boating class given by you folks. On the last night of class we saw a film about the Auxiliary. I don't remember much of what it said but when someone asked if I'd like to join, I thought I could learn more. I went to my first meeting, but wasn't sure I was in the right room until I spotted one person in a uniform. He got me all signed up and collected my dues. When the meeting started, they had a lot of reports with numbers and goals and lots of initials (PE, OP, VE, etc.). They argued about the dues, they argued about a picnic, and they flatly stated that would not enter some BCM program. I never did find out what they were talking about except for the dues and picnic AND the meeting dragged on for hours.

The second meeting I attended wasn't much different. A couple of people did say 'Hi' to me but I was left pretty much alone. Someone who said he was the FSO-MT wanted to know how I was going to help the Flotilla. He said I'd make a good examiner, but they weren't holding a class right now. He'd get me a book to read. I didn't get the book and at the following meeting he said he'd forgotten.

Quite frankly, I got tired of this type of treatment and stopped going to the meetings. I was really surprised when I received a letter stating I was going to be disenrolled. What am I being disenrolled from?

Signed,
Chuck Itall"

Let's see what can be done so the previous letter need never be written. First of all, start presenting the Auxiliary story during the first five minutes of each class. Pick a specific topic and talk about it. Tell the students what the members of your Flotilla do, not what the members in Alaska and Hawaii do. Face it, our boating interests lie in the area where we can boat.

How about putting those uniforms on when you go to

your Flotilla meeting. You spent the money for them, now wear them. As a member you will look much more professional and a part of the Auxiliary not like a Mickey Mouse Yacht Club member.

Each Flotilla should have a BUDDY SYSTEM. The members should be greeted when they arrive and special attention should be given to the prospective and new members. Each and every member, whether old or new, should be made to feel welcome, wanted and needed. So many times, we allow the problems of every day life to weigh us down and forget the goodwill toward our fellow boaters and fellow members. Please, don't forget that many of us are hesitant to voice our ignorance on a subject or to say that we don't know what something means. Help the members by using fewer acronyms in conversation.

Division Captains and Flotilla Commanders I implore you to make sure that your meetings are interesting and full of information. Please see if your staff officers can give concise reports and arrange for an interesting speaker or have a member who is a good instructor speak to the members on an interesting subject. Remember, a good instructor can make dull boring subject matter come to life and be enjoyable. Give the members a good reason to spend another night out.

Once each Flotilla is using the BUDDY SYSTEM with all members, when the meetings are interesting and fun filled, and when we can have fun doing the projects and work that are the Auxiliary's mission, I know that there will be no use for Chuck's letter.

Take a moment at the next Auxiliary function you attend, take an extra step, introduce yourself to someone you don't know. Take an interest in the other members of the organization. I've heard that boaters take care of fellow boaters. Make sure that as Auxiliarists we take care of each other as well as fellow boaters!

Submitted by: Nancy K. Davis, DSO-GR 3SR



VESSEL EXAMINATION George Brouse, DSO-VE

There is a positive side and a negative side to this article. Let's have the negative side first. Of all the millions of boats in the United States, less than 2% are being examined under the CME program.

Over the past few years, we have lost quite a few vessel examiners. National is trying to figure out why so many Auxiliarists have dropped out of the CME program. They are working on a number of new ideas to bring back examiners and also recruit new examiners. One of the things they did was lift the requirement that every vessel examiner must do 10 CME's to remain qualified. Standby and I will keep you posted on any new revisions that come down.

Now the positive side. Flotilla Commanders, try to motivate more of your members to enter the CME program. Work with your MT officers and train people before they take the examinations. Work with your PA officer to advertise your CME stations. CME stations are a great gimmick to recruit boaters for your PE classes, new members and also a good time to let boaters know what our mission in the Auxiliary is.

We need you Flotilla Commanders! Whether you realize it or not, you and your flotilla are the backbone of the Auxiliary as well as your District. Let's show other districts what the 3rd Southern can do.,

George R. Brouse, DSO-VE, 3SR

TRAINING AIDS COMPETITION

The annual competition for training aids is scheduled for this year's District Summer Conference, to be held at Great Oak Landing on 6, 7, and 8 July 1984.

Those Flotillas planning to submit training aids will find the details of the types being considered and the criteria for judging in the District Policy Manual in Chapter 5-District Awards, Section C-6.

Flotillas entering the competition should provide information, prior to 15 June on the class of aid they will submit, the space required, whether they are free standing or if a table will be required, if electricity will be required and who will be responsible for transportation, setup and removal of their display.

Remember, our District is committed to providing five displays to the National Conference. Review what you have been using, let's see if we can have a good selection at the Conference.

Please address your entry information to Bill Pierce, President, Past Captain's Association or to John McIntosh, Chairman, Awards Committee. It is expected that if you need extension cords for use with your training aid, they will be with the display.

John McIntosh, PDCO-3SR
Chairman, Awards Committee



PUBLICATIONS AWARDS

The District program for having expert outside assistance in judging our publications was implemented for the 1983 Awards competition. Professors Jack Gillespie, William Rainbolt and Benjamin Resnik of Glassboro State College's Communications faculty, with Harold Nils Pelta of Flotilla 3-3 acting as coordinator, did an intensive and objective assessment of our publications.

The Division publications also were judged this year. Of the six Division publications submitted, half of them finished the judging process one percentage point apart. The Flotilla publications were impressive also. Of twenty-four submitted, the top six were within ten percentage points of each other, and the top two were one point apart.

Our standards for judging publications does not consider the method of printing, type of paper or inclusion/lack of photographs. We do look at appearance, regularity of publication, size, readability, accuracy, publication/announcement of District, Division and Flotilla activities, interest of the contents, and contribution by the staff.

Elements that were negative for some publications were: limited staff contribution, lack of a regular publication schedule, and uneven coverage of Division and District activities.

John McIntosh, PDCO-3SR
Chairman, Awards Committee

1983 DISTRICT AWARDS PRESENTED AT LANCASTER

The Annual Awards Luncheon and Banquet were held on Saturday, April 7th during the District Spring Conference at the Treadway Resort Inn in Lancaster, PA. Notable guests, other than our regular EXCOM, as follows presented the various awards: VADM Wayne E. Caldwell; CAPT N. F. Herbert, Chief Director Auxiliary; CAPT M. Shytle, Chief Boating Safety Division; CAPT D. B. Charter, Jr., CO, Base Gloucester; CAPT L. Eagan, CO, Group Cape May; CDR M. Lovett, Group Cape May; CWO J. Kalista, Indian River CG Station; CWO Kurz, Group Sandy Hook; George Stewart, State of Delaware; SGT. Paul Search, NJ Marine Police; Joseph Green, PA Fish Commission; NARCO (C) Donald Moon; DCO Stanley Kennedy, 5th District. The Awards were as follows:

- a. Individual Courtesy Examiner L. Olsewski, Flo. 11-7
- b. Individual Operations Award H. Davis, Flo. 3-6
- c. Award for Most Assists S. Pojnar, Flo. 7-7
- d. Individual Chart Correction Award G. Ayers, Flo. 3-6
- e. Individual Mission Support Award E. Greenwald, Flo. 7-12
- f. Individual Instructor Award A. Lewis, Flo. 2-76
- g. Best Photo in Topside R. Hoover, Flo. 2-76
- h. Award for Water 'N Kids - Female A. Stamm, Flo. 10-6
- i. Award for Water 'N Kids - Male C. Seabreeze, Flo. 14-2
- j. Past District Commodore's Plaque Flo. 7-12, FC E. Greenwald
- k. Flo. Courtesy Exam. Award Flo. 9-3, FC N. Miller
- m. William Ross McDonald Award Flo. 2-4, FC H. McCabe
- n. Flo. Operations Award Flo. 9-3, FC N. Miller
- o. Flo. Support Missions Award Flo. 7-12, FC E. Greenwald
- p. Flo. ATON Chart Correc. Award Flo. 7-12, FC E. Greenwald
- q. Flo. Membership Award Flo. 7-10, FC R. Murphy
- r. Flo. Publication Award Flo. 5-6, The Mariner FC R. Upperman
- s. District Board Award Flo. 3-3, FC B. VanDyke
- t. Division Publication Award Div. X, The Anchor Line DCP E. Stein
- u. Past District Commodore's Trophy Flo. 7-12, FC E. Greenwald

In addition to the above awards presented at the dinner, the following awards were presented at the Luncheon:

- a. 1983 Meritorious Flotilla Achievement Award Flo. 2-76 FC M. Lewis
- b. Meritorious Flotilla Award Flo. 7-10, FC R. Murphy
- c. Recognition of Goal Attainment Awards were presented to the various Flotillas for presentation to their members.
- d. District Awards were also presented at the Luncheon: Administrative Awards to those qualifying Flotillas; Director's Special Service Award presented to RCO (W) George Smyth
- e. Also at the Luncheon, CG Group Cape May awards were presented by CAPT Lance Eagan to DCO Robert Wecker, RCO (C) Walt Moulder, and RCO (E) Alex Lewis.

SPRING IS BUSTIN' OUT ALL OVER!

Do you remember the song "Spring is Bustin' Out All O-Over"? It's that time of the year now when birds are singing, flowers are blooming and the trees are green again.

Thanks to a live-wire GR Officer, Leroy Munson, and a group of instructors in PE classes who inspired their students, Flotilla 3-6 has caught the spring spirit and is "Bustin' Out," too.

DCP Thomas Gant, with the assistance of FC George Ayers installed SIX of our former students as members of Flotilla 3-6. With the addition of these new enthusiastic members and the help of our "old reliables" we feel that we can reach many of the goals that in other years have eluded us.

We are a small group, our PE classes are usually small, we are in a rural area, but we are on our way. Just watch our dust. Or in this organization should we say "Just Watch Our Wake!"

Submitted by: Rhoda Davis, FSO-SR 3-6, 3SR



MEMBERSHIP TRAINING Eugene Pester, DSO-PE

With the weather turning warmer it's the time when all of us come down with a good case of 'boat fever.' Our time and interest begins to turn to operations and away from the classroom activities. This year the Member Training officers will find with the phase-in period of Boat Crew that they will be busier than ever. Boat Crew, let's take away some of the mystery surrounding the program.

When it comes to the training of the members Boat Crew is the responsibility of the Member Training Officers. Nice of us to let you know—right! I have it on good authority that some information will be coming out soon (see NOGI's from the Director's Office elsewhere in this issue) on the hows and whys of the program. The program has a tremendous amount of information for each Auxiliarist in the area of operations, but remember, not all Auxiliarists want to participate in this cornerstone. What each FSO-MT and SO-MT will have to do is to find out exactly who is interested in the program and wants to tackle it—then with this nucleus, begin the training.

Everyone looks at the reference book (you know the big one that gave your mailman a hernia) and says "There's no way I can learn all that information." Well, if you've been involved in operations for a while—guess what—you probably already know it. What you need to do is concentrate on the task manual. This tells you what you need to qualify as crew, operator or coxswain. Then if you don't know how to do a task—go to the reference manual and find out.

The examiners are tentatively scheduled to be ready to go out and start the examining process July 1. Let's get ready for them and have people ready to be examined. Remember, one of the reasons that this program was designed was to sharpen our skills so we are fully ready for all types of situations when we're out on the water.

Let's not forget other areas of training. Being able to get out into the District this spring with the Instructor Workshop some people asked about the AUXOP program and Boat Crew. The AUXOP program is still a unique program and the qualifications for both programs are completely separate from each other. In the very near future, however, the text for Patrols, SAR and Communications will be the BCM. If your division hasn't had a Specialty Course lately, get some people together and start one. The only thing you need is an instructor, the texts and most of all the students who want to learn.

Just a reminder! Those of you who have developed training aids and would like to enter them into the District's competition, remember, this will take place at Great Oaks in July. Be sure to bring your aids with you to the summer conference. The winners (and maybe some more) will be going to the National Meeting in September for the National Competition. So bring out the best aids you have so we can give the Third Southern a great chance for walking away as the winner.

It was great to see all of you at the workshop at Lancaster, but just one question for those of you who attended. Whatever happened to those suggestion sheets? You know, the ones where I asked for suggestions for workshops that you would like to see in the future. The response has only been 2%. The Training Department wants to give the workshops that you want and the only way we know this is to have you tell us. So send me a note and let me know what topics you would like to find at the District MT workshops. That goes for those of you who weren't at the workshop too. I'll be waiting to hear from you!

Fair Winds and Seas for the coming season!

Louise Sowers, ADSO-MT, 3SR

SEEN AT SPRING CONFERENCE—LANCASTER—7 APRIL 1984



LOOKING OUT FOR NUMBER TWO

The mandate to 'Love your neighbor as you love yourself' is not just a moral mandate. It's a physiological mandate. One thing you get caring for others is you're not lonely and the more connected you are to life, the healthier you are.

Most people know that stress has been implicated in diseases as diverse as trench mouth and cancer. So what does stress have to do with charity that begins away from home? Some prominent scientists believe that giving of yourself to others is an effective antidote to stress.

The U. S. Coast Guard Auxiliary is probably one of the largest group of volunteers in this country today. We give up our spare time to teach boating safety in the classroom; we take our boats out into the rivers, bays, inlets and oceans in search of our brothers and sisters in distress; we examine boats to meet federal and Auxiliary standards to prevent trouble before it starts. We look for young people in our communities who are looking for careers and introduce them to the Coast Guard Academy. And I could go on and on—Marine Dealer Visitation Program, Safe Boating Booths, Chart Up-Dating, etc., etc., etc.

Let's not forget either that the novice boater who joins the Coast Guard Auxiliary reaps the benefits of all the additional training available as well as the social benefits of belonging to a group of people with like interests.

I have been telling our Public Education classes for years—"It's what you **don't know** in boating that can hurt you." Boating is fun; safe boating is even more fun because a collision or explosion at sea could ruin your whole day.

Are we getting through to all these people in our Public Education classes? Statistics for the last few years indicate that fatalities—thankfully—are on the decline. Other statistics are pretty scary. That's why the theme for National Safe Boating Week this year is "**Booze and Boating Don't Mix.**" I can remember being out with friends on a moonlight cruise on the Delaware River a few years back and asking the helmsman where he was heading. He pointed to a green light in the distance. That green light happened to be a traffic light on shore in Burlington. You better believe he was relieved of the helm real fast!!

Law enforcement officers on the water are starting to crack down on drinking on the water just as they are on the shore. So boaters—beware! If all of this smacks of common sense—you're right. But common sense seems to fly out the window after you've had a couple of drinks. Plan ahead—either limit your intake or designate someone in advance as the "non-drinking helmsman" for your voyage.

BOOZE AND BOATING INDEED DO NOT MIX!!!

Helen M. McCabe, FC2-4, 3SR

Copied from Flotilla 2-4's publication "Mainbrace."

THINK—BEFORE YOU DRINK Be A Responsible Boat Operator—National Safe Boating Week—June 3-9, 1984

IS YOUR PLANNING ADEQUATE?

Planning is a very important phase of any program. Is yours up to snuff? The following example, while not covering an Auxiliary incident, indicates a sample of what can result from poor planning.

A bricklayer who had turned in an incomplete accident report followed up with:

"In block number 3 of the accident reporting form I put 'POOR PLANNING' as the cause of my accident. You have requested that I explain more fully, and I trust that the following details will be sufficient.

I am a bricklayer by trade. On the day of the accident, I was working alone on the roof of a new six story building. When I completed my work, I discovered that I had about 500 pounds of bricks left over. Rather than carry the bricks down by hand, I decided to lower them in a barrel by using a pulley which fortunately was attached to the side of the building at the sixth floor.

Securing the rope at ground level, I went up to the roof, swung the barrel out, and loaded the bricks into it. Then I went back to the ground and untied the rope, holding it tightly to insure a slow descent of the 500 pounds of bricks. You will note in block number 11 of the accident report form that I weigh 135 pounds.

Due to my surprise at being jerked off the ground so suddenly, I lost my presence of mind and forgot to let go of the rope. Needless to say, I proceeded at a rather rapid rate up the side of the building.

In the vicinity of the third floor, I met the barrel coming down. This explains the fractured skull and broken collarbone.

Slowed only slightly, I continued my rapid ascent, not stopping until the fingers of my right hand were two knuckles deep into the pulley.

Fortunately, by this time I had regained my presence of mind and was able to hold tightly to the rope in spite of my pain.

At approximately the same time, however, the barrel of bricks hit the ground . . . and the bottom fell out of the barrel. Devoid of the weight of the bricks, the barrel now weighed approximately fifty pounds.

I refer you again to my weight in block number 11. As you might imagine, I began a rapid descent down the side of the building.

In the vicinity of the third floor, I met the barrel coming up. This accounts for the two fractured ankles and the lacerations of my legs and lower body.

The encounter with the barrel slowed me enough to lessen my injuries when I fell onto the pile of bricks and fortunately only three vertebrae were cracked.

I am sorry to report, however, that I lay there on the bricks,—in pain, unable to stand, and watching the empty barrel six stories above me—I again lost my presence of mind—I LET GO OF THE ROPE . . . "

Your programs could come away with as much damage, if not properly planned. Get your staff working together, and have effective planning outlines to keep your organization enjoying its accomplishments.

*Submitted by: Roy Sharples, DCP-II, 3SR
and Bill Blocksom, VFC 2-3, 3SR*

INFORMATION SYSTEMS Joseph Sowers, DSO-IS

Some months ago I sat through a seminar at the National EACON in Tarrytown, NY which was billed as an AUXMIS seminar. During the presentation, I realized that the individual giving the seminar to a National audience was, in reality, not covering the entire purpose and scope of the AUXMIS system.

It occurred to me that since after attending seminars on AUXMIS which were geared only to cover the GAP system, many Auxiliarists would be lead to believe this was the basic concept on which AUXMIS was based.

After analyzing the EACON presentation, it became apparent that all of this person's information was rooted in one basic misunderstanding. He was reviewing the entire AUXMIS system as being only the GAP system. In actuality, the GAP portion of the AUXMIS system is very small. The GAP subsystem is approximately composed of one or two programs out of nearly two hundred.

Perhaps his identification of GAP = AUXMIS is a natural one since this is a matter of considerable interest to many Auxiliarists; however, it is really a very minor subsystem compared to the total AUXMIS activities.

What else does AUXMIS do? For one thing, it provides the mailing labels for various publications, manuals, etc. It maintains records for the various qualifications, specialty courses and offices held. For most of the data maintained for the benefit of individual Auxiliarists, just look at your Annual Member Letter. We can get reports based on most of this data. Suppose I need a list of all Past Division Captains who have passed the Piloting Specialty course? OK, AUXMIS can tell me. What if I need to find out who can examine a boat in Moosejaw, Maine (population 675)? Fine, AUXMIS can give me the listing. What if I must find out the number of hours spent by all Auxiliarists in the country in front of a class teaching "Locks & Dams"? Just ask AUXMIS.

It provides a management tool at all levels of the Auxiliary for many purposes, not just GAP. How good a management tool it is depends on the integrity of the information we give it — not only to track awards, but to show us what we are accomplishing as the U.S. Coast Guard Auxiliary.

Joe Sowers, DSO-IS, 3SR

DISTRICT COMMODORE REPRESENTS NACO AT USCGTRACEN, CAPE MAY, NJ

On 24 February 1984 DCO (3SR) Robert L. Wecker attended the Recruit Graduation ceremonies at the U. S. Coast Guard Training Center, Cape May, NJ, and on behalf of National Commodore Martin S. Herz presented the first certificate and gift (engraved rigging knife) to Seaman Apprentice A. R. TROUT of Company Q-117. This certificate and gift is presented to the graduate with the highest honors in Seamanship in each graduating company from USCG-TRACEN Cape May, NJ, on behalf of the U. S. Coast Auxiliary.

This is a new award that was adopted at the National Conference in Kansas City last September.



DCO Robert Wecker presenting the Award to SA A. R. Trout, Company Q-117, USCGTRACEN Cape May, NJ



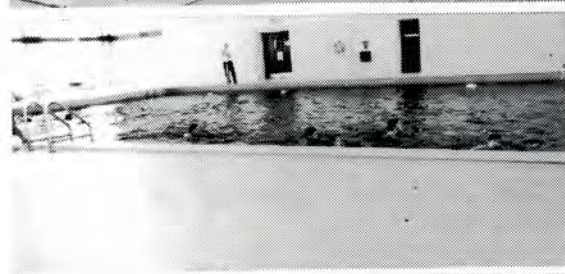
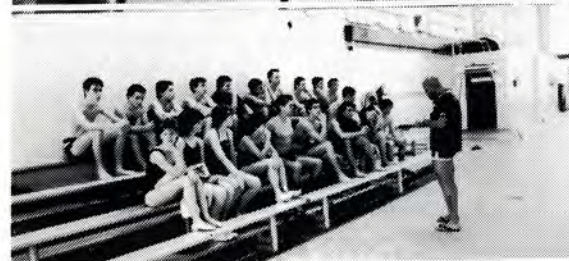
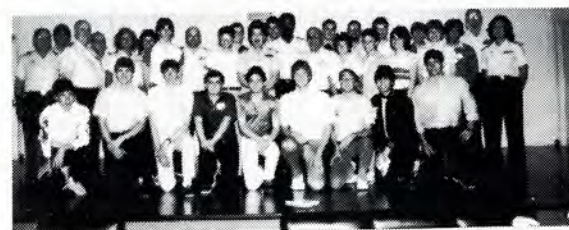
CAPT Jon C. Uithol, CO, USCGTRACEN, Cape May, NJ and DCO Robert Wecker reviewing the Certificate of Award.

The rigging knife is engraved on one side—SEAMANSHIP AWARD and date—on the other side the winner's name and on the blade the U.S.C.G. Auxiliary Logo.

The Commodore was accompanied by LT C.S. CAMPBELL, Assistant Director and several members of the District Staff and Division VIII. CAPT J. C. UITHOL, Commanding Officer,, TRACEN Cape May, hosted a luncheon for those members of the Auxiliary at the Officer's Open Mess following the ceremony.

Submitted by: L. F. Crossman, DAA-3SR

AIM SATELLITE WEEKEND—CAPE MAY, NJ — May 4, 5, 6-1984



It "sprinkled" Friday night and Sunday morning—but Saturday was big and beautiful for our AIM group this year. They learned to march, they took to the swimming pool for their swim tests (everyone passed), they toured the 82' Point Franklin, they took rides on the 31fters, toured the Air Station and Comms Center, played a wicked game of volley ball in the gym Saturday night, and challenged the obstacle course. **AND STILL THEY WEREN'T TIRED . . . the chaperones?** That's a different story. CAPT Lance Eagan, a former AIM candidate himself, spoke to them Friday night. LT Joseph Loadholt came down from the Academy and answered all questions. They saw a slide presentation and a movie about the Academy and were given all the "poop" about how to apply and what their chances are of being accepted. The chaperones "kicked" it around too—and I think we are going to have another excellent "crop" of candidates to go up to New London in August.

Submitted by: Helen McCabe, DSO-CC, 3SR



PUBLIC AFFAIRS

.....Lenore Roush, DSO-PA

'I'll Join The Auxillary, But Don't Expect Me To Hold An Office or Do Any Work'

How many times have we heard prospective members utter these words and many times proved them.

I said these same words twenty-one years ago.

We had just bought our first boat, knowing nothing about laws or rules on the water.

A Flotilla member approached my husband and asked if he would like a Courtesy Motorboat Examination. Of course he knew nothing of what she was talking about. She of course proceeded to explain the purpose of the examination. After talking awhile, she invited him to attend their Safe Boating Classes. So, he started going to classes. I had attended about two classes but was not interested. He finally convinced me to start attending classes in order that if we were out in the boat and something happened to him, I would know what to do. So, to keep peace in the family, I took the classes and joined the Auxillary in 1963 with these exact words, "I'll join the Auxillary but don't expect me to hold an office or do any work."

Two years later, I was appointed secretary of our Flotilla and held that office for eight years. From there on I held various offices in the Flotilla, the first being a FLO-WAC. To those who remember that era, we were Flotilla Women's Activity Committee. From there I went to Vice Commander and on to Commander. Then I was appointed DIV-WAC, this being on the Division level. I then went on to become District WAC. All these things happened when we were Division V. I was the first to start the Safe Boating Queen Contest on Flotilla and Division levels. District thought it was a good idea and so we started on District Queen Contest. I believe we had the Queen contest for ten or twelve years. This was one of the high-

lights of the Fall Conference. As a matter of fact, many thought it was the best part of the Conference.

Then on to the Poster Contest and "Water 'N Kids." This is where the children took part, and it has proven very successful.

Division V split and we became Division XIV. I was appointed secretary and held this job for many years. Was appointed Flotilla and Division Public Affairs Officer. Then was appointed ADSO-PA—this I really enjoyed.

I was asked to run for Division Vice Captain and won. A year later I was elected Captain. Now I have been appointed District Public Affairs Officer, a job I enjoy very much.

In all my travels on National, District, Division and Flotilla levels, I have met some of the most interesting people on earth. We all have something in common—the Auxillary. I have no regrets for joining the Auxillary, and I have eaten those first words many times.

So, just a kind word to new members—don't say you will not help, because you may have to eat your words like I did. Once the Auxillary gets in your blood, it's hard to get it out.

I am thankful for all the friends I have made in the past years and hope to make many more.

The highlight of my many years came in January 1984 when I received my AUXOP pin and certificate from Vice Admiral Caldwell at the Conference. It took me eleven years to accomplish this but it was worth it.

I have held an office under seven Commodores. How more active can you get??

Submitted by: Lenore Roush, DSO-PA, 3SR



CONTROVERSY



Do you think that the controversy over the metric system over the past several years is new!! Look over your spectacles at this: "An eminent mathematical authority, in an impartial summary, not only of the merits but also of the demerits of the once much proclaimed Metric System, employed pregnant periods that are as fertile today as they decidedly were then. 'But unfortunately for the completeness of the system,' he wrote, 'so beautiful on paper, the world refused to have anything to do with centesimal time, and therefore, sexagesimal being retained, the kilometre is useless for the purposes of navigation, and even the French retain and print on their ordnance maps the Mille alongside the kilometre.'"

To continue the quote, "It is even doubtful whether teachers and schoolmasters of English-speaking peoples are eager to swap horses, as it were, while crossing the stream, any more readily than those whose lives are spent on blue water remote from pedagogues and parsons.

Yet but a few years ago, at least over the United Kingdom, that despised metric system was lauded to the skies as cer-

tain to supplant the time-tried measures of those countries where the English language is facile princeps (translation—easily the leader). Such crisp statements as VENI, VIDI, VICI may have served their purpose among the ancient Romans; but they are utterly out of place in the metric system's swan-song."

The foregoing was excerpted from "Wrinkles in Practical Navigation" by S.T.S. Lecky, Master Mariner, eighteenth edition printed in 1919. The first edition was published in 1881.

It seems that we are at long last going into the "despised metric system" as it applies to those "whose lives are spent on blue water." All measurements in the new International and Inland Rules are metric; angles are measured in degrees rather than in points.

Thermometers reading both Fahrenheit and Celcius (Centigrade) are available but as yet the barometer is still measured in inches of mercury.

John Johansen, PDCO, Historian, 3SR

OF LAWS AND THINGS

In recent months, we have had many inquiries and spent many hours trying to formulate some informed guidance for our Flotilla and Divisions relating to their Federal Income Tax status. As a result of recent Federal legislation requiring banks and other financial institutions to withhold interest from certain bank accounts, the banks have deluged us with requests for Federal Taxpayer Identification Numbers and some substantive evidence of our tax exempt status.

While there never has been any doubt that the Auxiliary is exempt from the payment of taxes, we could not locate any definitive ruling to that effect and there was some uncertainty as to the best approach in obtaining that determination. However, upon searching old records, we recently came across a tax ruling response from the Internal Revenue Service which is sufficient for our purposes. Excerpts from the letter were reprinted in the most recent issue of *The Navigator*. I have recently received a photocopy of that letter.

By letter dated January 14, 1981, and making reference to a letter dated November 19, 1980, the Internal Revenue Service offered the following determination concerning the tax status of the Auxiliary:

As we indicated in our letter of November 19, 1980, the Coast Guard Auxiliary is exempt from federal income tax by virtue of the fact that it is an integral part of the federal government. This exempt status extends to all administrative subdivisions of your organi-

zation including Districts, Divisions and Flotillas. As an integral part of the federal government, however, the Auxiliary is not a tax exempt organization of the type described in either section 501(c)(3) of the Internal Revenue Code (*relating to charitable, educational and scientific organizations*) or section 501 (c)(1) of the Code (*relating to corporations organized under an act of Congress and specifically exempted from federal income tax by the creating statute*). As a result, the Auxiliary is not required to file a Form 990, Return of Organization Exempt from Income Tax, which is normally required of organizations exempt under section 501 (c) (3).

This is the information to furnish any financial institution making inquiry concerning your tax exempt status. Basically, the ruling notes that the Auxiliary is not taxable and is not required to file any of the standard returns or tax reports. In this context, concerning requests for Tax payer Identification Numbers, if agreeable to the bank, you may continue with whatever identification number you have been using or you may make application to the Internal Revenue Service for a Taxpayer Identification Number. Under the circumstances, if your bank feels comfortable with your present arrangements once you have shared with them the information reprinted above, it may be best just to leave well enough alone. However, application for a Federal Taxpayer Identification Number is a simple process. As most of you probably are

aware by now, application would be made on a Treasury Department Form SS-4 and mailed to the same Internal Revenue Service office to which you send your individual income tax returns. The forms can be obtained from any local Internal Revenue Service office.

If you have any questions or doubts, please call me at (717) 264-8020.

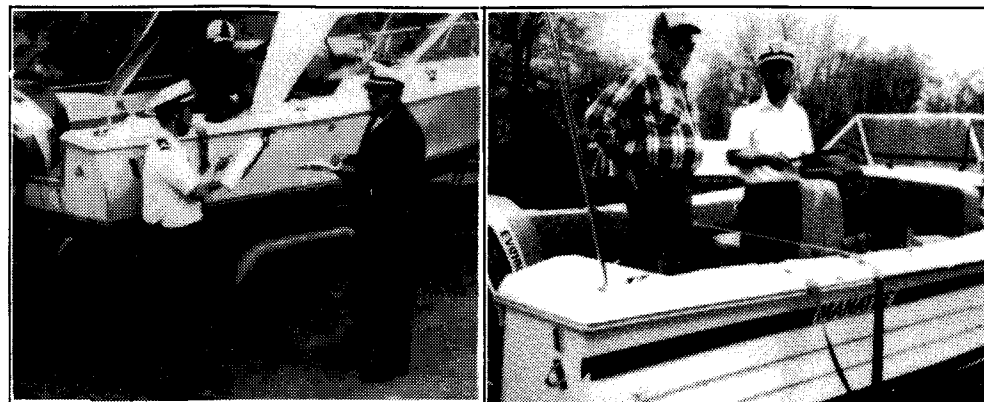
On another issue, I would like to take this opportunity to offer a word of caution concerning the new national liability insurance policy. One of the conditions of coverage under the policy is that the insurance company receive prompt notice of any claim or of any OCCURRENCE which we believe may involve injuries or damages involving the policy. Our failure to provide the insurance company with such notices, promptly, may invalidate our insurance coverage with reference to those events. Accordingly, if something has happened in the course of a Flotilla or Division activity which you feel may give rise to any type of claim against the Auxiliary, you should immediately notify the Flotilla Commander or Division Captain who will then get in touch with Commodore Wecker or myself, immediately.

I am in the process of preparing more detailed information concerning this and developing an appropriate form for the necessary reporting. This information will be made available to Flotillas through their Division Captains whom I anticipate will have the information at the time of or before the July District Board Meeting.

Welton J. Fischer, DSO-LP

FLOTILLA 3-2 CME Station

Flotilla 3-2 of Westville, NJ recently held a CME station at J&B Boat Sales in Westville. Shown examining a boat are John Dechen, VFC (right) and Paul Ungemach FSO-VE. and Paul again (far right) with a boat owner. Weather conditions were bad on three of the four days, but a number of boats still did show up.



MEMBER TRAINING WORKSHOP — LANCASTER

SUCCESSFUL WORKSHOP



An excellent Member Training/Growth and Retention Workshop was held in Lancaster at the April District Conference.

Nancy Davis, DSO-GR, Louise Sowers, ADSO-MT, and myself conducted a 90-minute workshop for forty-two Auxiliarists, emphasizing that GR and MT work hand-in-hand. Flotilla/Division training topics, suggestions and ideas were discussed. The last half-hour was spent with hands-on training extinguishing fires and lighting flares (see pictures elsewhere on this page). The Southern Manheim Township

Fire Company assisted in the fire extinguishing portion of the program. Everyone who desired had the opportunity to participate in the program by lighting flares and extinguishing gasoline fires.

Many thanks to all who assisted in this workshop, and a special thanks to Nancy Davis and Louise Sowers for their extremely creative presentation.

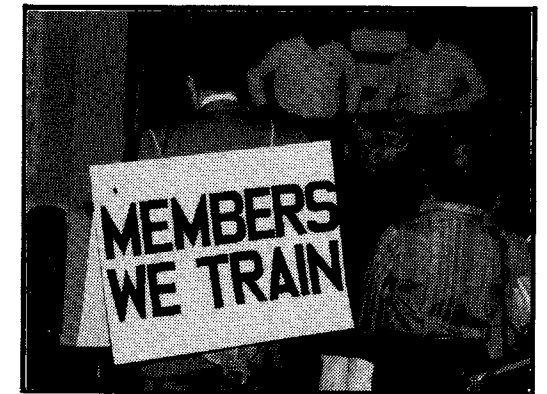
Gene Pester, DSO-MT 3SR



Hands On Participation — Lighting Flares



Hands On Participation — Extinguishing Gasoline Fires



Some of the advertising on Friday Evening



WHAT ARE VOLUNTEERS?

Volunteers are like FORD . . . They have better ideas
 Volunteers are like COKE . . . They're the real thing
 Volunteers are like PAN AM . . . They make the going great
 Volunteers are like PEPSI . . . They've got a lot to give
 Volunteers are like STANDARD OIL . . . You expect more and you get it
 Volunteers are like HALLMARK CARDS . . . They care enough to give the best

BUT MOST OF ALL:

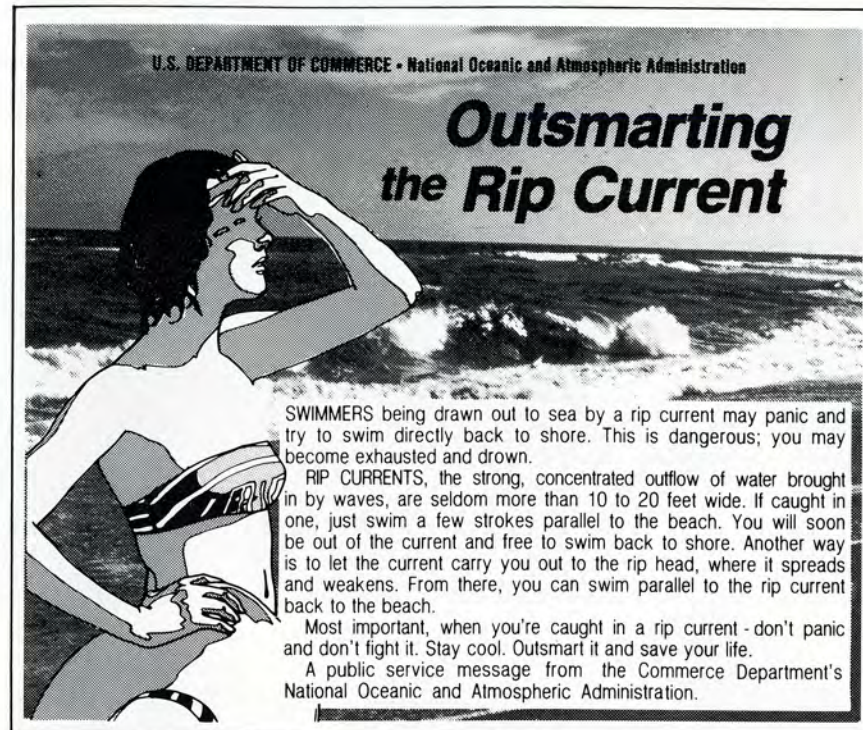
Volunteers are like FROSTED FLAKES . . . They're great!

Don't forget our organization is composed of all volunteers!

ANATOMY OF AN ORGANIZATION

The body of every organization is structured from four kinds of bone:
 You have the WISHBONES, who spend all their time wishing someone would do their work.
 You have the JAWBONES, who do all the talking but little else.
 You have the KNUCKLEBONES, who knock everything anyone else tries to do.
 But fortunately, you also have the BACK-BONES, who get under the load and do most of the work.

Submitted by Lenore Roush, DSO-PA 3SR



BRAND NEW FOR SUMMER

GET
IN THE
SWIM



A white terry cloth beach towel, 34 x 56 inches, with the Auxiliary logo in red and blue.



...will ward off those cool night breezes. Blue nylon with red and white stripes and Auxiliary logo.

THIS
NYLON
JACKET

SEE YOUR MATERIALS OFFICER

PDCO JOHN McINTOSH JOINS THE OVER 40s CLUB

(Over 40 years of Service and Still Going Strong—That Is!)

Past Commodore John McIntosh, Flotilla 3-3, was honored for forty years of Auxiliary membership at a surprise (and he was really surprised) dinner held at the Five Points Inn in Vineland, NJ on May 5, 1984. Picture at the left below shows the Commodore receiving his certificate of service from LT Collin Campbell, Asst. Diraux. Picture at the right shows John and his Flotilla Commander Betty VanDyke with the presentation from his friends. John, as do the other long time members, tells many interesting stories about the Auxiliary. He is still one of the Third Southern's mainstays and we all hope he continues to be.



Also in attendance at John's celebration were three members of Flotilla 3-2 who also belong to the over forty years of service club. They are from left to right (below) Ben Mealey, George "Tom" Sawyer and Arthur Hertzog. These gentlemen were charter members of Flotilla 3-2 and are still active in the organization.



Still another member of 3SR's over 40s club, shown below right is John J. Johansen, PDCO, receiving his certificate for 40 years service from William Reimer, FC 4-2 (left).



Another member Robert Fairheller, Flotilla 2-1, who has joined this same club is shown below at recent celebration for "long"-timers in his own flotilla. Shown left to right are Roy Sharples, DCP II, congratulating Paul Gregory for thirty years of service, and Robert Fairheller for forty years of service; Robert Kirby, FC 2-1, is in the background.



TO ALL YOU DEDICATED MEMBERS OUR SINCERE CONGRATULATIONS

It takes examples like you
to keep the rest of us going!
3SR is both proud and happy
to count you among its members



"THE PROFESSIONALS"

**THIRD DISTRICT SOUTHERN REGION
UPDATED CONFERENCE CALENDAR
1984**

July 6, 7, 8 GREAT OAK LANDING — Chestertown, Maryland
September 21, 22, 23 — Golden Eagle — Cape May, New Jersey

DISTRICT AREA MEETINGS

CENTRAL AREA

June 2 — Buck Hotel, Feasterville, PA - Lunch - Meeting 1300 hours
August 25 — "Flagship," Seaford, DE - Lunch - Meeting 1300 hours
December 1 — Elks Home, West Chester, PA - Lunch - Meeting 1300 hours

EASTERN AREA

June 16 — New York Inn, Vineland, NJ - Lunch - Meeting 1200 hours
August 18 — Carrolls Restaurant, Manahawkin, NJ - Lunch - Meeting 1200 hours
December 8 — Settlers Inn, Medford Lakes, NJ - Lunch - Meeting 1200 hours

WESTERN AREA

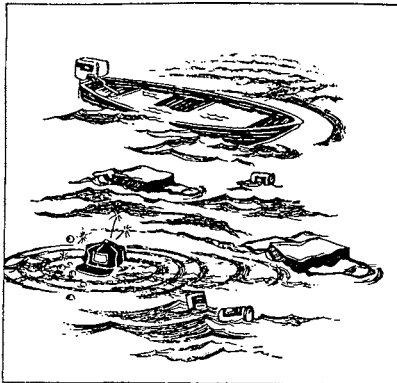
June 9 — Sheraton Jetport Inn, Allentown, PA - Lunch - Meeting 1200 hours
September 4 — Distelfink Inn, Lancaster, PA - Meeting 2000 hours
December 4 — U. S. C. G. Aux. Training Base, Reading, PA - Meeting 2000 hours

TOPSIDE DEADLINES

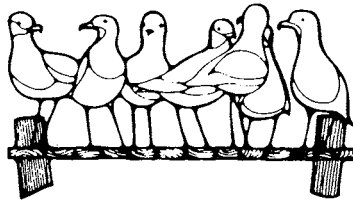
FALL ISSUE — July 14

WINTER ISSUE — November 3rd

THINK



Before You Drink
Be A Responsible Boat Operator
National Safe Boating Week
June 3-9, 1984



DON'T FORGET!
**AUXILIARY
NATIONAL
CONFERENCE**
PORTLAND, OREGON
September 13-15

*Watch for details
in your next Navigator!*

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