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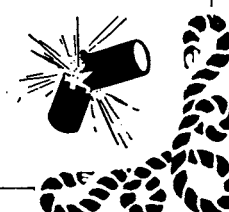
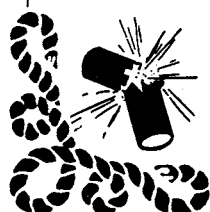
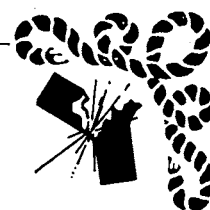
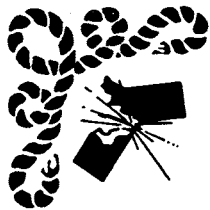


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THIRD COAST GUARD DISTRICT (SR)  
c/o Coast Guard Base Gloucester City, NJ 08030

☆☆☆☆

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Chief of Staff ..... CAPT. R. L. JOHANSON  
Chief of Boating .....  
Safety Division ..... CAPT. M. SHYTLE  
Director of Auxiliary (3SR) ..... LT. COLLIN S. CAMPBELL  
Asst. Director of Auxiliary (3R) LT. WILLIAM M. CHERRY

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XIV ..... MICHAEL DIETZLER

## **FRONT COVER:**

Certificate of Appointment to New London-CG Academy  
presented to Aim Candidate Robert McKenna  
at Base Gloucester recently  
Pictured left to right PDCO John Johansen,  
Capt. Dan Charter (who presented the award), Robert McKenna and  
PDCO John McIntosh, President of the PCA

**TOPSIDE** is published at no expense to the U. S. Government or the U.S. Coast Guard:  
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## **DIRAUX UPDATE**

... LT. Collin S. Campbell, DIRAUX



## **PREVENTIVE SAR.—**

—Do you know what that means? Do you know that it is perhaps the single most important phase of our Coast Guard Family's many responsibilities to the boating public? Do you know who does it?

Preventive Search and Rescue is any action taken which prevents a Search and Rescue incident. Who does this PRESAR? The Coast Guard

Auxiliary, that's who. Every time we teach a boating safety class and everytime we do a rigorous Courtesy Marine Examination we are providing the boater with knowledge and working to prevent a SAR incident. Coast Guard statistics show that over two thirds of boaters involved in accidents had not taken a boating course. We know that having a course does not guarantee you will never have an accident, but we also know that many accidents are caused by unknowledgable boaters. That's where we come in.

In our region our classes are winding down just at the time when the boater is turning his thoughts to getting ready to make way with plenty of way on. Now more than ever we need to have our courses underway as well. Before you say that you're turning your attention to CME's and Operations, let's talk a moment. Many, many of our IT members are not CE's nor operationally inclined. I know you've probably already put in quite a few hours teaching during the fall and winter. Also, I know it gets tough to find places to teach because the schools close for summer and that can leave you a few lessons short of the 13 week course. I have no easy answer for fatigue. Maybe getting a few more participants would ease the burden but I'm sure you, better than anyone, know that. But how about shortening the course? Our region predominately reaches the 13 lesson BS&S. Maybe at this time of the year we should be stressing a short course to provide a level of awareness to as many boaters as possible. Perhaps this would increase student retention and whet the appetite to get more the next fall. Think about our 6 lesson core and how it might benefit those who want to but simply can't commit for 13 weeks. Think Preventive SAR.

What's the easy way to do CME's? To do a good one, there is no easy way. But if you go with a CE friend, armed with a smile and some handouts it can be a lot of fun. How about trying someplace different? Maybe by working with your Marine Dealer Visitor you can work a new marina or even be "On Call" for the dealer to help show the way to a new boater. What about advertising a drive-in CME station at some popular locale? Be innovative, be different, and be daring. Remember that in the few minutes you have to do the CME you have a terrific opportunity and a heavy responsibility. The opportunity is to make a friend for boating safety and our programs. A warm, sincere smile along with a sincere desire to educate accomplishes this nicely. The responsibility is to represent us well. Check your uniform with the same fervor as you check the boaters equipment and you'll do fine. Think Preventive SAR.

Preventive SAR is you; your time and your effort. We must recognize that the Auxiliary, not the Coast Guard, is THE expert in Preventive SAR.

LT Collin S. Campbell

## **FROM THE BRIDGE**

Update ..... Richard L. Raudabaugh, DCO



## **ON ACCOUNTABILITY**

Thirty-one years ago, an editorial in the Wall St Journal told readers that "on the sea, there is a tradition older than the tradition of our country itself... that With responsibility goes authority and with them both goes Accountability." But why is accountability so important? The editorial had a clear and precise explanation to that

question, it said, "And when men lose confidence and trust in those who lead, order disintegrates into chaos and purposeful ships become uncontrollable derelicts." Today, after so much in our society has changed, it is important for us to recognize that accountability and the trust it fosters in those who lead, continues unchanged and in fact has been strengthened.

Everyone is answerable to their conscience for their own behavior. In all societies there are those who are honest and true to themselves who can live comfortably with their conscience and their peers... even when mistakes are made. But there are also those who are less than honorable, who fail to confront their mistakes and choose instead to suffer their consciences accordingly. In the Coast Guard Auxiliary, the demands upon our members are even greater than in society as a whole. Accountability... that old and wise tradition... requires more than just a clear conscience; it

requires a justifying analysis and a detailed explanation of how we discharge our responsibilities. And while there is an element of choice in the way we fact up to accountability, ultimately, there is no choice but to face it head on! All too often, individuals in positions of authority in our society complain that being required to account for mistakes or errors in judgement is just "crying over spilled milk." All around we hear the plea accepted that "what is done is done"... that an accounting cannot change the past... that for honest persons in error, there should be no accountability. But we in the Auxiliary have all accepted the oath of membership and the oaths of elected or staff positions. We have solemnly and sincerely pledged to support the Auxiliary and its purposes, to discharge assigned duties, to promote authorized activities and abide by the governing policies as established by the Commandant; and we should all be accountable to that promise.

From the commitment to adhere to the tenants of the above oaths, we must then fully understand the responsibilities which we have undertaken. These can be clearly understood by reading them in the Auxiliary Manual, the Elected Officer's Guide, the Third Southern Policy Manual or the applicable District, Division or Flotilla Standing Rules. We must realize that the principles of responsibility and accountability are inseparable. That we all must pull our "fair share of the load." Those in leadership positions must set the pace and demonstrate the tenants of responsibility and accountability. Our mission in the Coast Guard Auxiliary is far too important for us to fail in any area. TOGETHER... WE CAN!!!

Richard Raudabaugh, DCO, 3SR

## **FROM THE BRIDGE**

Update ..... Alexander M. Lewis, VCO



Take away the Auxiliary, and the Coast Guard would be unable to take care of any but the very serious happenings that arise in the course of recreational boating. The Auxiliary has a responsibility, self accepted because we are volunteers, to assist the Coast Guard in carrying out its mission of boating safety by dealing with

boating safety education to the public, courtesy vessel examinations, and on-the-water safety patrol operations. This is a great and dedicated effort. Throughout the country, just short of 40,000 "loyal, unpaid, obedient servants" in the Auxiliary carry this out.

How can we increase our worth to this organization we have all volunteered to assist? Just think - if each of us had just one encounter, one on one with a recreational boater, or a recreational water sports person, and we could discuss for a few minutes an aspect of water safety - how many mishaps waiting to happen could have been set aside? This thrust for Auxiliary one-on-one activity with the boating public was

brought out at the National Eastern Area Conference recently held in Boston, by the Chief of Boating, Public and Consumer Affairs (who includes the Auxiliary in his Department).

Commodore Breed gave it a title - Preventive SAR.

A little more than we have been doing up to this time - an extra effort to meet the individual boater and to engage him on a one-on-one educational effort, helping him with our own knowledge and experience, to impart a little extra know-how that will help him prevent an accident - is what the Commodore is aiming for.

All of the activities carried out by the Auxiliary have always been geared to boating safety. Now we are being asked to rededicate our efforts and to pass on in personalized relationships our experience and skills as they relate to safety on the water. This could conceivably save an individual from becoming a statistic.

In order to increase our potential in this new concept, the workshops at the District Conference in Wilmington have been designed to enhance our knowledge of various related subjects. There will be many interesting and challenging opportunities to participate. Look at the program for the District Conference elsewhere in this issue and plan your time. It will be a worthwhile effort.

Alexander Lewis, VCO, 3SR







# NOGI

Notes Of General Interest



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

**Quotes**  
**Topside, Summer 1985**

**BOAT US TOLL FREE, NO COST, FREE, TELEPHONE NUMBER -1-800-336-BOAT.** It's FREE! How come the Power Squadron has 5 courses listed for each one of ours? This phone number receives 3,000 to 6,000 calls a WEEK requesting course information. Please, please use this service.

**CREWMEMBERS CALL LIST** - If you are a qualified crewmember for 1985 (either under BCQP or as a past participant) who would like to have your name made available to patrol skippers, drop us a note advising how you may be contacted and where you'd like to patrol. We'll make the list available to everyone who has an operational facility and upon request.

**I HAVE A DREAM** - Not a big dream, just a little goal in mind and I need your help. I also need the help of every vessel examiner to explain this to our members. There seems to be a misunderstanding about being an Operational Vessel Facility and about the Offer of Use. I am not talking about the new form CG-2736, but rather I'm referring to what "Operational Vessel Facility" and "Offer of Use" mean. To be an Operational Vessel Facility, a vessel must meet the requirements of a facility and any additional equipment requirements specified by the District Commander. That's it. Nothing else. I would think that every Auxiliarist would want his/her facility to be an example to other mariners and so would have the equipment and thus be an Operational Facility. This doesn't mean you want or intend to patrol. It means you recognize the value of a well-equipped craft and have proven it. I'd bet that just about every facility is close to having the extra equipment anyway but some of our people think that being an Operational Facility means that they have to patrol. Not so. The same thing applies to the Offer of Use. If you offer your facility for use it does not mean you have to patrol, but it does leave your options open. Also, it does not mean that Collin Campbell and

Bill Cherry are going to knock on your door Saturday morning saying "Hi, we're here to take your boat out." Nor does it obligate you to provide your boat for some "emergency." Offer of Use is a formality required of everyone who wishes to use their boat in service to the Auxiliary and Coast Guard. Will you help explain this to our members?

**SOMETHING DIFFERENT** - Starting with this issue, we are printing more copies of NOGI than ever before (Vol. XV, No. 8, dated 12 April 1985). We will be distributing to each Flotilla Commander a bunch of copies for inclusion in your newsletters or to hand out at your meetings. How much is a bunch? Well, we've got 97 flotillas and will be printing about 3000 copies on a monthly basis. That's right, NOGI will now (for a trial period) be a monthly newsletter. Hopefully, it will closely match your unit newsletter so the two can be mailed together. For now, we'll be mailing it out about the middle of each month with a regular mailing. We will still make a regular mailing every two weeks.

**FIRST REPEATER—PATROL SIGNS** - The new operational patrol signboards are optional until 1 January 1986.

**BASE GLOUCESTER CITY CHANGE OF COMMAND** - CAPT Dan Charter has issued an open invitation to all Auxiliarists to attend the Change of Command Ceremony at the base on 28 June, 1000 hours. CAPT Charter will be relieved as Commanding Officer and CAPT of the Port of Philadelphia by CAPT Edward K. Roe. There will also be a retirement ceremony for CAPT Charter following the Change of Command. Uniform will be Service Dress Blue Bravo. Please R.S.V.P. to LTJG Kevin Gillespie at the base by calling 609-456-1370 or 215-923-4320, extension 217.

COLLIN S. CAMPBELL

## CAPT DANIEL BUELL CHARTER, JR. - RETIRING



Shown at the left, CAPT Dan Charter and his wife, Pat, holding the ship's model presented to him by 3SR at the recent conference at Lancaster.

A 1955 graduate of the CG Academy, CAPT Charter became Captain of the Port of Philadelphia and Commanding Officer of the CG Base in Gloucester City, NJ in May, 1981. He assumed his position in Gloucester following three years of duty at CG Headquarters in Washington, D.C. While at Headquarters he served as Chief, Port Safety and Law Enforcement Division and Chief, Waterways Management Division. Previous to his stint at CG Headquarters, CAPT Charter served at various units ranging from the USCGC MATAGORDA in Hawaii to Executive Officer aboard the USCGC RELIANCE. CAPT Charter has also served as Base Commanding Officer and CAPT of the Port in Mobile, Alabama and New Orleans, Louisiana. CAPT Charter is also a graduate of the Naval War College in Newport, RI.

CAPT Charter has been active over the past ten years in various community functions including service as President, Secretary and treasurer of several PTA's, Secretary and Bulletin editor of Lions Club, Chairman of Board of Trustees of Church, Treasurer of Local Chapter American Field Service, Host for foreign high school student and has served as a member of the Tall Ships '82 Committee in Philadelphia to coordinate the tall ships visit for the city's 300th birthday. Enjoy your leisure Captain — it is well deserved.

## ASST. DIRAUX Update . . . . . LT William Cherry, Asst. DIRAUX



The 1984 election, change of watch, and awards "cycle" was interesting and great fun; but it is now history. Spring has finally arrived in the valleys and mountains of the Third Southern and with it comes the start of a new and exciting boating season! As each of us takes on the full responsibilities of our various positions in earnest, let's not lose sight of perhaps the most important goal of any voluntary organization—to have

FUN and GROW STRONG while still getting the job done!

Nationally, during 1984, the Coast Guard Auxiliary lost 1 Division and 24 flotillas. In 1983, we lost an additional 27 flotillas. For those of you who like percentages, this represents an approximate 4 percent decrease in the overall size of our organization in just 2 years! OF EVEN GREATER CONCERN than this loss of Auxiliary "units," is our declining membership strength. We lost 943 members nationally in 1984 and an additional 706 members in 1983. Again, this converts to an approximate 4 percent decline in membership strength in just 2 years! CLOSER TO HOME, 3rd Southern Region statistics for the last 2 years "mirror" the national averages! REMEMBER that with each disenrollment comes some animosity towards our organization—animosity which we neither need nor want!

The individual Auxiliarist can be likened to a "worker bee" and the Boating Public to the "bee hive." If the population of worker bees is

stable or growing, every square centimeter of the bee hive receives continual attention and the hive is impeccably maintained. But, if the population of worker bees begins to decline, the workload becomes too "heavy" and ever greater portions of the hive are "overlooked." The hive eventually falls into a state of "disrepair." In this discussion of bees, I have purposely left out mention of the "Queen Bee" for, as everyone knows, the queen bee has only one function in life—and it is certainly NOT to work on the hive!

You might well be wondering what this discussion of bees has to do with the Coast Guard Auxiliary? Simply this. If we are to increase our accomplishments year after year, we *must* reach more and more of the Boating Public each year. We can only do this by increasing the number of active Auxiliarist in our organization.

It appears that rather than sit back and wait for the disenrollment "season," we should START NOW in our efforts to get more of our membership active in one or more of our cornerstone programs. Additionally, each of us should continually be on the lookout for prospective members who have time and energy to be "harnessed" for our cause. *There is no better tool to increase our active membership than personal interest and contact.* Let's tell all of these people personally about what we have to offer—fellowship, fun, knowledge, and the chance to help others! And then . . . let's follow through on the unit level by ensuring that our members get these things in abundance!

START NOW to increase the population of our "worker bees" so that we may reach all parts of our hive! The accomplishments of the many will always be greater than the accomplishments of the few and with far less effort on the individual!

LT William Cherry, Asst. Diraux, 3SR

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



I have been asked several times recently, just what is expected of a Rear Commodore. Perhaps I can answer that by just giving you a few statistics.

Our District measures about 215 miles North to South and about 260 miles East to West, and believe me, we cover it. The Rear Commodores are not only in their respective areas, we

travel the entire District.

We are expected to attend all District meetings (4 per year), all Area meetings, not just in our respective areas (12 of those). We also travel to Gloucester City each month for the EXCOM (Executive Committee) meeting, those are the ones that run into the wee hours of the morning, generally return to the Harrisburg area between 0300 and 0500 after those

sessions (that's 12 more).

The RCO's also are expected to attend each Division meeting in their respective areas at least twice during the year plus one more trip to conduct the yearly Division election (that makes 12 to 15 more for the year).

Of course as RCO's we each serve on several different committees, so we do manage to get in a few extra meetings there.

We are Elected District Officers, so the District comes first. On quite a few occasions we must pass up our own flotilla meeting because of a conflict of dates so they must do without us at times. We do make some flotilla visits, not just our own, as time and conditions permit; sometimes to help out with a problem or to present awards and for sure for Fellowship.

Generally, when the Director or Assistant travels to a meeting we accompany him in our respective areas.

These meetings are all open to all, so COME JOIN US, it's a ball.

George J. Smyth, RCO-W, 3SR

**MAKE YOUR RESERVATIONS NOW!**  
**SUMMER CONFERENCE - JULY 26, 27, 28**



Is the USCG AUX MIS-managed? I hope so. At least if we read the MIS as Management Information System— MIS capitalized and not mis lowercase. At this time of the year, activity levels have grown to the measurable level. In fact, quite a few flotillas have already succeeded in reaching their Achievement Award levels and are just starting to perform. Once the AUXMIS system can be expected to have recorded some activity, we can be expected to use its output to help manage our units. Using MISmanagement and not mismanagement should be a reasonable goal and this is the time to start looking and understanding the reports produced by AUXMIS. Look at any summary report. For example, the One Page Flotilla Management Report. Has your flotilla done any MT since the start of the year? The results of the PE classes should be recorded by now; Are all the courses taught showing up on the report? Do your instructors appear to have turned in all their hours? Are you starting to show activity in CME and are facilities beginning to show Operational status? Is your membership growing or declining? The answers AUXMIS gives you now can give you an early warning system. If you respond to the signals starting now and MISmanage your office you will find that later when it is normally too late to deal with errors, forgetfulness or just time slipping by you will have used the AUXMIS system to plan ahead and have a easy end-of-year. Don't just look at the reports and Count the Beans— Digest Them and AUXMIS manage.

Joe Sowers, DSQ-IS, 3SR



The U. S. Coast Guard Auxiliary awards system includes the NACO Award for membership. A member qualifies for this award by obtaining three or more new members who have completed their basic qualification requirements in the flotilla within a 12-month period. The form is duplicated below in reduced size and can either be reproduced, or copies secured by getting in touch with me, at the address below. When completing this form, please send 2 copies to the me as DSO-GR, and I will forward it on to the National Growth and Retention Officer.

The award comes lettered with the recipients name, and attractively framed, and is a worthwhile award for a job well done.

Caroline Sweigart, DSO-GR, 3SR  
129 Manhasset Trail, Medford Lakes, NJ 08055  
Telephone 609-654-6002

GR (Rev. 83)

U.S. COAST GUARD AUXILIARY

APPLICATION FOR NACO MEMBERSHIP GROWTH AWARD

From: Flotilla Commander, Flotilla No. \_\_\_\_\_  
Via: Division Captain, Division No. \_\_\_\_\_  
Thru: District Commodore or \_\_\_\_\_  
District Growth & Retention Officer \_\_\_\_\_ CG Auxiliary District  
To: Chief, Membership Division  
Subject: Application for NACO Membership Growth Award

This is to certify that the records of this Flotilla show that (please print or type) \_\_\_\_\_  
Member No. \_\_\_\_\_ has qualified for the NACO Growth Award by  
obtaining three or more new members within a twelve month period who have completed their Basic  
Qualification requirements.

NEW MEMBERS	NUMBER	NEW MEMBERS	NUMBER
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
Flotilla Commander	date	Division Captain, or Division G & R Officer	date

FIRST ENDORSEMENT

From: District Commodore Third Southern CG Auxiliary District/Region  
or  
District Growth and Retention Officer  
To: Chief, Membership Division

The application for NACO Membership Growth Award is forwarded with my approval. The certificate  
should be forwarded to this office for appropriate presentation.

\_\_\_\_\_  
District Commodore, or  
District Growth & Retention Officer date



DVC-PM file information  
Date Received \_\_\_\_\_  
Date Sent \_\_\_\_\_  
Sent to [ ] DCO [ ] DSO-GR



Retention —  
Get Involved

At our April District Conference, our DSO-GR Caroline Sweigart handed out a GR report which indicated 3SR total membership is 2300 plus.

I remember not long ago we had 3300 plus, and this began to worry me. The more I thought about this, the more I realized that we are doing more for the Coast Guard and doing it better than ever before.

Why?—training?

The Coast Guard is asking us to do more and more as the budget gets tighter and tighter. In order to accomplish this they have given us (through National) our BQ Course, Flotilla Elected Officer's Course, the new AUXLAM Training, and now "Train the Trainer" on the administrative side; our seven specialty courses,

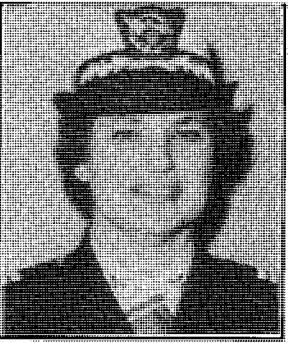
our Boat Crew Qualification program and our advanced courses for Vessel Examiners, Operators and Instructors on the working side.

I would be willing to bet that of the 2300 plus people we have in 3SR, most have taken one or more of these advanced courses. In other words they got involved. It really does not matter whether we have 2300, 3300 or more—when asked to do a job by the Coast Guard we have done it in the past and will continue to do it in the future—now with better trained Auxiliarists.

By getting involved and getting more training we can better serve. Serving better we gain personal pride which in turn drives us to get more training and knowledge and more pride in ourselves—a worthwhile cycle. This cycle is difficult to stop once it has begun, and it is for this reason that the 2300 can do more than the 3300 who were not as well trained.

If each of us gets one person re-involved in the Coast Guard family — WOW!

Retention = Involvement = Training!  
Bill Pierce, RCO-E, 3SR



Way back in January, all Captains and Commanders had the opportunity to attend a training session either at Pennsville or at Reading. During those training sessions a great deal of material was presented and suggestions were made to help each elected officer lead and manage his/her unit.

Each leader was asked to set goals for the year; realistic and attainable, but goals that would require effort on the part of members. Six months have gone by and I wonder if each of you know just where your unit is on its trek to attaining those goals.

Now is the time to see that all of your operational members have scheduled patrols. Now is the time to be sure that CME stations have been scheduled and all

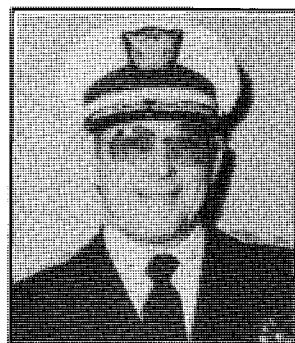
examiners are out on the ramps and at the marinas. Now is the time to schedule a public education course. Don't forget the boaters who just bought a boat this spring and have had no training. They want and need the basics before spending the entire summer on the water and perhaps getting into trouble.

The preceding covers our three cornerstones, but don't forget other areas: public affairs, growth and retention, communications, aids to navigation, member training.

The number 1 cornerstone in each unit should be FELLOWSHIP. Without this very important ingredient, very little will be accomplished throughout the year. Schedule the picnics, the raft-ups, the cruises, and while you're having a good time it will be an easy task to complete some of the training for the boat crew program. Summer is the time when we do most of our "work." Check to be sure where you are with your goals and have fun getting the rest of the way there.

Nancy K. Davis, RCO-C, 3SR

NATIONAL SAFE BOATING WEEK  
JUNE 2 TO JUNE 8



Each year the Auxiliary is expanding in all phases of its programs for continued education and training for the membership. Recently introduced are the Auxiliary Leadership and Management course (AUXLAM) and the Boat Crew Qualification Program (BCQP). Both of these programs are primarily designed to update and increase, in a professional manner, the knowledge that the majority of our Auxiliary members have been using for many years in their day to day activities of teaching and promoting the goals of our organization.

Presently many of our members in 3rd Southern are participating in both these courses in groups, either on Division or Flotilla level and from most recent reports are

totally enjoying their involvement. Personally I am currently participating in both programs and find it both stimulating and challenging in updating procedures I learned in the past. I have also found that by *not* participating continuously in some areas I became quite rusty on certain items I felt I had mastered in the past.

It seems that for one reason or another some of our members are reluctant to become involved in these courses. I urge each of you who are interested in carrying out our programs and who are not currently involved to join with your fellow members in one or both of these courses. I am sure that with your knowledge and past experiences many of you will not only enjoy sharpening your own skills but will prove to be a valuable asset in assisting your fellow auxiliaries by lending a helping hand in areas where you are most proficient.

In conclusion let's all join together in the fellowship of keeping our Auxiliary the most informed and updated boating organization on our waters.

Bob Wecker, IPDCO, 3SR

## PAST DIVISION CAPTAIN'S ASSOCIATION

The PCA breakfast meeting at the Treadway in Lancaster on 21 April was well attended by the Past Captains of the Third District, Southern Region Auxiliary and their ladies. In addition we had the pleasure of representatives of the Third Northern as guests, DCO Frank Pastornicky and wife Martha, joined by DSO-SR Althea Martini. From our neighboring Fifth District, we were joined by DCO Stan Kennedy and his wife Susie, along with the RCO (N) Jerry Doebling. CAPT Marshall Shytle and Glennis joined us as did our Director Collin Campbell. We had two special couples, good friends, soon to leave, CAPT Dan Charter and Pat, and CDR Mike Lovett and Judy. CAPT Charter will be leaving Gloucester for retirement this summer, and CDR Lovett will be transferring to the West Coast. We wish them all well. On the business side, our Rear Commodores have agreed to put the PCA on their agenda at the Area Meetings. This will permit those Past Captains who have not been able to make the meetings held in conjunction with the District Conferences to touch base with their Area Vice Presidents, and join in the PCA program activity. Area Vice Presidents are: Eastern—PDCO Bill Dischert; Central—Walt Moulder; and Western—DSO-PA Lenore Roush.

PDCO John Johansen brought us up to date on the AIM candidate sponsored by the PCA last year. Our AIM Candidate, Robert E. McKenna, has been awarded an appointment to the Coast Guard Academy.

The Speakers Bureau is starting, slow, but it's starting and that's what is important. One of our members, Frank McDonald, DCP Div VII, has a presentation that starts with the origination of the Life Saving Service as a volunteer organization and works up to today with the Coast Guard Auxiliary as a volunteer organization. It's well done and possibly Frank can give you some ideas. Gene Pester pointed out that it helps to have an active presentation and demonstrated.

John McIntosh, PDCO, President PCA, 3SR

## REQUEST FOR PICTURES OF PAST DCOs

Over a year ago, the DIRAUX requested the help of your Historian to obtain pictures of as many of the Past District Commodores and the Past DIRAUXs as possible.

We were able to acquire some of the PDCOs and they are on display on the wall of the DIRAUX office.

The specifications are a 5 inch by 7 inch head and shoulder picture, preferably in uniform, taken at the approximate time of being in office, and may be in color or black and white. It will not be necessary to have the picture framed unless the donor wishes to check with DIRAUX for color, design etc. of the framing.

If these listed Past District Commodores will send a picture of themselves as described above, we will be pleased to add it to the ones already displayed.

William J. Garry  
John D. McIntosh  
Harold B. Haney  
Victor F. Maumeister  
Joseph L. Krager, Jr.

William Dischert  
Robert A. Carson  
Lee B. Weaver  
Robert L. Wecker

If anyone has knowledge of where similar pictures may be obtained of these deceased PDCOs, your Historian and the DIRAUX will be very appreciative to receive them.

Richard W. Nelms  
Victor Lazo  
Frank B. Hineine  
W. Lyle Holmes, Jr.

Philip W. Zeigler  
John J. Sader  
William Ross MacDonald  
Lloyd Furber

We shall look for a picture of our current DCO to add to the group.

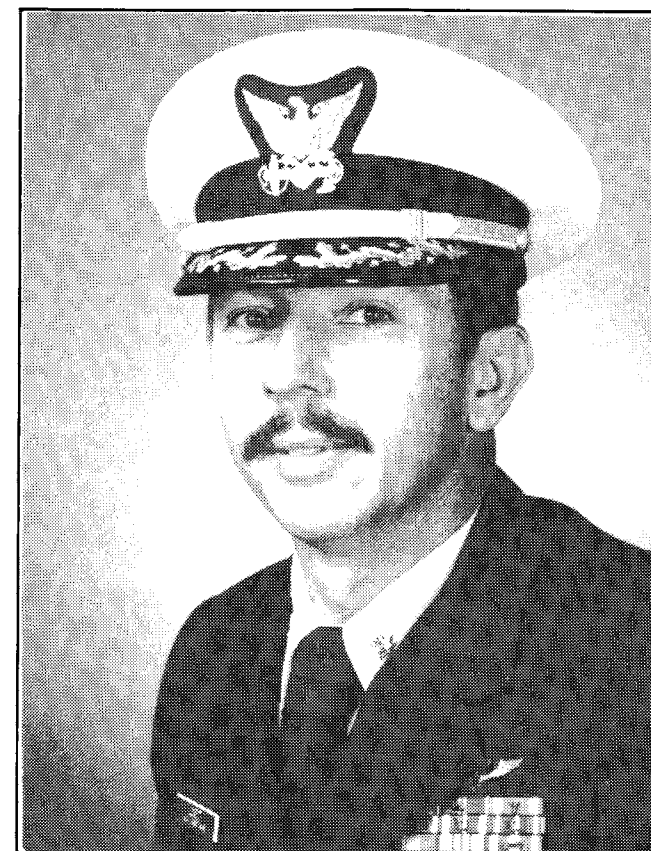
John E. Johansen, PDCO, Historian, 3SR

## WE SAY "AU REVOIR" TO SOME VERY GREAT FRIENDS



CWO3 Joseph Kalista,  
Outgoing CO-Indian River

CWO3 Joseph Kalista entered the Coast Guard in 1968. Attended Boot Camp in Cape May, NJ and was assigned to the following places: Base Norfolk, Portsmouth, VA; Cape Falcon, Little Creek, VA; Cape Henry Light, VA Beach, VA; Station Mayport, FL; Point Roberts, Mayport, FL; BM School instructor, Yorktown, VA; Loran A Station, Marshall Islands; Station FT Lauderdale, FL; Honolulu, Hawaii, CGC Mallow; Headed Security at Baltimore Yards; and became CO at Indian River in our district. Joe will be missed by all who have known and worked with him. However, we all congratulate him on his new assignment as the First LT aboard the CGC Basswood effective 5 August 1985. Good luck and God Speed Joe.



CDR Michael P. Lovett,  
Outgoing Operations Officer, Cape May

CDR Michael P. Lovett began his military career in the US Army where he spent three years. He resigned as a Captain with a one year tour in Viet Nam where he earned a Distinguished Flying Cross for heroism and a purple heart. He entered the Coast Guard in 1968 and was assigned as follows: Opalocka, FL, flew HH3F helo; Kodiak, Alaska, flew HH3F helo; Cape Cod, MA, flew HH3F and HH52; Savannah, GA, flew HH52; and assigned to Cape May as Operations Officer in June 82; flew HH52. We in Third Southern will miss you Mike, but congratulate you on your new assignment as Executive Officer at San Diego effective August 1985. Good luck, good flying and smooth sailing in all you do.



## BM2 Len Romanick

Shown at the left are DCO Richard Raudabaugh, BM2 Len Romanick, and CDR Wayne Becker, Executive Officer, Base Gloucester at ceremony conducted at Base Gloucester to award Commodore's Certificate of Appreciation to BM2 Romanick, prior to his being reassigned to another station. BM2 Romanick was Auxiliary Liaison Petty Officer at Base Gloucester and will be missed by those with whom he came in contact. Good luck and Smooth Sailing to you Len!



# t<sup>opside</sup>

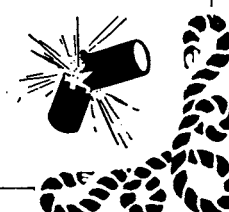
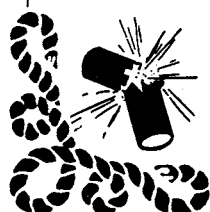
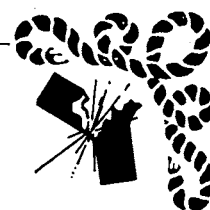
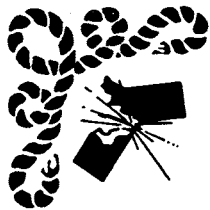


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**NUMBER 2**





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

☆☆☆☆

District Commander ..... VADM PAUL A. YOST, JR.  
Chief of Staff ..... CAPT. R. L. JOHANSON  
Chief of Boating .....  
Safety Division ..... CAPT. M. SHYTLE  
Director of Auxiliary (3SR) ..... LT. COLLIN S. CAMPBELL  
Asst. Director of Auxiliary (3R) LT. WILLIAM M. CHERRY

## **3rd (SR) DISTRICT AUXILIARY OFFICERS**

RICHARD L. RAUDABAUGH .. District Commodore (DCO)  
ALEXANDER M. LEWIS ..... Vice Commodore (VCO)  
NANCY K. DAVIS ..... Rear Commodore - Central (RCO-C)  
GEORGE J. SMYTH ..... Rear Commodore - West (RCO-W)  
WILLIAM M. PIERCE ..... Rear Commodore - East (RCO-E)  
JOHN MCINTOSH ..... President, Past Captain's Association  
ROBERT L. WECKER Immediate Past District Commodore (IPDCO)

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II ..... FELIX MENDLA  
III ..... MARTIN GIACOMONI  
IV ..... HARRY DAVID  
V ..... EDNOR MILLER  
VI ..... CHESTER KLABBATZ  
VII ..... FRANCIS G. MacDONALD  
VIII ..... JOHN T. LINCOLN  
IX ..... WILLIAM I. MILLER  
X ..... JAMES J. McCABE, JR.  
XI ..... RICHARD REBER  
XII ..... EDWARD SANDSTROM  
XIII ..... WILLIAM DILLON, JR.  
XIV ..... MICHAEL DIETZLER

## **FRONT COVER:**

Certificate of Appointment to New London-CG Academy  
presented to Aim Candidate Robert McKenna  
at Base Gloucester recently  
Pictured left to right PDCO John Johansen,  
Capt. Dan Charter (who presented the award), Robert McKenna and  
PDCO John McIntosh, President of the PCA

**TOPSIDE** is published at no expense to the U. S. Government or the U.S. Coast Guard:  
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## **DIRAUX UPDATE**

... LT. Collin S. Campbell, DIRAUX



## **PREVENTIVE SAR.—**

—Do you know what that means? Do you know that it is perhaps the single most important phase of our Coast Guard Family's many responsibilities to the boating public? Do you know who does it?

Preventive Search and Rescue is any action taken which prevents a Search and Rescue incident. Who does this PRESAR? The Coast Guard

Auxiliary, that's who. Every time we teach a boating safety class and everytime we do a rigorous Courtesy Marine Examination we are providing the boater with knowledge and working to prevent a SAR incident. Coast Guard statistics show that over two thirds of boaters involved in accidents had not taken a boating course. We know that having a course does not guarantee you will never have an accident, but we also know that many accidents are caused by unknowledgable boaters. That's where we come in.

In our region our classes are winding down just at the time when the boater is turning his thoughts to getting ready to make way with plenty of way on. Now more than ever we need to have our courses underway as well. Before you say that you're turning your attention to CME's and Operations, let's talk a moment. Many, many of our IT members are not CE's nor operationally inclined. I know you've probably already put in quite a few hours teaching during the fall and winter. Also, I know it gets tough to find places to teach because the schools close for summer and that can leave you a few lessons short of the 13 week course. I have no easy answer for fatigue. Maybe getting a few more participants would ease the burden but I'm sure you, better than anyone, know that. But how about shortening the course? Our region predominately reaches the 13 lesson BS&S. Maybe at this time of the year we should be stressing a short course to provide a level of awareness to as many boaters as possible. Perhaps this would increase student retention and whet the appetite to get more the next fall. Think about our 6 lesson core and how it might benefit those who want to but simply can't commit for 13 weeks. Think Preventive SAR.

What's the easy way to do CME's? To do a good one, there is no easy way. But if you go with a CE friend, armed with a smile and some handouts it can be a lot of fun. How about trying someplace different? Maybe by working with your Marine Dealer Visitor you can work a new marina or even be "On Call" for the dealer to help show the way to a new boater. What about advertising a drive-in CME station at some popular locale? Be innovative, be different, and be daring. Remember that in the few minutes you have to do the CME you have a terrific opportunity and a heavy responsibility. The opportunity is to make a friend for boating safety and our programs. A warm, sincere smile along with a sincere desire to educate accomplishes this nicely. The responsibility is to represent us well. Check your uniform with the same fervor as you check the boaters equipment and you'll do fine. Think Preventive SAR.

Preventive SAR is you; your time and your effort. We must recognize that the Auxiliary, not the Coast Guard, is THE expert in Preventive SAR.

LT Collin S. Campbell

## **FROM THE BRIDGE**

Update ..... Richard L. Raudabaugh, DCO



## **ON ACCOUNTABILITY**

Thirty-one years ago, an editorial in the Wall St Journal told readers that "on the sea, there is a tradition older than the tradition of our country itself... that With responsibility goes authority and with them both goes Accountability." But why is accountability so important? The editorial had a clear and precise explanation to that

question, it said, "And when men lose confidence and trust in those who lead, order disintegrates into chaos and purposeful ships become uncontrollable derelicts." Today, after so much in our society has changed, it is important for us to recognize that accountability and the trust it fosters in those who lead, continues unchanged and in fact has been strengthened.

Everyone is answerable to their conscience for their own behavior. In all societies there are those who are honest and true to themselves who can live comfortably with their conscience and their peers... even when mistakes are made. But there are also those who are less than honorable, who fail to confront their mistakes and choose instead to suffer their consciences accordingly. In the Coast Guard Auxiliary, the demands upon our members are even greater than in society as a whole. Accountability... that old and wise tradition... requires more than just a clear conscience; it

requires a justifying analysis and a detailed explanation of how we discharge our responsibilities. And while there is an element of choice in the way we fact up to accountability, ultimately, there is no choice but to face it head on! All too often, individuals in positions of authority in our society complain that being required to account for mistakes or errors in judgement is just "crying over spilled milk." All around we hear the plea accepted that "what is done is done"... that an accounting cannot change the past... that for honest persons in error, there should be no accountability. But we in the Auxiliary have all accepted the oath of membership and the oaths of elected or staff positions. We have solemnly and sincerely pledged to support the Auxiliary and its purposes, to discharge assigned duties, to promote authorized activities and abide by the governing policies as established by the Commandant; and we should all be accountable to that promise.

From the commitment to adhere to the tenants of the above oaths, we must then fully understand the responsibilities which we have undertaken. These can be clearly understood by reading them in the Auxiliary Manual, the Elected Officer's Guide, the Third Southern Policy Manual or the applicable District, Division or Flotilla Standing Rules. We must realize that the principles of responsibility and accountability are inseparable. That we all must pull our "fair share of the load." Those in leadership positions must set the pace and demonstrate the tenants of responsibility and accountability. Our mission in the Coast Guard Auxiliary is far too important for us to fail in any area. TOGETHER... WE CAN!!!

Richard Raudabaugh, DCO, 3SR

## **FROM THE BRIDGE**

Update ..... Alexander M. Lewis, VCO



Take away the Auxiliary, and the Coast Guard would be unable to take care of any but the very serious happenings that arise in the course of recreational boating. The Auxiliary has a responsibility, self accepted because we are volunteers, to assist the Coast Guard in carrying out its mission of boating safety by dealing with

boating safety education to the public, courtesy vessel examinations, and on-the-water safety patrol operations. This is a great and dedicated effort. Throughout the country, just short of 40,000 "loyal, unpaid, obedient servants" in the Auxiliary carry this out.

How can we increase our worth to this organization we have all volunteered to assist? Just think - if each of us had just one encounter, one on one with a recreational boater, or a recreational water sports person, and we could discuss for a few minutes an aspect of water safety - how many mishaps waiting to happen could have been set aside? This thrust for Auxiliary one-on-one activity with the boating public was

brought out at the National Eastern Area Conference recently held in Boston, by the Chief of Boating, Public and Consumer Affairs (who includes the Auxiliary in his Department).

Commodore Breed gave it a title - Preventive SAR.

A little more than we have been doing up to this time - an extra effort to meet the individual boater and to engage him on a one-on-one educational effort, helping him with our own knowledge and experience, to impart a little extra know-how that will help him prevent an accident - is what the Commodore is aiming for.

All of the activities carried out by the Auxiliary have always been geared to boating safety. Now we are being asked to rededicate our efforts and to pass on in personalized relationships our experience and skills as they relate to safety on the water. This could conceivably save an individual from becoming a statistic.

In order to increase our potential in this new concept, the workshops at the District Conference in Wilmington have been designed to enhance our knowledge of various related subjects. There will be many interesting and challenging opportunities to participate. Look at the program for the District Conference elsewhere in this issue and plan your time. It will be a worthwhile effort.

Alexander Lewis, VCO, 3SR







# NOGI

Notes Of General Interest



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

**Quotes**  
**Topside, Summer 1985**

**BOAT US TOLL FREE, NO COST, FREE, TELEPHONE NUMBER -1-800-336-BOAT.** It's FREE! How come the Power Squadron has 5 courses listed for each one of ours? This phone number receives 3,000 to 6,000 calls a WEEK requesting course information. Please, please use this service.

**CREWMEMBERS CALL LIST** - If you are a qualified crewmember for 1985 (either under BCQP or as a past participant) who would like to have your name made available to patrol skippers, drop us a note advising how you may be contacted and where you'd like to patrol. We'll make the list available to everyone who has an operational facility and upon request.

**I HAVE A DREAM** - Not a big dream, just a little goal in mind and I need your help. I also need the help of every vessel examiner to explain this to our members. There seems to be a misunderstanding about being an Operational Vessel Facility and about the Offer of Use. I am not talking about the new form CG-2736, but rather I'm referring to what "Operational Vessel Facility" and "Offer of Use" mean. To be an Operational Vessel Facility, a vessel must meet the requirements of a facility and any additional equipment requirements specified by the District Commander. That's it. Nothing else. I would think that every Auxiliarist would want his/her facility to be an example to other mariners and so would have the equipment and thus be an Operational Facility. This doesn't mean you want or intend to patrol. It means you recognize the value of a well-equipped craft and have proven it. I'd bet that just about every facility is close to having the extra equipment anyway but some of our people think that being an Operational Facility means that they have to patrol. Not so. The same thing applies to the Offer of Use. If you offer your facility for use it does not mean you have to patrol, but it does leave your options open. Also, it does not mean that Collin Campbell and

Bill Cherry are going to knock on your door Saturday morning saying "Hi, we're here to take your boat out." Nor does it obligate you to provide your boat for some "emergency." Offer of Use is a formality required of everyone who wishes to use their boat in service to the Auxiliary and Coast Guard. Will you help explain this to our members?

**SOMETHING DIFFERENT** - Starting with this issue, we are printing more copies of NOGI than ever before (Vol. XV, No. 8, dated 12 April 1985). We will be distributing to each Flotilla Commander a bunch of copies for inclusion in your newsletters or to hand out at your meetings. How much is a bunch? Well, we've got 97 flotillas and will be printing about 3000 copies on a monthly basis. That's right, NOGI will now (for a trial period) be a monthly newsletter. Hopefully, it will closely match your unit newsletter so the two can be mailed together. For now, we'll be mailing it out about the middle of each month with a regular mailing. We will still make a regular mailing every two weeks.

**FIRST REPEATER—PATROL SIGNS** - The new operational patrol signboards are optional until 1 January 1986.

**BASE GLOUCESTER CITY CHANGE OF COMMAND** - CAPT Dan Charter has issued an open invitation to all Auxiliarists to attend the Change of Command Ceremony at the base on 28 June, 1000 hours. CAPT Charter will be relieved as Commanding Officer and CAPT of the Port of Philadelphia by CAPT Edward K. Roe. There will also be a retirement ceremony for CAPT Charter following the Change of Command. Uniform will be Service Dress Blue Bravo. Please R.S.V.P. to LTJG Kevin Gillespie at the base by calling 609-456-1370 or 215-923-4320, extension 217.

COLLIN S. CAMPBELL

## CAPT DANIEL BUELL CHARTER, JR. - RETIRING



Shown at the left, CAPT Dan Charter and his wife, Pat, holding the ship's model presented to him by 3SR at the recent conference at Lancaster.

A 1955 graduate of the CG Academy, CAPT Charter became Captain of the Port of Philadelphia and Commanding Officer of the CG Base in Gloucester City, NJ in May, 1981. He assumed his position in Gloucester following three years of duty at CG Headquarters in Washington, D.C. While at Headquarters he served as Chief, Port Safety and Law Enforcement Division and Chief, Waterways Management Division. Previous to his stint at CG Headquarters, CAPT Charter served at various units ranging from the USCGC MATAGORDA in Hawaii to Executive Officer aboard the USCGC RELIANCE. CAPT Charter has also served as Base Commanding Officer and CAPT of the Port in Mobile, Alabama and New Orleans, Louisiana. CAPT Charter is also a graduate of the Naval War College in Newport, RI.

CAPT Charter has been active over the past ten years in various community functions including service as President, Secretary and treasurer of several PTA's, Secretary and Bulletin editor of Lions Club, Chairman of Board of Trustees of Church, Treasurer of Local Chapter American Field Service, Host for foreign high school student and has served as a member of the Tall Ships '82 Committee in Philadelphia to coordinate the tall ships visit for the city's 300th birthday. Enjoy your leisure Captain — it is well deserved.

## ASST. DIRAUX Update . . . . . LT William Cherry, Asst. DIRAUX



The 1984 election, change of watch, and awards "cycle" was interesting and great fun; but it is now history. Spring has finally arrived in the valleys and mountains of the Third Southern and with it comes the start of a new and exciting boating season! As each of us takes on the full responsibilities of our various positions in earnest, let's not lose sight of perhaps the most important goal of any voluntary organization—to have

FUN and GROW STRONG while still getting the job done!

Nationally, during 1984, the Coast Guard Auxiliary lost 1 Division and 24 flotillas. In 1983, we lost an additional 27 flotillas. For those of you who like percentages, this represents an approximate 4 percent decrease in the overall size of our organization in just 2 years! OF EVEN GREATER CONCERN than this loss of Auxiliary "units," is our declining membership strength. We lost 943 members nationally in 1984 and an additional 706 members in 1983. Again, this converts to an approximate 4 percent decline in membership strength in just 2 years! CLOSER TO HOME, 3rd Southern Region statistics for the last 2 years "mirror" the national averages! REMEMBER that with each disenrollment comes some animosity towards our organization—animosity which we neither need nor want!

The individual Auxiliarist can be likened to a "worker bee" and the Boating Public to the "bee hive." If the population of worker bees is

stable or growing, every square centimeter of the bee hive receives continual attention and the hive is impeccably maintained. But, if the population of worker bees begins to decline, the workload becomes too "heavy" and ever greater portions of the hive are "overlooked." The hive eventually falls into a state of "disrepair." In this discussion of bees, I have purposely left out mention of the "Queen Bee" for, as everyone knows, the queen bee has only one function in life—and it is certainly NOT to work on the hive!

You might well be wondering what this discussion of bees has to do with the Coast Guard Auxiliary? Simply this. If we are to increase our accomplishments year after year, we *must* reach more and more of the Boating Public each year. We can only do this by increasing the number of active Auxiliarist in our organization.

It appears that rather than sit back and wait for the disenrollment "season," we should START NOW in our efforts to get more of our membership active in one or more of our cornerstone programs. Additionally, each of us should continually be on the lookout for prospective members who have time and energy to be "harnessed" for our cause. *There is no better tool to increase our active membership than personal interest and contact.* Let's tell all of these people personally about what we have to offer—fellowship, fun, knowledge, and the chance to help others! And then . . . let's follow through on the unit level by ensuring that our members get these things in abundance!

START NOW to increase the population of our "worker bees" so that we may reach all parts of our hive! The accomplishments of the many will always be greater than the accomplishments of the few and with far less effort on the individual!

LT William Cherry, Asst. Diraux, 3SR

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



I have been asked several times recently, just what is expected of a Rear Commodore. Perhaps I can answer that by just giving you a few statistics.

Our District measures about 215 miles North to South and about 260 miles East to West, and believe me, we cover it. The Rear Commodores are not only in their respective areas, we

travel the entire District.

We are expected to attend all District meetings (4 per year), all Area meetings, not just in our respective areas (12 of those). We also travel to Gloucester City each month for the EXCOM (Executive Committee) meeting, those are the ones that run into the wee hours of the morning, generally return to the Harrisburg area between 0300 and 0500 after those

sessions (that's 12 more).

The RCO's also are expected to attend each Division meeting in their respective areas at least twice during the year plus one more trip to conduct the yearly Division election (that makes 12 to 15 more for the year).

Of course as RCO's we each serve on several different committees, so we do manage to get in a few extra meetings there.

We are Elected District Officers, so the District comes first. On quite a few occasions we must pass up our own flotilla meeting because of a conflict of dates so they must do without us at times. We do make some flotilla visits, not just our own, as time and conditions permit; sometimes to help out with a problem or to present awards and for sure for Fellowship.

Generally, when the Director or Assistant travels to a meeting we accompany him in our respective areas.

These meetings are all open to all, so COME JOIN US, it's a ball.

George J. Smyth, RCO-W, 3SR

**MAKE YOUR RESERVATIONS NOW!**

**SUMMER CONFERENCE - JULY 26, 27, 28**





Is the USCG AUX MIS-managed? I hope so. At least if we read the MIS as Management Information System— MIS capitalized and not mis lowercase. At this time of the year, activity levels have grown to the measurable level. In fact, quite a few flotillas have already succeeded in reaching their Achievement Award levels and are just starting to perform. Once the AUXMIS system can be expected to have recorded some activity, we can be expected to use its output to help manage our units. Using MISmanagement and not mismanagement should be a reasonable goal and this is the time to start looking and understanding the reports produced by AUXMIS. Look at any summary report. For example, the One Page Flotilla Management Report. Has your flotilla done any MT since the start of the year? The results of the PE classes should be recorded by now; Are all the courses taught showing up on the report? Do your instructors appear to have turned in all their hours? Are you starting to show activity in CME and are facilities beginning to show Operational status? Is your membership growing or declining? The answers AUXMIS gives you now can give you an early warning system. If you respond to the signals starting now and MISmanage your office you will find that later when it is normally too late to deal with errors, forgetfulness or just time slipping by you will have used the AUXMIS system to plan ahead and have a easy end-of-year. Don't just look at the reports and Count the Beans— Digest Them and AUXMIS manage.

Joe Sowers, DSQ-IS, 3SR



The U. S. Coast Guard Auxiliary awards system includes the NACO Award for membership. A member qualifies for this award by obtaining three or more new members who have completed their basic qualification requirements in the flotilla within a 12-month period. The form is duplicated below in reduced size and can either be reproduced, or copies secured by getting in touch with me, at the address below. When completing this form, please send 2 copies to the me as DSO-GR, and I will forward it on to the National Growth and Retention Officer. The award comes lettered with the recipients name, and attractively framed, and is a worthwhile award for a job well done.

Caroline Sweigart, DSO-GR, 3SR  
129 Manhasset Trail, Medford Lakes, NJ 08055  
Telephone 609-654-6002

GR (Rev. 83)

U.S. COAST GUARD AUXILIARY

APPLICATION FOR NACO MEMBERSHIP GROWTH AWARD

From: Flotilla Commander, Flotilla No. \_\_\_\_\_  
Via: Division Captain, Division No. \_\_\_\_\_  
Thru: District Commodore or \_\_\_\_\_  
District Growth & Retention Officer \_\_\_\_\_ CG Auxiliary District  
To: Chief, Membership Division  
Subject: Application for NACO Membership Growth Award

This is to certify that the records of this Flotilla show that (please print or type) \_\_\_\_\_ Member No. \_\_\_\_\_ has qualified for the NACO Growth Award by obtaining three or more new members within a twelve month period who have completed their Basic Qualification requirements.

NEW MEMBERS	NUMBER	NEW MEMBERS	NUMBER
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
Flotilla Commander	date	Division Captain, or Division G & R Officer	date

FIRST ENDORSEMENT

From: District Commodore Third Southern CG Auxiliary District/Region  
or  
District Growth and Retention Officer  
To: Chief, Membership Division

The application for NACO Membership Growth Award is forwarded with my approval. The certificate should be forwarded to this office for appropriate presentation.

\_\_\_\_\_  
District Commodore, or  
District Growth & Retention Officer date



DVC-PM file information  
Date Received \_\_\_\_\_  
Date Sent \_\_\_\_\_  
Sent to [ ] DCO [ ] DSO-GR



Retention —  
Get Involved

At our April District Conference, our DSO-GR Caroline Sweigart handed out a GR report which indicated 3SR total membership is 2300 plus.

I remember not long ago we had 3300 plus, and this began to worry me. The more I thought about this, the more I realized that we are doing more for the Coast Guard and doing it better than ever before.

Why?—training? The Coast Guard is asking us to do more and more as the budget gets tighter and tighter. In order to accomplish this they have given us (through National) our BQ Course, Flotilla Elected Officer's Course, the new AUXLAM Training, and now "Train the Trainer" on the administrative side; our seven specialty courses,

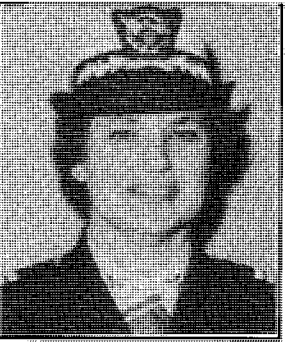
our Boat Crew Qualification program and our advanced courses for Vessel Examiners, Operators and Instructors on the working side.

I would be willing to bet that of the 2300 plus people we have in 3SR, most have taken one or more of these advanced courses. In other words they got involved. It really does not matter whether we have 2300, 3300 or more—when asked to do a job by the Coast Guard we have done it in the past and will continue to do it in the future—now with better trained Auxiliarists.

By getting involved and getting more training we can better serve. Serving better we gain personal pride which in turn drives us to get more training and knowledge and more pride in ourselves—a worthwhile cycle. This cycle is difficult to stop once it has begun, and it is for this reason that the 2300 can do more than the 3300 who were not as well trained.

If each of us gets one person re-involved in the Coast Guard family — WOW!

Retention = Involvement = Training!  
Bill Pierce, RCO-E, 3SR



Way back in January, all Captains and Commanders had the opportunity to attend a training session either at Pennsville or at Reading. During those training sessions a great deal of material was presented and suggestions were made to help each elected officer lead and manage his/her unit.

Each leader was asked to set goals for the year; realistic and attainable, but goals that would require effort on the part of members. Six months have gone by and I wonder if each of you know just where your unit is on its trek to attaining those goals.

Now is the time to see that all of your operational members have scheduled patrols. Now is the time to be sure that CME stations have been scheduled and all

examiners are out on the ramps and at the marinas. Now is the time to schedule a public education course. Don't forget the boaters who just bought a boat this spring and have had no training. They want and need the basics before spending the entire summer on the water and perhaps getting into trouble.

The preceding covers our three cornerstones, but don't forget other areas: public affairs, growth and retention, communications, aids to navigation, member training.

The number 1 cornerstone in each unit should be FELLOWSHIP. Without this very important ingredient, very little will be accomplished throughout the year. Schedule the picnics, the raft-ups, the cruises, and while you're having a good time it will be an easy task to complete some of the training for the boat crew program. Summer is the time when we do most of our "work." Check to be sure where you are with your goals and have fun getting the rest of the way there.

Nancy K. Davis, RCO-C, 3SR

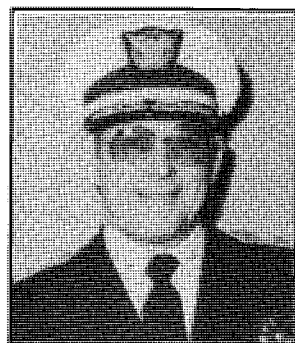
NATIONAL SAFE BOATING WEEK  
JUNE 2 TO JUNE 8





## UPDATE

..... Robert L. Wecker, IPDCO



Each year the Auxiliary is expanding in all phases of its programs for continued education and training for the membership. Recently introduced are the Auxiliary Leadership and Management course (AUXLAM) and the Boat Crew Qualification Program (BCQP). Both of these programs are primarily designed to update and

increase, in a professional manner, the knowledge that the majority of our Auxiliary members have been using for many years in their day to day activities of teaching and promoting the goals of our organization.

Presently many of our members in 3rd Southern are participating in both these courses in groups, either on Division or Flotilla level and from most recent reports are

totally enjoying their involvement. Personally I am currently participating in both programs and find it both stimulating and challenging in updating procedures I learned in the past. I have also found that by *not* participating continuously in some areas I became quite rusty on certain items I felt I had mastered in the past.

It seems that for one reason or another some of our members are reluctant to become involved in these courses. I urge each of you who are interested in carrying out our programs and who are not currently involved to join with your fellow members in one or both of these courses. I am sure that with your knowledge and past experiences many of you will not only enjoy sharpening your own skills but will prove to be a valuable asset in assisting your fellow auxiliaries by lending a helping hand in areas where you are most proficient.

In conclusion let's all join together in the fellowship of keeping our Auxiliary the most informed and updated boating organization on our waters.

Bob Wecker, IPDCO, 3SR

### PAST DIVISION CAPTAIN'S ASSOCIATION

The PCA breakfast meeting at the Treadway in Lancaster on 21 April was well attended by the Past Captains of the Third District, Southern Region Auxiliary and their ladies. In addition we had the pleasure of representatives of the Third Northern as guests, DCO Frank Pastornicky and wife Martha, joined by DSO-SR Althea Martini. From our neighboring Fifth District, we were joined by DCO Stan Kennedy and his wife Susie, along with the RCO (N) Jerry Doebling. CAPT Marshall Shytle and Glennis joined us as did our Director Collin Campbell. We had two special couples, good friends, soon to leave, CAPT Dan Charter and Pat, and CDR Mike Lovett and Judy. CAPT Charter will be leaving Gloucester for retirement this summer, and CDR Lovett will be transferring to the West Coast. We wish them all well. On the business side, our Rear Commodores have agreed to put the PCA on their agenda at the Area Meetings. This will permit those Past Captains who have not been able to make the meetings held in conjunction with the District Conferences to touch base with their Area Vice Presidents, and join in the PCA program activity. Area Vice Presidents are: Eastern—PDCO Bill Dischert; Central—Walt Moulder; and Western—DSO-PA Lenore Roush.

PDCO John Johansen brought us up to date on the AIM candidate sponsored by the PCA last year. Our AIM Candidate, Robert E. McKenna, has been awarded an appointment to the Coast Guard Academy.

The Speakers Bureau is starting, slow, but it's starting and that's what is important. One of our members, Frank McDonald, DCP Div VII, has a presentation that starts with the origination of the Life Saving Service as a volunteer organization and works up to today with the Coast Guard Auxiliary as a volunteer organization. It's well done and possibly Frank can give you some ideas. Gene Pester pointed out that it helps to have an active presentation and demonstrated.

John McIntosh, PDCO, President PCA, 3SR

### REQUEST FOR PICTURES OF PAST DCOs

Over a year ago, the DIRAUX requested the help of your Historian to obtain pictures of as many of the Past District Commodores and the Past DIRAUXs as possible.

We were able to acquire some of the PDCOs and they are on display on the wall of the DIRAUX office.

The specifications are a 5 inch by 7 inch head and shoulder picture, preferably in uniform, taken at the approximate time of being in office, and may be in color or black and white. It will not be necessary to have the picture framed unless the donor wishes to check with DIRAUX for color, design etc. of the framing.

If these listed Past District Commodores will send a picture of themselves as described above, we will be pleased to add it to the ones already displayed.

William J. Garry  
John D. McIntosh  
Harold B. Haney  
Victor F. Maumeister  
Joseph L. Krager, Jr.

William Dischert  
Robert A. Carson  
Lee B. Weaver  
Robert L. Wecker

If anyone has knowledge of where similar pictures may be obtained of these deceased PDCOs, your Historian and the DIRAUX will be very appreciative to receive them.

Richard W. Nelms  
Victor Lazo  
Frank B. Hineine  
W. Lyle Holmes, Jr.

Philip W. Zeigler  
John J. Sader  
William Ross MacDonald  
Lloyd Furber

We shall look for a picture of our current DCO to add to the group.

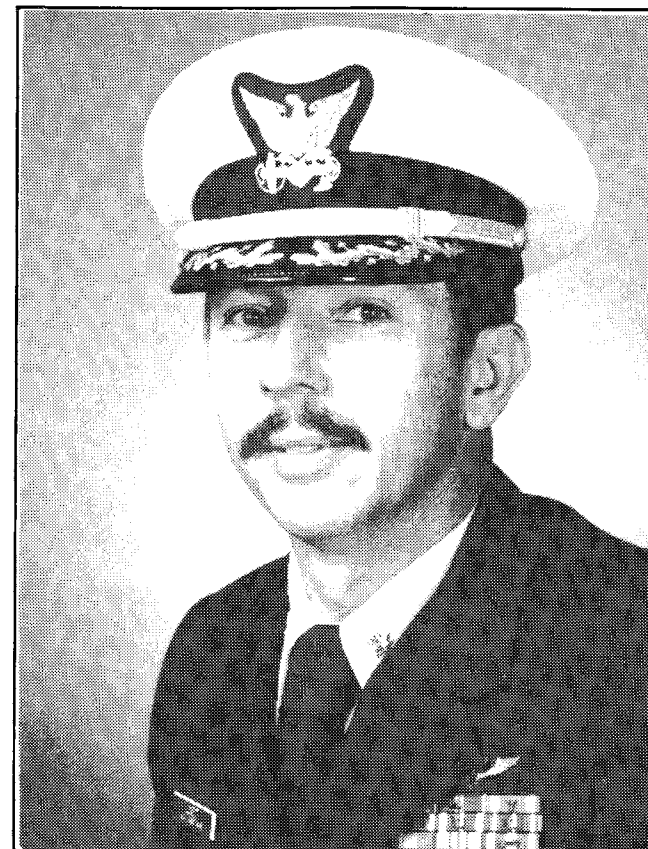
John E. Johansen, PDCO, Historian, 3SR

## WE SAY "AU REVOIR" TO SOME VERY GREAT FRIENDS



CWO3 Joseph Kalista,  
Outgoing CO-Indian River

CWO3 Joseph Kalista entered the Coast Guard in 1968. Attended Boot Camp in Cape May, NJ and was assigned to the following places: Base Norfolk, Portsmouth, VA; Cape Falcon, Little Creek, VA; Cape Henry Light, VA Beach, VA; Station Mayport, FL; Point Roberts, Mayport, FL; BM School instructor, Yorktown, VA; Loran A Station, Marshall Islands; Station FT Lauderdale, FL; Honolulu, Hawaii, CGC Mallow; Headed Security at Baltimore Yards; and became CO at Indian River in our district. Joe will be missed by all who have known and worked with him. However, we all congratulate him on his new assignment as the First LT aboard the CGC Basswood effective 5 August 1985. Good luck and God Speed Joe.



CDR Michael P. Lovett,  
Outgoing Operations Officer, Cape May

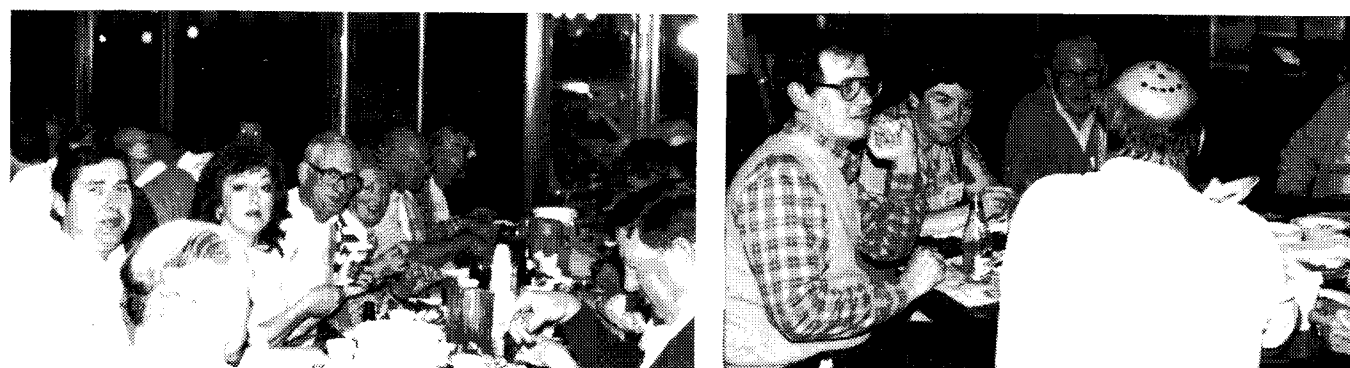
CDR Michael P. Lovett began his military career in the US Army where he spent three years. He resigned as a Captain with a one year tour in Viet Nam where he earned a Distinguished Flying Cross for heroism and a purple heart. He entered the Coast Guard in 1968 and was assigned as follows: Opalocka, FL, flew HH3F helo; Kodiak, Alaska, flew HH3F helo; Cape Cod, MA, flew HH3F and HH52; Savannah, GA, flew HH52; and assigned to Cape May as Operations Officer in June 82; flew HH52. We in Third Southern will miss you Mike, but congratulate you on your new assignment as Executive Officer at San Diego effective August 1985. Good luck, good flying and smooth sailing in all you do.



### BM2 Len Romanick

Shown at the left are DCO Richard Raudabaugh, BM2 Len Romanick, and CDR Wayne Becker, Executive Officer, Base Gloucester at ceremony conducted at Base Gloucester to award Commodore's Certificate of Appreciation to BM2 Romanick, prior to his being reassigned to another station. BM2 Romanick was Auxiliary Liaison Petty Officer at Base Gloucester and will be missed by those with whom he came in contact. Good luck and Smooth Sailing to you Len!





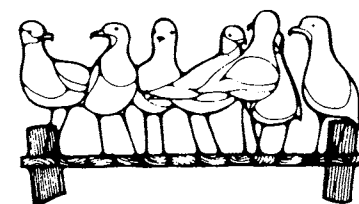
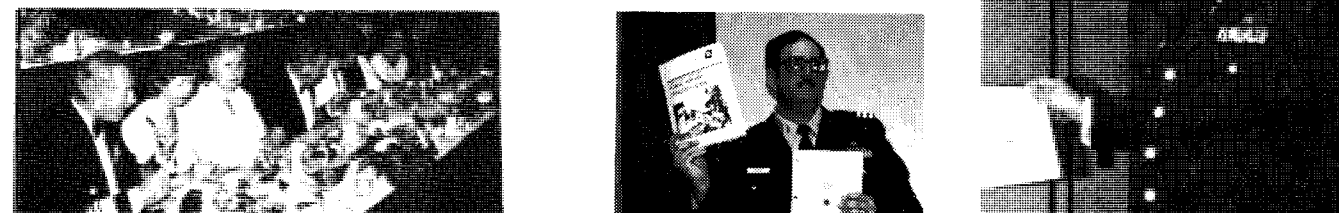
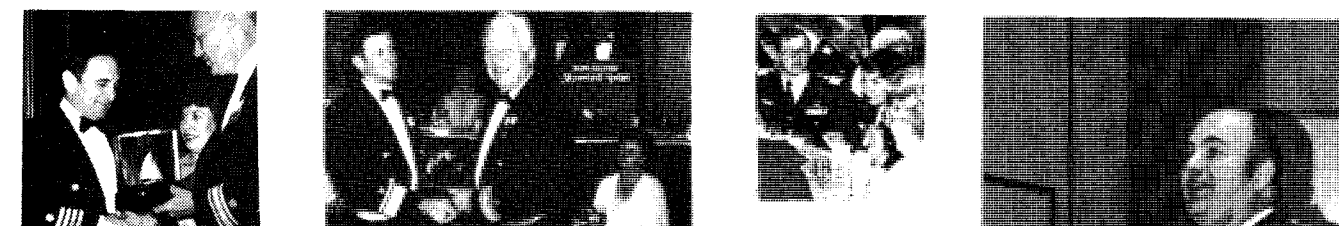
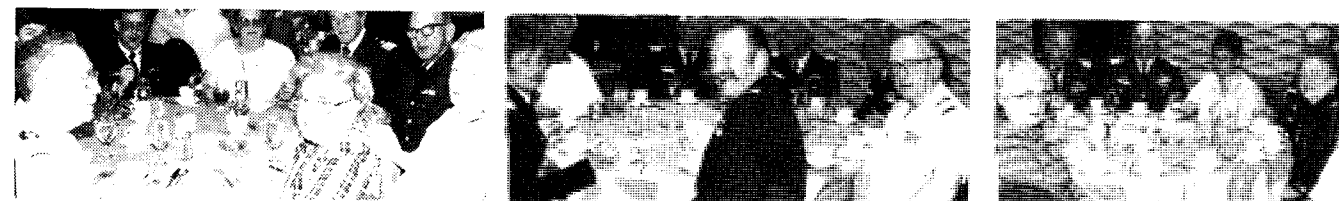
## NATIONAL EASTERN AREA CONFERENCE (EACON)

Burlington, Massachusetts (Boston Area) May 1-4, 1985

For those who attended EACON, it was a great time. In spite of the weather everything was just great. The workshops and seminars during the day and the Fellowship in the evening, could not have been more worthwhile. Third Southern was well represented - we had thirty five people in attendance. Tried to get all of them in the pictures shown on these two pages. If I missed a few I apologize. The main fellowship events - other than hospitality suites - were the Friday Luncheon, the Friday Evening Lobster Buffet - including the sing-alongs in the buses on the way to and from Gloucester on Cape Ann and the Saturday Banquet and Dance. Saturday after mid-day was free time to take a bus tour through historic Concord and Lexington and have lunch there. All in all a very worthwhile event.

Don't forget to make plans to attend the fall National Meeting in Orlando, Florida September 18 through 21. Details will be in the next *Navigator* and also repeated in the next *Topside*.

PHOTOS: Topside Staff and Phil Stamm





## AUXILIARY MANAGEMENT COURSES BEING CONDUCTED

AUXLAM has been implemented in the Third Coast Guard District (SR) and classes are available for the asking. Twelve candidates for Trainers were selected and attended a two day training session at Camp Innabah in Spring City, Pennsylvania on February 23-24, 1985. Additional classes currently are being presented to members throughout the district.

The class requires approximately 7½ hours and if you think it may be too long, 78% of attendees felt it was about right. For those members that are still undecided about attending an AUXLAM class I would like to share some of the comments taken from the student questionnaires:

- Recommend that course be mandatory for all elected officers.
- Specific applications of the theories and practices to Auxiliary needs is most useful.

- Instructors were to the point and gave a feeling of confidence to the participants.
- Very good instructors, instructors were great, instructors were well selected, outstanding presentation and professional instruction.
- Needed 15 years ago; should be presented to all members.
- Best presentation on management that I have attended.

If you were still undecided, 100% of the attendees said they would take it again.

We now have 15 well qualified and enthused instructors just waiting for an opportunity to present the AUXLAM course. Let's put them to work. *Walt Moulder, SPO-AUXLAM, 3SR*



### "THE PROFESSIONALS"



## PAST CAPTAINS' ASSOCIATION-AIM CANDIDATE - RECEIVES CG ACADEMY APPOINTMENT



Shown above at ceremonies conducted at Base Gloucester to award Certificate of Appointment to the Past Captains' Association AIM Candidate. At Left, Helen McCabe, DSO-CC and Bob McKenna, successful AIM Candidate and to the right, PDCO John Johansen, PDCO John McIntosh, PDCO Bob Wecker, and CAPT Dan Charter who presented the certificate to Bob who is standing between his father and mother.

**Ready For The Summer**  
The whirl of the propeller, the roar of the engine shattered the noontime peace of the quiet little town of Greenwich, New Jersey. The helo from Group Cape May landed in last year's corn field to participate in the Operations Seminar held by Division III on 16 March.

Auxiliarist, their families and interested local residents had the opportunity to tour the helicopter and have an explanation of what is done during the handling of an emergency.

Back in the Fire Hall after a hearty lunch the seminar was continued. The explanation of all the necessary preliminary paper work was covered by Tony Stanewich. Ron Blizzard, better known as Coast Guard Auxiliary Land Base Station Newport reviewed acceptable radio procedures.

Representatives of the New Jersey Marine Police, SFC Richard Keller and Marine Police Officer Chester Riland informed the group of changes in the Marine Police equipment this year and promised close cooperation with the Coast Guard and the Auxiliary.

Procedures to be followed when working with the helo were described fully by Lt. Steve Delikat. First Aid activity was ably covered by ASM-1 Tom Schollenberger.

While the members of Division III are well beyond the Boy Scout age, the Scout motto "Be Prepared" has been foremost in their minds. We sincerely hope that many of these procedures will never be needed, but feel that now our members on patrol will be much better equipped to deal with emergencies which may arise. Thanks to the efforts of Dick Dilks, FSO-OP 36 and Harland Davis SO OP III, we are now prepared.

We are even familiar with the steps to be taken in case an air lift in the basket becomes necessary. Chief Dickey volunteered (?) as the injured party needing evacuation. They got him safely aboard and back to Cape May.

A great day—Education—Training—Fellowship.

*Rhoda Davis, SO-PA-III, 3SR*

### Materials ..... *Walt Greenidge, DSO-MA*

The Orange and Black Auxiliary Patrol Signs will phase out on December 31, 1985. The new Patrol Signs and Operational Ensigns are available and may be used now. Please be ready for the Spring 1986 Operational Season, and ORDER NOW. Don't deluge the District Store on January 1, 1986 and expect prompt service on these items, because this puts a strain on National Supply.—ORDER NOW.

All orders must be accompanied by a check and include shipping charges.

If you need items from the District Store don't listen to hearsay, "THAT IT CAN'T BE OBTAINED." Check with the District Store Officers—they are your best source of information.

New Store Items: #92259-Navy Blue Sweat Shirts, with white logo \$12.00 in stock. SPECIAL ORDER, #80190 Navy Aux. Jacket, lined, with logo down left side \$32.00.

*Walt Greenidge, DSO/MA  
Katherine Slayback, ADSO/MA*

### NEW SHIPPING & HANDLING EFFECTIVE 1 MAY 1985

TOTAL AMOUNT OF ORDER		SHIPPING CHARGE
UP TO	\$ 2.50	\$ .75
\$ 2.51 TO	\$ 5.00	\$1.00
\$ 5.01 TO	\$10.00	\$1.50
\$10.01 TO	\$25.00	\$1.75
\$25.01 TO	\$50.00	10%
\$50.01 AND OVER		\$5.00

If back orders linger over 30 days the recipient will be notified.

We don't encounter any major problems, now that mailing has been resolved. We will be using U.S. MAIL, instead of UPS.  
(3 DAYS IN — 2 DAYS OUT)



## SCENES AROUND THE DISTRICT



### Division V - Change of Watch

Above two pictures were taken at Division V's Change of Watch. Top picture shows DCO Richard Raudabaugh congratulating the elected officers, DCP Ed Miller and VCP Bob Fenstermacher. The bottom picture shows John McCorriston with the five awards he came away with. John had the honor of receiving the Instructor's Award for the district. He worked very hard instructing AUXOP courses and was directly responsible for 13 new AUXOP members during the past year. Congratulations, John.



### Growth Award Presentation

Flotilla 14-4, Hanover, PA is a prime example of team effort and hard work. David A. Groft (center) Flotilla Commander, admires the Celestial Globe, awarded to 14-4 as outstanding Flotilla in Division XIV in the area of Membership Growth & Retention for 1984. Receiving plaques as the outstanding staff officers in the division were Harry Mallgrave (left) PA Officer and Francis Sealover (right) GR Officer. The awards were presented at the annual Change of Watch, recently held in Lancaster, PA. CONGRATULATIONS.



### Division X Change of Watch

Top Picture above shows elected officers DCP Jim McCabe, and VCP Rick Dotterer taking oath of office. Bottom picture shows DCP McCabe presenting Paul Mackes, SO-OP, and Rick Dotterer, VCP, Certificates of Appreciation for job well done in conducting the SAR-Helo drill at Beltsville Dam last year. Congratulations.

### THE LITTLE-EST AUXILIARIST

Do any of you have a cabbage patch (or equal) doll in your family? Or do you want to have one? Rick Dotterer's mother is making the simulated uniform (pictured below) for these dolls for a nominal cost of which part is being turned over to Division X's treasury. If you would like to obtain a uniform for the doll you have available-contact Rick-he will be glad to have it made for you. Rick is VCP of Division X and is listed in 3SR Directory.



## SCENES AT SEMINARS — 3SR



### VE & OP Seminars - Tamarac, Florida

Captain of Division VII takes VE and OP Seminars to the Snow Birds from Division VII.

In order that all members of Division VII would get their Seminars, before March 31st, on February 15th, Captain MacDonald held the Seminars at Commodore Krager's winter home in Tamarac, Florida.

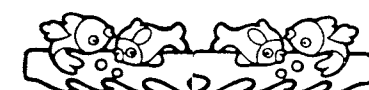
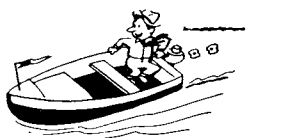
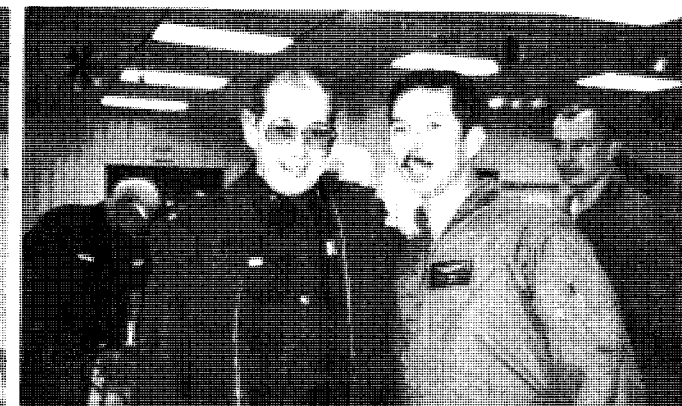
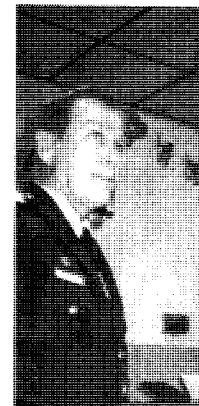
At the left, standing left to right — Captain MacDonald, Commodore Krager, Seated — Estelle MacDonald, Herb Reid, Marcus Rickert, Al Krechovitz, Gladys Krechovitz, Harry Sibley and Jean Howard.

### Annual Operations Seminar Bowers Beach, Delaware

Once again this year, Division XII held their annual day-long operations Seminar in the Fire Hall at Bowers Beach, Delaware.

Below some of the attendees, and instructors for this very worthwhile endeavor.

If you have never attended one of Division XII's seminars and you find yourself in a position to do so-by all means don't miss it. It is a day crammed full of information and I can guarantee, you will come away feeling you have learned much.





## Do It Right or Let Someone Else Do It

By the time you read this, the boating season will be in full swing. If you have spent much time on the water, you probably have had occasion to offer assistance to your fellow boater. This is particularly true if you are active in operations. When the opportunity arises, think before you act. Be sure you know what to do and how to do it before you try to do anything.

When you volunteer your services, you are responsible for the services rendered. If your conduct is negligent, you may be personally liable for damages attributable to the negligent acts. If you are patrolling under Coast Guard orders, your boat will be classified as a public vessel in government service. As such, you will have the protection of government liability insurance. Otherwise, you are on your own and you may find your personal liability insurance adequate.

The basic rule is that you are not required to volunteer your services. However, if you do volunteer, you are responsible not to make the situation worse. You, generally, are expected to act as a reasonably prudent person would act under similar circumstances. In all my years as an attorney, I have never met a single "reasonably prudent person." Indeed, none really exists. The conduct of a reasonably prudent man in a given situation is what your peers, with all the advantages of perfect hindsight in a judicial inquiry, feel should have done at the time. Not having the benefit of their input at the time you must decide what to do, you must carefully consider your proposed course of action, the alternatives available, your abilities and those of your crew and vessel before you act.

Most states have enacted some form of "Good Samaritan" legislation to protect persons who attempt to help in emergency situations. While these situations do offer considerable protection, they should not be relied upon to shield you from your own gross negligence.

The first principle in offering medical first aid is not to make the situation worse. This principle is equally true for other emergency situations. The Auxiliary operations program offers some excellent training which may make the difference between being a "reasonably prudent person" and grossly negligent.

Help when you can, but be sure you can before you do.  
Welton J. Fisher, DSO-LP, 3SR

## SPECIAL ORGANIZATION LICENSE PLATE AVAILABLE IN PENNSYLVANIA

The state of Pennsylvania is offering special organization license plates (see sketch at right) to members in good standing of organizations. You pay a one-time processing fee of \$20.00 when you place your order and only your annual registration fee thereafter. Plates are issued in numerical sequence only. Application forms can be made available to a responsible representative of your organization who will also assist in designing the plate. Plate colors are the standard blue background with gold characters. If the plate is lost, stolen or damaged it cannot be duplicated. A new plate can be reissued for \$20.00.

If you cease to be a member in good standing, your plate must be returned to the Bureau of Motor Vehicles. They will replace your special organization plate with one from a regular series for \$5.00.

## ARE YOU ACCOMPLISHING WHAT YOU BEGAN?

The Auxiliary has shown a pride in past years. Now it is the responsibility of today's members to create a bright new future.

The meaning of membership seems to fade and the Auxiliary becomes merely a collection of titles and status. Sooner or later, a lot of members become bored with meetings because they lost sight of the purpose or work that attracted them in the beginning. While many start out, it seems only a few are left to accomplish the task of keeping the Auxiliary together.

What can be done about this problem? The answer will come when each member asks himself: Why did I join in the first place? What did I seek to improve?

If you think your reasons were good, climb that mountain again and regain sight of what you hoped to find. Replot a new course. Refuse to be buried in the sands of time. You'll then be an aggressive, active member and the Auxiliary will be the benefactor.

The Auxiliary has never delivered knowledge on a silver platter. In one instance, it gives an insight into the workings of the Auxiliary through our BQ's. In the next instance, we find more enjoyment through further instructions. We are not given the sum total of this knowledge at once, since it may tend to confuse us or look overwhelming when so much is heaped on us.

The Auxiliary includes all sorts of people from all sorts of backgrounds. Stripped of all wealth and titles, we are all human beings. Yet each person has a duty he personally feels. Nobody can tell him what this duty is. It is what he feels within himself.

Some are satisfied with being a BQ'd member, but others will continue to look for ways to serve the Auxiliary. Neither one is greater than the other. Each is doing what brings satisfaction to himself.

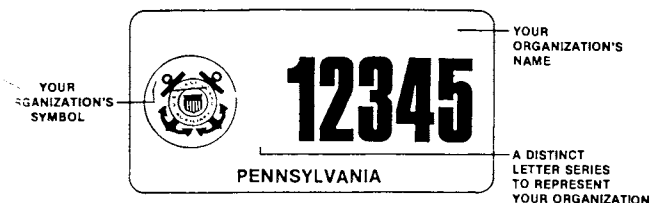
Some get involved just for curiosity, without any real purpose. These people seem to disappear as fast as they came.

Don't hide your light under a bushel. Take the basket off your head and share your knowledge and fellowship with other members. The list of subjects we can get involved with are endless. The seeds of these subjects could add new vigor and interest in the Auxiliary. We have to build our structure strong and sturdy or we will become like a hollow bell, ringing without meaning.

Evelyn Brouse, Flotilla 2-5, 3SR

The information was supplied by the Bureau of Motor Vehicles and the subject will be opened for discussion at the next conference. Meantime, it is being presented here for your thoughts and comments. Please make your comments directly to DCO Richard Raudabaugh who has received the literature from the State and is presenting it for your consideration.

## SPECIAL FEATURES of the Special Organization Plate



## "THIRD SOUTHERN TOPS THE NATION IN NATIONAL SAFE BOATING WEEK PROGRAMS!"

It is quite possible that we in Third Southern will be able to say that in several weeks. With National Safe Boating Week, 2-8 June, almost upon us, we are in high gear with our Sears Auxiliary Mall exhibits. However, as the saying goes, "The proof of the pudding is in the eating."

The evaluations and pictures which each Safe Boating Exhibit provides will tell the story as to how effective our program was and whether Sears will do it again next year. Our Director of Auxiliary, LT Campbell, proudly told the other directors of Auxiliary from the Eastern Area about our program and how well you folks were doing in getting it together. I was asked to make a similar presentation to the Public Affairs Workshop at Eastern Area Conference in Boston and did so. It was enthusiastically received and the National NSBW Project Officer will be looking for positive results from Third Southern so as to present it as a national effort next year.

It will require team work from all levels of the organization plus many man and woman hours to make it a successful reality, but I know we will come through with flying colors. Please keep track of the number of man hours, the number of inquiries received and the kinds of inquiries. Also, we would like any constructive criticism of the program. I will be looking for a full written report from each Coordinator immediately after the program concludes. I want to thank each and every one of you for your cooperation and support. I would also like a report on any other NSBW program which is conducted in the District.



## PROCLAMATION RECEIVED FOR NATIONAL SAFE BOATING DAYS AT PENN'S LANDING, June 1 and 2, 1985

Shown above Michele Nitkulinch, representative for Mayor W. Wilson Goode, presenting Proclamation to Muriel G. Lewis, Chairman, NSBW, Penn's Landing.

I would like to thank all who attended the Public Affairs Seminar at the Spring Conference. It was very well attended with 18 present.

Listed are the winners of the Poster Contest, which was held at the Conference in King of Prussia. This is one of the largest participations we have had in a long time. There were 77 posters with 34 winners and 43 non-winners. This was from only three (3) Divisions. Each winner received a ribbon and certificate. Non-winners received a Certificate of Appreciation. Thanks to all who entered the contest.

We would like to see more activity among the Flotillas. Boating season is upon us plus good weather and now is the time for Courtesy Examinations and Safe Boating Booths. I am hoping to see a lot of activity as the season progresses.

I attended the National Eastern Area Conference in Burlington, MA and will be passing along any new information which I have received.

Remember we are all Public Affairs people. The staff officers are there to help you if needed. We need you as much as you need us.

Lenore J. Roush, DSO-PA, 3SR

## PROCLAMATION FROM MAYOR W. GOODE, FOR NATIONAL SAFE BOATING DAYS, PENN'S LANDING, June 1 and 2, 1985

Shown below—Front row, l to r: Vice Commodore Alexander M. Lewis; Roslie Jolly, Delaware River Power Squadron; Rita Kratzer; Michele Nitkulinch, representative for Mayor W. Wilson Goode, presenting Proclamation; Muriel G. Lewis, Chairman, NSBW, Penn's Landing, receiving Proclamation; Capt. Daniel B. Charter, Commanding Officer, Coast Guard Base Gloucester City, and COTP; Jerry Donahue, Delaware River Power Squadron.

Second row, l to r: Bill Jolly, Delaware River Power Squadron; BM2 Gregory Parker, Coast Guard Base Gloucester City; James Weiler; John R. Kratzer; Jerry Hendrik, Delaware River Power Squadron.



## NEXT TOPSIDE DEADLINE

JULY 31, 1985



# THIRD DISTRICT SOUTHERN REGION DESCENDING CALENDAR—1985

## DISTRICT CONFERENCES

July 26, 27, 28 Wilmington Hilton, Claymont, Delaware  
September 27, 28, 29 — Grand Hotel, Wildwood, NJ

## DISTRICT AREA MEETINGS

### CENTRAL AREA

June 1, August 24, November 30

### EASTERN AREA

June 8, August 17, November 23

### WESTERN AREA

June 18, August 20, December 10

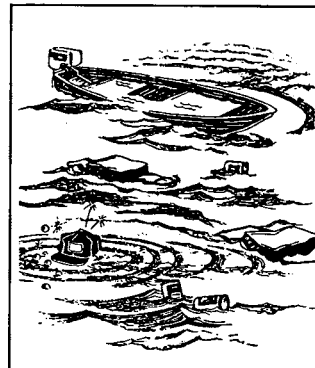
## NATIONAL

National - September 19, 20, 21, Orlando, FL

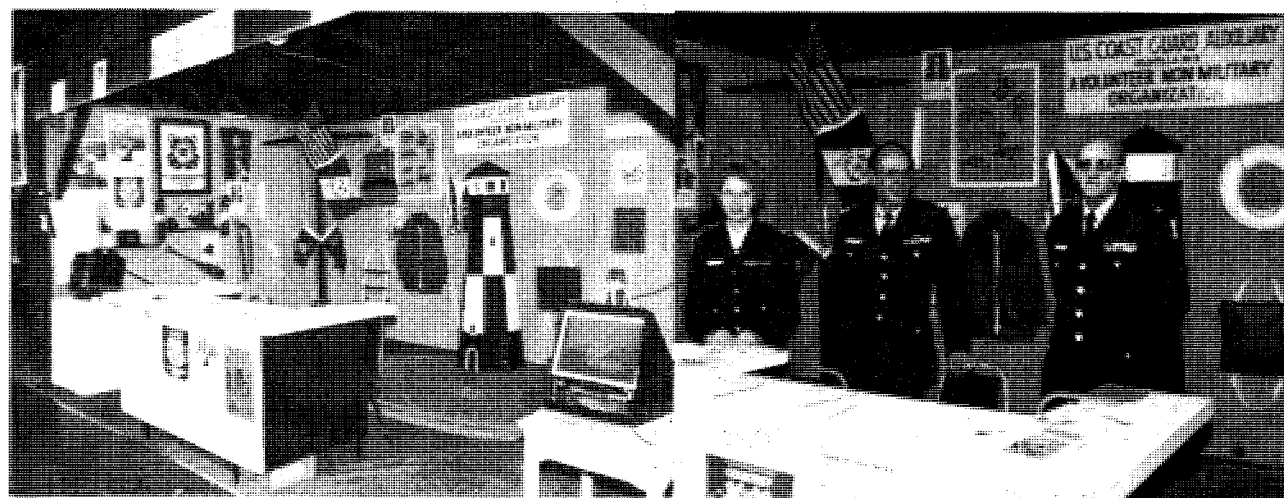
## TOPSIDE DEADLINES

July 31, October 30

## THINK —



**Before You Drink**  
Safe Skippers Stay Sober  
**Natl. Safe Boating Week**  
June 2-8, 1985



*Pictured above Flotilla 10-5's Award Winning Safe Boating Booth at Home Show, Sunnybrook, Pottstown, PA. Shown at booth left to right Katherine Cole, Stephen Cole and Harvey Smith. Flotilla 10-5 has conducted a Safe Boating Booth at this particular event for the past 16 years, 15 of which they have won award ribbons for their efforts. Congratulations — keep up the good work.*

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