

# topside



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Front Cover:

This stamp was issued to commemorate the achievements of the United States Coast Guard in the Second World War. The stamp is printed in green, horizontally and the central design shows two Coast Guard landing craft proceeding from a supply ship in the background. The Stamp size is 0.84 by 1.44 inches in dimension. The initial sale of this stamp to consumers took place at New York, New York on 10 November 1945. (Notice postage at this time was only 3 cents!)

The Original First Day Cover — The 14 cent Eagle post Card.

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

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A VIEW FROM  
THE BRIDGE  
THE PAST  
AS PROLOGUE ?

How was your 1979? Mine was great! Know why? YOU made it that way. When there were patrols to be performed, YOU were there to make them. When there were boats needing safety inspections, YOU were there to man the CME stations. When there were new boaters to be educated in the safe ways of Boating, YOU were there to teach them. When there were new Auxiliarists to be trained, YOU were there to share your wealth of knowledge. Anytime the Coast Guard needed a hand, YOU were there to reach out and give it. I look back upon the year 1979 as a year of achievement and a year of development. Significant achievement took place in spite of the fuel crunch, spiraling inflation, and other factors which might have discouraged it. Development occurred in the programs available for mutual Coast Guard/CG Auxiliary support, e.g., equipment and augmentation. I commend all of you on your response to this challenge.

How about your 1980? Were you happy with your 1979 as I was? Are you satisfied to let your 1979 be the prologue for your 1980? Now is the time to be thinking about this. 1979 is still fresh in your mind. The things you want to do in 1979 but did not accomplish are still nudging your consciousness ever so slightly, both in the Auxiliary and in the rest of your personal life. Take the opportunity to assess your 1979 activities now! There will never be a better time. If you are satisfied that you worked as efficiently as possible and achieved the maximum, "Continue to march." Let your past BE your prologue to 1980. If, on the other hand, you feel that you procrastinated on some of your objectives, that you were less than thorough in your staff or other duties, or worse, that you were disorganized in putting it all together, NOW is the time to organize. Now is the time to budget your days and weekends for PE classes, Patrols, CME's, Auxiliary meetings and family responsibilities. At this time next year, the past — your 1980 — will be prologue to 1981. Will you be satisfied with yours?

R.A. DeCORPS, JR.  
Captain, U.S. Coast Guard



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UPDATE...Lt. F.C. Rogers, Jr.

The snows of winter are with us (?) and as we settle in for the duration our thoughts turn to the warmth of spring with visions of boats gliding over calm waters. This time of forced inactivity on the water is easy to waste while we dream on. Maybe instead of dreaming (even though it can be fun) we should reexamine our purpose for the coming year. How did we do in the district programs? The GAP report will soon be out to show us statistical data, but that can be misleading. Some people can read what they want into numbers. (Have you ever tried the number 77345 upsidetown?) How many of our flotilla members actually participated to give us the figures? Each individual Auxiliarist has something to offer and is willing to give it — after all, didn't he/she join the Auxiliary? How can we improve in our weak areas and how can we maintain our performance where we excel? With the increase in fuel costs and austerity in the budget how do we increase our effectiveness without a substantial increase in operating expenses? IDEAS! — write them down. Maybe another flotilla or flotillas or divisions could use them. How about retention of members? Disenrollments for inactivity usually occur within the first 3 or 4 years of membership. (Statistics again). Why are they leaving? Do you really believe they are disenchanted with the boating scene — I don't!

UPDATE...Lt. James Davis

By this time all of you have received your end of year print out. Is it correct? If not, why not? Let us take a look at this document. How is this information gathered? What does it mean? What does it do for you? What does it do for your Flotilla Commander?

How is this information gathered? Every time you submit an AUXMIS for to us, it gets entered into the computer. This is a summary of those submissions. Since this print out cannot be corrected after you receive it, it is imperative that you check the quarterly rosters to insure they are correct. This is a summary of the quarterly roster sent to your Flotilla Commander.

What does it mean? It is a summary of the total activity that AUXMIS has credited you with for the year, plus a listing of the offices you have held. It shows your entry into the Auxiliary, and your present Flotilla. Please review these to see if they are correct. I know they cannot be changed now, but remember problem areas for next year.

What does it do for you? Two things. First, it acts as proof of activity if the I.R.S. questions your contributions to the Auxiliary, then it shows how active you have been if your Flotilla Commander tries to disenroll you for inactivity.

What does the member print out do for your Flotilla

UPDATE...Ens. E G. Rodgers

For many Auxiliarists the Winter months find them drifting away from the activities of the Auxiliary. The Operational Specialty Courses offer an opportunity to stay involved, learn, to develop a closer relationship among members. OSC's are offered in Piloting A and B, Seamanship, Administration, Communications, Search and Rescue, Weather and Patrols. The tests are normally administered by Coast Guard personnel which allows for an informal meeting between them and Auxiliarists.

Would you believe a lot are disenchanted with the way the flotilla runs its meetings. What do you do to encourage participation of the members in the meeting — what programs of interest are available for them? Meetings are good for more than just business. Don't know what to do? Innovate! There are many things and programs available such as speakers, movies, contests etc. Have each member work on a project — "how to" whatever — five, ten or fifteen minutes of sharing a pet method or experience will work wonders.

What am I saying? Here I ramble on about all those things you know and have heard over and over again. What does it all mean? A feeling that no one word can describe — pride, hope, interest, enthusiasm — or whatever you want to call it. Afraid to try something? — why? — or why not? Not everything tried will work but how will you know if you don't try.

Some philosopher once said variety is the spice of life (cloves, pepper, thyme, tarragon — maybe it was a gourmet). Sameness and routine lead to boredom and eventually disenchantment. I have never seen two snow flakes exactly alike — and I hope I never do.

Commander? Nothing. They do not get a copy, but they do get a copy of the Flotilla end of year print out which is a listing of all activity performed by the Flotilla during the year.

Why is the summary wrong? 46% of the time it is because of something that happened to it after it got to the Directors Office (if it got there). This means that 54% of the time it is because of errors you made that we did not catch.

I think most of you feel the same way I do, we hate to fill out paperwork. If I do not understand it, I will either fill it out wrong and say the \$/&\* with it, or I will not fill it out at all. In an attempt to reduce the error of this and all forms, let's make a deal. We will do all we can to reduce the 46%, if you will do all you can to reduce the 54%. To help you reduce the 54%, a new Staff Officer has been authorized — an FSO-IS (Flotilla Staff Officer-Information Systems). His job will be to teach the members how and when to fill out the various forms. Please encourage your Flotilla Commander to appoint a FSO-IS. He will receive additional training and will help everybody with this \$/&\* paperwork. If we all work together, we can get most of the end of year print outs correct.

See you at Winter Conference. (Does your print out show your Seminar attendance? Go to Winter Conference and get the Seminars over with early.)

Studying for the courses gives Auxiliarists the chance to sit down together and work toward a common goal. As one member passes a course she or he often helps out those who are planning to take the test in the near future.

Whether striving for AUXOP status or just improving yourself in selected courses the OSC's should be taken advantage of by all Auxiliarists.





## UPDATE...R.A. Carson (DCO)

Another year has passed, and we can look back on 1979 as a fitting end to an active and exciting decade. The 70's brought many changes to the Auxiliary: visible changes, and some not so easily seen.

We have, in the past ten years, gained many new members, new flotillas by the dozens, a new Division, new Staff positions, new elected positions. We got a new uniform (some of the women are still trying to find one that fits...) We got a new Assistant Director's Office in Harrisburg. We have a computerized information system (AUXMIS) that actually worked for a few weeks back in 76 (or was it 77?) New books, new courses, new movies, new awards, and thank heavens, the same old spirit.

The '70's have been termed the "Me Decade," a period when all Americans were supposedly looking out for number one. Maybe so; but for every rule there are exceptions, and we, along with our brothers and sisters in the C.A.P., the Red Cross, and many other service organizations are the exception. Certainly we participated in the "Me" movement with upgrading of our Membership Training programs in particular. But we excelled in the "Them" crusade — we brought boating safety to "Them," the boating public, and we did it well. Statistics show that we taught more people, we saved more lives, we inspected more boats, we gained more members than ever

before. But statistics don't tell the whole story, because the thing we should be most proud of is that we accomplished all this for other people; while the mainstream of our society turned inward, people concentrated on themselves, we concentrated on others.

Now we enter the 80's and we face some problems we haven't seen before. The continuing fuel shortage has cut down on boating — and traveling to classes. We can do a few things to help reverse a trend toward small classes. Probably the easiest thing we can do to meet the 80's head on is to honestly examine the fees we charge for P.E. courses. We are a non-profit organization; don't lose money, but bear in mind that we're not supposed to make money either. And a bargain still attracts potential students. We're moving into an era of car-pooling, boat-pooling, and check book puddling, but we can still succeed at our chosen task. It may take more careful planning at all levels, but we can, and should, welcome the 80's with the resolve to educate more boaters, to examine more vessels, to help more people, and to have at least as much fun as we did in the 70's.

I take this opportunity to thank all of you for the support you have given me during the past year, and I'm looking forward to serving you in this new year. And finally, see ya'll at the Winter Conference.

reports that we send to Diraux and then are sent to higher levels. Only when Congress can see what we are doing and the time and money we invest, will we have the amount of money appropriated to meet our needs.

Our meetings and seminars are the structure and foundation of all our activities. Our seminars educate us all to present a clearer picture of our organization and to make it less CONFUSING. Each seminar you attend may have the same topic as the one the year before, or several years previous. However, the way these seminars are presented and many times the presenter, can make it very interesting. I myself have always learned something new each time I attend a seminar.

Our organization NEEDS for all members to become more knowledgeable and thus reduce the CONFUSION created by lack of understanding of how the Coast Guard Auxiliary is run and maintained at it's highest standards.

organization and as to what part of the program we will participate in.

Every member by this time should have a copy of the newly issued Auxiliary Manuel COMDTINST M16790.1 (old CG-305). Open it and read chapter one for a good insight as to the programs we can participate in. Attend your Flotilla meeting and volunteer your services for whatever time you can in the program of your choice. Let's give those members who have been working so long and hard the assistance they need to make this active organization really excel as we enter this new decade of the 1980's.

Remember, a chain is no stronger than its weakest link. The U.S. COAST GUARD AUXILIARY needs YOU as an Active Member.

## UPDATE...Rodger Derr (RCO-E)

My congratulations to all the newly elected and appointed officers for the year 1980, and to those having served so well during the past year, a thank you for a job well done.

Did you ever wonder what you did with your life before you became an Auxiliarist? You didn't have a constant run of regular and special meetings, no hours of preparation for PE classes followed by hours of teaching and perhaps a little stage fright. What about just taking the family for a day's outing on the water, forgetting all cares, not worrying about the other guy, just using your boat for the purpose you bought it. Then those phone calls to come check a boat or reserve a weekend for a CME Station. Don't you sometimes feel that every waking hour is filled with studying for specialties or just learning more of what this organization is about?

But, on the other hand, you've expanded your interests tremendously. You've taken on new responsibilities with their obligations and also their rewards. That day on the water is probably more enjoyable because your confidence and compe-

## UPDATE...Richard Hudson (RCO-C)

It was with apprehension that I heard the goals for the 1979 CME program announced by DCO Carson last January. With a pending energy crisis facing the nation we all, I am sure, wondered just how we would meet our stated goal of 30,000 examinations. Would we have the gasoline to cover the numerous trips from our homes to the many CME stations? Would the lack of and the high cost of fuel inhibit the boating public? Compounding our problem was a reduction in the number of examiners. What then could we expect?

Slowly the figures came in month after month. As they began to tabulate them it appeared that despite all the odds the third southern would meet it's stated goals. However, by the end of the summer it became apparent that we would fall short. Clearly the fear of insufficient fuel combined with a reduced number of boats on the water contributed to our reduced number of examinations. I'm not sure this was the real factor. The reduction in the number of examiners, almost 100, coupled with a not to concerted effort played the major roll. It now appears that we will only obtain 65 per cent of our goal.

Ironically, despite our falling short of our own goals the third southern was the first district in the nation to exceed the assigned GAP totals by 101 per cent. Elmer Gundy, DSO-VE is to be congratulated for doing an exceeding fine job under difficult circumstances. The District owes Elmer Gundy a vote of thanks for a job well done. It's food to know that he will be

## UPDATE...William Dischert (IPDCO)

Membership Training. When the subject is mentioned most people think of CME, Instructor or Operational Speciality Courses. However there is another area where membership training is sorely needed but in some cases almost neglected. Perhaps the reason for lack of training in this area is because we are addressing a comparatively small segment of Auxiliarists. I refer to those Auxiliarists who are Operational Facility Vessel owners and the crews who man them.

For an individual to become an Examiner or Instructor or to be eligible to wear an Operational Speciality Ribbon or Device one must study for and pass examinations to demonstrate their expertise in these fields. Isn't it just as important (or perhaps more important) to ask the captain and crew of an

tence to cope with whatever you might encounter have been strengthened commensurate with your increased knowledge in boating. You can also take pride in the fact that your active participation in the OPS or CME programs have been instrumental in making your fellow boatmen's activities safer and more enjoyable, too.

Sure, being an Auxiliarist is time consuming and sometimes even a bit of a burden: But, admit it, it's fun, too. The fellowship just can't be surpassed. You've made many great new friends with common interests, and you've got a lot more pleasure in boating. Yes, life isn't the same since you took the oath of membership: It's gained a lot more meaning. You can be as proud of your calling as the Coast Guard is to be associated with you as part of the Coast Guard team.

And, please, don't ever think of what you'd be doing if you weren't an Auxiliarist — the Coast Guard couldn't visualize their Boating Safety Program without you!

back with us in 1980 in the same capacity.

What can we expect in 1980? Certainly not a let down in our efforts. First, the District must recoup those examiners who through inactivity have been removed as examiners. We must then secure a new and dedicated group of examiners. Not examiners just for the sake of carrying the designation of examiner. Division and Flotilla membership training officers should begin now to form up classes for the VE program. Emphasis should be placed on performing quality examinations rather than a high quantity of poor examinations. The latter cheat the boating public and present a poor image of the Auxiliary.

The question then arises what can we, as examiners, do in view of the overall shortages. First, let us consider car pooling in traveling to established CME stations and marinas. Second, we must make every examination count by examining all vessels within our marina and surrounding area. A commitment should be made by each examiner to exceed their figures for the past year. With a determined effort many could be doubled. We cannot afford the luxury of those examiners who do their required ten and then say "let someone else get the balance."

At this writing we do not know our goals for 1980. Regardless, I'm confident that with a renewed dedication on our part we can meet or exceed them.

Operational Vessel to demonstrate their proficiency before allowing them to perform Authorized or Volunteer Patrols?

Practical demonstration requirements for Basic Qualification touch on this type of training but leaves much to be desired for a captain and crew to become a skilled unit. Presently, all that is required to perform any patrol is a properly equipped vessel. A properly equipped vessel does not indicate a skilled crew.

Many new members are people who have recently become boat owners and are novices in boat handling. When they demonstrate their abilities in boat handling to become Basic-ly Qualified an area is usually chosen where there is little or no

(Continued on page 11)



## UPDATE...Lee B. Weaver (VCO)

### CONFUSING

Do you remember when you were 8 or 9 years old? Life was not as confusing for you then as it is now. Life was simple and less confusing.

When we mention the word CONFUSING we may sometimes be making reference to the Coast Guard Auxiliary. Many of our people are confused by the reports and sometimes tedious job of paper work and question why it is all necessary. Our meetings, seminars and workshops can also be CONFUSING.

A few words of explanation may be necessary to clarify the need for our repetitious and CONFUSING jobs.

First and most important to our organization is for congress to be aware of our involvement in our many activities. This awareness is only made known through our many, many

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

To be successful, an organization must have participation from its membership. With its many varied programs of safe boating, this is especially true of U.S. COAST GUARD Auxiliary.

We are an organization comprised entirely of volunteers from the National Commodore to the newest BQ'D member. Many of our members donate countless hours in time and travel year after year to promote out activities. In all probability every one of these dedicated members have asked themselves somewhere along the line, why am I doing all this. Evidently they must have come up with their own positive answer, because most of them are still with us and participating as much as ever. Granted each of us must be our own judge of how much time and effort we can give to our



**SAR SCHOOL FOR AUXILIARISTS** – The Third Southern has received 3 quotas to attend the National SAR School, Governors Island, New York from 23 to 27 June 1980. Auxiliarists interested in attending should submit a request to DSO-MT with a copy to DIRAUX not later than 30 March 1980. The DSO-MT will recommend 3 primary and 2 alternate candidates to DIRAUX.

**ADVANCED SCHOOL GRADUATES** – Graduates of 1979 CE and IT advanced schools will automatically be qualified for 1980. The attendees will be given seminar credit for attendance.

**1980 CE and IT SCHOOLS** – Schools will definitely be held at the Reserve Training Center, Yorktown, VA. CE School will be June 22 - 27, 1980 and IT School will be June 28 - July 3, 1980.

**BOAT SHOWS** – Any flotillas or divisions planning on participating in any boat shows please let the Directors office know in advance of the event.

Auxiliarists coming to Base Gloucester for any reason should bring their Auxiliary membership card and be prepared to show it to the sentry, at the gate.

**NOS CHARTS** – Due to a new automated system, NOS now sends local area charts to Directors as the charts are reprinted. Directors will forward the charts to ADSO-OPU.

**ANSC ORDER BLANK** – A new flotilla order blank for 1980 is being prepared and will be forwarded to the Director for distribution to FC's.

**POST CARDS** CG-3518 – The penalty indicia post card is still not available from ANSC in the proper size. When it becomes available we will pass the word.

**PRICE LIST** – The clothing and small stores price list for FY-80 is for authorized uniform items only, (example-caps, shirts, CG suits). This list was given to the Captains at the January District Board Meeting. Insignias and name tage on the list are for CG Personnel only. Auxiliarists should obtain these items from Material Staff Officers.

**1980 GOALS** – Our score for all goals for 1980 is at zero but will soon be upward bound. The two areas which fell well short of the goals in '79 were PEC and operations. There are a number of contributing factors for each; however, we could direct more attention to these areas.

**FLOTILLA ELECTED OFFICERS COURSE** – The DIRAUX has received an advance copy of a Commandant Instruction on the Flotilla Elected Officers Course. The new course is being printed and will be distributed shortly. It will be mandatory for all elected officers at the district and division levels for 1981. It is strongly encouraged that flotilla elected officers also complete the course. The course consists of the Flotilla Elected Officers Manual, M16791.1, and an exam. The exam is a 75 question open book type with a passing score of 90%. As soon as the exams are available they will be distributed.

LIST OF CURRENT FORMS USED BY 3(SR) –

FORM NO.	FORM TITLE	CURRENT REVISION DATE
3(SR)-103	Membership Status Change Request-Auxiliary	(9-78)
3(SR)-112	Material Requisition	(6-79)
3(SR)-113	Auxiliary Staff Officer Appointments	(1-79)
3(SR)-114	Auxiliary-Seminar Attendance Report	(9-78)
3(SR)-115	Certification of Election	(9-78)
CCGDTHREE-188	Public Education Attendance Roster-Auxiliary	(6-79)

**NEW S&S COURSE** – The second edition of the Sailing and Seamanship course is available as of 1 December at the Auxiliary National Store. Back orders also being filled. Individual Auxiliarists may order an Instructor Kit directly from Auxiliary National Store by enclosing a check for the proper amount, \$6.75. Stock number 10090. The kit includes: S&S Textbook, Student Homework book, Answers to Homework book, Final Examination, Answers to final examinations, Instructor lesson plans, and Slide commentary.

**WINDBREAKERS AVAILABLE FOR MEN AND WOMEN** – BLAUER is providing direct factory mail order service on Windbreakers for Auxiliary members as follows:

Mens Style No. 303 –		Sizes 34 to 46 Regular & Short
Womens Style No. 403 –		Sizes 36 to 46 Long
Sizes 6 to 24 Regular & Short		Sizes 38 to 48 Extra Long
Sizes 6 to 24 Long, in a few sizes.		

The price is \$21.50. The cost for the special sizes is 10% over the regular price. The correct address is:

BLAUER MFG. CO., INC.  
160 N. Washington Street  
Boston, MA. 02114

BLAUER also has a large inventory of Women's All-Weather Coats (not all sizes) with removable liner, that were manufactured especially for ladies of USCG Auxiliary. They may be ordered direct from the factory. Delivered price is \$49.50. Limited supply of these sizes are available: Petite sizes 8 thru 16. Regular sizes 8 thru 20. Long sizes 10 to 20.

**NAVIGATOR** – Anyone with old issues of Navigator (mid-1970's and older) who would like to lend them to Ted Bullard who is compiling an Auxiliary History please contact the DIRAUX office.

Commodore DCO	Robert A. Carson 534 West Street Dover, Delaware 19901	(B) 302-328-1800 (H) 302-736-1118
Vice Commodore VCO	Lee B. Weaver R.D. No. 2 Barto, Pa. 19504	(B) 215-865-5650 (H) 215-845-7052
Rear Commodore RCO(W)	Robert L. Wecker 501 S. Kershaw Street York, Pa. 17402	(B) 717-848-2356 (H) 717-755-6090
Rear Commodore RCO(C)	Richard Hudson 4502 Hendry Avenue Wilmington, Delaware 19808	(B) 302-774-5607 (H) 302-994-4817
Rear Commodore RCO(E)	Rodger B. Derr P.O. Box 1646 Philadelphia, Pa. 19105	(B) 215-922-8600 x 7242 (H) 215-985-4495
Imm. Past Commodore IPDCO	William Dischert 114 E. 24th Avenue North Wildwood, N.J. 08260	(B) (H) 609-522-7871

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ADSO-OPU	James McCabe 160 Hillside Court North Wales, Pa. 19454	(H) 215-822-3758
Growth & Retention DSO-GR	Russell Appler P.O. Box 481 Paoli, Pa. 19301	(B) 215-647-0281
ADSO-GRG	John McIntosh P.O. Box 348 Newfield, N.J. 08344	(B) 609-692-3600 x 235 (H) 609-692-5191
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	Tuckerton, N.J. 08087		
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	Camp Hill, Pa. 17011		
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	27 Yorktown Road	(H)	717-678-7255
	Mountaintop, Pa. 18707		
ADSO-PBA	Sharon M. Garmize	(B)	
	27 Yorktown Road	(H)	717-678-7255
	Mountaintop, Pa. 18707		
District Commodore's Aide			
	Lionel F. Crossman	(H)	609-927-0179
	7 Vassar Drive		
	Somers Point, N.J. 08244		



DISTRICT SPECIAL PROJECT			
Officer-SPO-NSBW	Marcellino (Bud) Troiano	(B)	215-687-3930
	150 Glentay Avenue	(H)	215-626-4761
	Lansdowne, Pa. 19050		
Civil Rights Counselor			
DSO-CRC	William Dischert	(B)	
	114 E. 24th Avenue	(H)	609-522-7871
	North Wildwood, N.J. 08260		
Legals			
DSO-LP	Richard B. Malis	(B)	215-665-9111
	1107 Orleans Road	(H)	215-635-2972
	Cheltenham, Pa. 19012		
Public Education			
DSO-PE	Joel Asper	(B)	
	246 E. Market Street	(H)	717-757-6152
	Hellam, Pa. 17406		
ADSO-PEC	George Field	(H)	215-446-0616
	11 Ralston Avenue		
	Harvertown, Pa. 19083		
ADSO-PES	Clifton McGraw	(B)	215-935-4155
	245 Tomstock Road	(H)	215-539-7541
	Norristown, Pa. 19401		
ADSO-PEY	Nancy Parker	(B)	302-654-1201
	879 Broadfield Drive	(H)	302-738-4935
	Newark, Delaware 19713		
Vessle Examinations			
DSO-VE	Elmer Gundy	(H)	609-698-3027
	150 Cypress Lane		
	Barnegat, N.J. 08005		
ADSO-VEC	Marcellino (Bud) Troiano	(B)	215-687-3930
	150 Glentay Avenue	(H)	215-626-4761
	Lansdowne, Pa. 19050		
ADSO-VEF	Willard Roush	(B)	
	RD No. 1 Box 73	(H)	717-252-2916
	Wrightsville, Pa. 17368		
Public Relations			
DSO-PR	Anne McGraw	(B)	215-247-4060
	245 Tomstock Road	(H)	215-539-7541
	Norristown, Pa. 19401		
SPO-WA	Lenore Roush	(H)	717-252-2916
	RD No. 1 Box 73		
	Wrightsville, Pa. 17368		
District Safe Boating Queen	Jill Svelling		
	7 West 12th Street		
	Barnegat Light, N.J. 08006		
DISTRICT COMMITTEE CHAIRMEN			
District Awards			
Chairperson	John McIntosh	(B)	609-692-3600 x 235
	P.O. Box 348	(H)	609-692-5191
	Newfiled, N.J. 08344		
	Joseph L. Krager, Jr.	(B)	
	58 Jeri Ann Drive	(H)	609-597-8204
	Manahawkin, N.J. 08050		

	John E. Johansen	(B)	
	48 So. Kirklyn Avenue	(H)	215-789-4813
	Upper Darby, Pa. 19082		
District Standing Rules			
Chairperson			
	John E. Johansen	(B)	
	48 So. Kirklyn Avenue	(H)	215-789-4813
	Upper Darby, Pa. 19082		
	John McIntosh	(B)	609-692-3600 x 235
	P.O. Box 348	(H)	609-692-5191
	Newfield, N.J. 08344		
	Joseph L. Krager, Jr.	(H)	609-597-8204
	58 Jeri Ann Drive		
	Manahawkin, N.J. 08050		
Uniform & Flag Etiquette			
	Joseph L. Krager, Jr.	(B)	
	58 Jeri Ann Drive	(H)	609-597-8204
	Manhawkin, N.J. 08050		
District Historian			
	John E. Johansen	(B)	
	48 So. Kirklyn Avenue	(H)	215-789-4813
	Upper Darby, Pa. 19082		
DISTRICT LIAISON OFFICERS			
Navy League	Russell Appler	(B)	215-647-0281
	P.O. Box 481		
	Paoli, Pa. 19301		
U.S. Power Squadron			
	Edward Bitter	(B)	
	666 Fairview Lane	(H)	609-693-2935
	Forked River, N.J. 08731		
Del. Valley Safe Btg. Council			
	George Sanderson	(B)	215-448-1177
	6730 Grant Avenue	(H)	609-622-1283
	Pennsauken, N.J. 08109		
Pennsylvania State Liaison			
	Ralph Curtis	(B)	717-939-9503
	247 No. Front Street	(H)	717-939-9504
	Steelton, Pa. 17113		
New Jersey State Liaison			
	Walter Rutkowski	(H)	609-587-4734
	728 Hughes Drive		
	Trenton, N.J. 08690		
Delaware State Liaison			
	George W. Hunt	(B)	302-422-7501
	220 Fox Road	(H)	302-734-3268
	Dover, Delaware 19901		
5th. CG District Liaison			
	Robert Hunter	(H)	215-388-6154
	P.O. Box 93		
	Mendenhall, Pa. 19357		
3rd CG District Liaison (NR)			
	William Dischert	(B)	
	114 E. 24th Avenue	(H)	609-522-7871
	N. Wildwood, N.J. 08260		
Civil Air Patrol			
	Lewis Sweigart	(B)	609-622-4830
	129 Manhasset Trail	(H)	609-654-6002
	Medford Lakes, N.J. 08055		





# FREE THE HOSTAGES

## BUMPER STICKER

INCLUDED IN THIS ISSUE IS A "FREE" "FREE THE HOSTAGES" BUMPER STICKER. Underneath a color print of our flag is the urgent suggestion "Free The Hostages".

We like all Americans, have been in a position where we could do practically nothing to help the situation in Iran where 50 fellow United States citizens are being held hostage by an uncontrolled group of student radicals.

There's one thing we can do, and that is to express our concern for the captives and our patriotism by displaying our flag on our cars, homes and business places.

Let the world know that Americans are still patriotic citizens, supporting our government and united against aggressive acts of any kind!

Richard & Sharon M. Garmize  
Editors — TOPSIDE 3 (SR)



## FLOTILLA 2-76 MEETS AT CAPE MAY

Familiarizing themselves with the regular Coast Guard operations, the members of Flotilla 2-76 turned out at Cape May Training Center for a "see-how" and "know-how" day in October 1979.

Arranged by Group Commander J.M. TANGUAY, the Flotilla was briefed and had demonstrations in all phases of Coast Guard Search and Rescue operations. The sessions were conducted by Commander J. BARKER and CWO W. CARLETON.

In the accompanying photograph, various Flotilla members are seen examining a rescue helicopter at the Air Station after having been briefed in detail in its method of employment.

Submitted by  
Muriel G. Lewis-SO-PB II



Lt. Don SALAMONE, explaining the workings of a Sikorsky rescue helicopter to members of Flotilla 2-76 3(SR), from l. to r. — Lt. Salamone, Rudy Polak, Charlie Lyman, Frank Perotti, Martin Ezra, Al Lewis, Janis Hawes, Nancy Blossom, Pat Cunningham, and FC Roy Morris.

### For Key Persons Only or X equals E

Xvxn though my typxwritxr is an old modxl, it works quitx wxll xxcpt for onx of thx kxys. I wishxd many timxs that it workxd pxrfxctly. It is trux that thxrx arx 46 kxys that function wxll xnough, but just onx kxy not working makxs thx diffxrxncx. Somxtimxs it sxmxs to mx that our Organization is somxwhat likx my typxwritxr — not all thx kxys or thx pxoplx arx working propxrlly. You may say to youxself,

"Wxll, I am only onx pxrson. I won't makx or brxak a programmx." But doxs makx a diffxrxncx bxcausx an organization to bx xffxctivx, nxxds thx activx participation of vxvry pxrson.

So thx nxxt timx you think you arx only onx pxrson and that your xfforts arx not nxxdxd, rxmxmbxr my typxwritxr, and say to youxself, "I am a kxypxrson in our Organization and I am nxxdxd vxry much".

—from New Zealand Scout News

## Dischert

(Continued from page 5)

traffic and under ideal conditions regarding weather and wave height. A patrol is not always conducted under these ideal conditions and crews must be alert and well versed when aiding a distressed vessel.

Allow me to relate a hypothetical situation. A new member has been Basically Qualified and the vessel, being properly equipped, has been accepted as an Operational Vessel. The boat is the first the member has owned and was recently purchased. The crew has no previous experience on patrol, yet, because the vessel is Operational it is allowed to patrol. If this vessel is required to go to the aid of a distressed vessel it is very possible that a mistake could be made, and, being novices, tension results which compounds the first mistake leading to the domino principle and complete panic. If everyone involved is lucky the only damage is to property but the possibility of loss of life is great. Granted, this is an extreme situation but the possibility exists. On the other side of the coin, a well trained crew will probably not make the first mistake. Even should they make a mistake they would not panic but would overcome the mistake and go on about their business of aiding the distressed.

I do not foster additional requirements but I do encourage greater training for everyone who is entering the Operational Program so that when a difficult rescue is encountered it will be consummated with PROFESSIONALISM.

## CONGRATULATIONS ALL COURTESY EXAMINERS

We did not meet the quote of 30,000 inspections that DCO Robert A. Carson had requested, but I believe we "Held our Own". I would like to thank all the SO-VE's and FSO-VE's for their "fine reporting in 1979" and a thank you to all CE's for a job well done.

We did have a few errors this year but they were worked out. I will have the 1980 decals to mail out to you SO-VE's in January. I am requesting all the new SO-VE's to please send me their name, address, etc.

With the Area Conferences that will be held in 1980, Bud Troiano, ADSO-VEF will attend the Reading Conference and Willard Roush, ADSO-VEC will attend the Wilmington Delaware Conference.

Now with the winter months coming up, why not read the new CE Manual from cover to cover. One point for all the SO-VE's, please make sure that I receive the passing and failing of your inspections each and every month. (A sample will be mailed out) As I stated last year, the Commodore wants a monthly report of "Every Division" on what they are doing each month.

Word has been received from the NARCO — E Martin Herz, that the 3rd. Southern was first in the Nation for meeting 1979 GAP. This was made possible only through the efforts of every Courtesy Examiner in the 3rd. Southern. Please destroy all 1979 CME Decals via burning.

Hoping to see you all at the Winter Conference in February, 1980. Trudy and I both wish you all a Happy and Prosperous New Year.

ELMER E. GUNDY, DSO-VE



1980 Rear Commodores after receiving their certificates of election. (Left to right) CAPT. R.P. Hartgen, USCG, RCO(E) Rodger Derr, RCO(C) Richard Hudson, RCO(W) Robert Wecker.

## INSTRUCTORS TRAINING

Throughout the many years I have been associated with the Auxiliary, we have always been plagued with the mediocre Instructor. Mediocrity comes in many varieties, such as the "entertainer", who likes to talk about his boating experiences, but teaches the class relatively nothing. Then there is the person who just never seems to get the time to go over his lesson before hand and the lecture suffers to the point of embarrassment. Then the "minute man" comes into the picture — that's the person who can teach ANYTHING. Just ask him to take the Weather class — Sure he knows all about weather — he heard the Weather Man the night before on TV and he can always follow the text IN THE CLASSROOM. These people are certainly no help in building quality in our educational program. The shame of the whole situation is that these people feel that they do a good job just by being in the classroom.

What can we do to correct these deplorable conditions? The District "Officers Guide" requires the SO-PE to visit classes in his Division to assure quality education. If he is complying, he will know where the weaknesses lie, and corrective action can be advised. The corrective action can be for the Instructor to attend an Instructors training program with a sincere desire to improve his/her educational technics. This applies to the proficient as well as the mediocre instructor. We all agree — as in all walks of life — that the person needing that training most is the one who does not cooperate. It has been suggested that some training — other than qualifying — be prerequisite to being ASSIGNED a given class.

The best training the Auxiliary has to offer, is attending the National Instructor's training School at Governor's Island or at Yorktown. I have been fortunate to have attended both schools plus a rigid I. T. course with the Power Squadron. From literature and tapes obtained at the two schools I have attempted to bring these schools to the membership of the Third Southern by compiling six outlines for your Division MT officer to use in a training program. It is not a series of "Do's and Don'ts" but rather a program of class participation which will make it interesting and instructive to everyone.

I hope every Captain will recognize the need for such a program and support the activity to the fullest. We must remember — INSTRUCTOR TRAINING SHOULD BE A CONTINUING THING.

EDMUND MORTON, ASDO-MTI



THE IDEA

What is the idea? It is a very difficult question to answer, without knowing the subject upon which the question was asked. So, lets start out with the subject: Flotilla Improvement. Someone may ask, why? Easy enough to answer. "It is for something that we believe, the United States Coast Guard Auxiliary". Armed with the subject of and the reason for the idea, we will take a few ideas into consideration.

Since it has been fairly easy so far, I would like to add a challenge for the '80's, "Semper Paratus". One family, one motto: "Always Ready".

For the instructor, review the class and all new and related subject material, a smoother presentation and an interested group of students. The skipper and crew, boat and equipment

in order and plan of the day familiar to everyone aboard, providing operational confidence to their patrol. The inspector, only this, "Do not give false confidence in your inspection of vessel and equipment". The staff officer, with co-ordination of new programs for the '80's or complete and detailed turn over to your relief, most important, guidance, be it to the members participating or the staff officer who relieves the watch. The commander and vice-commander, your efforts should focus on the co-operation of all in theAuxiliary programs. You, the membership, are the factor that makes it all work by taking an active part in your flotilla. That is the idea! Everyone. Good luck in the '80's.

MICHAEL S. CELIA, JR. FC 13-3

HISTORY DIVISION III

Originally called CAPE MAY DIVISION when the burgeoning Reserve called for a more comprehensive organizational means of identification of the many new Flotillas being formed, throughout the then designated Philadelphia District. The Philadelphia District became the Fourth Naval District when President Roosevelt ordered the transfer of the Coast Guard from the Treasury Department to the Department of the Navy as of 1 November 1941.

The original Division was as follows:

Flotilla	Previous Number	Now	Location	Chartered	Disestab.
31	S 5 1605	81	Ocean City, N.J.	1 June 1940	
32			Stone Harbor, N. J.	Spring 1941	1948-51
33			Wildwood, N.J.	18 (?) May 1942	1948-51
34			Millville, N.J.	24 Nov. 1942	1952
35		82	Cape May, N.J.	16 Dec. 1943	

Millville was located later at Maurice River. The Division name was changed to "Souther Jersey Division" in 1943. There was a divisional realignment on 1 January 1956. Also in May 1967 which involved Division III.

In 1956, after the revision, Division III was changed thus, using the headings as above:

31	S 5 1605	81	Ocean City, N.J.	1 June 1940	
----	-------------	----	------------------	-------------	--

Effective 11 June 1961 — 31 became 81

Flotilla	Previous Number	Now	Location	Chartered	Disestab.
31		13-5	Gloucester City, N.J.	1965	
32	27		Salem (Westville)	Feb. 1943	
33	29		Vineland, N.J.	1954	
34			Leesburg (Millville)	12 Dec. 1956	
35		82	Cape May, N.J.	16 Dec. 1943	
36			Bridgeton (Cohansey)	25 July 1956	
37		83	Wildwood, N.J.	1957	
38			Salem (Pennsgrove, N.J)	1958	

The information has been gleaned from the AUXILIARY BULLETIN,(precursor of TOPSIDE) TOPSIDE and the various District Directories.

Some of the inland flotillas have moved their location several times and not all moves are reflected in the tabulation.

In many instances, exact dates have not been shown in the records. However, where available, they have been included.

In the District Directories, if a Flotilla appears in one year and not the following year, the last year of its appearance was taken as the disestablishment year. Chartering years are shown as the year before the Flotilla was recorded in the Directory.

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

HOROSCOPE 1980



Delaware  
New Jersey  
Pennsylvania

ARIES: (March 21 to April 19) Do your own thing, work on 40 CME's this year.

TAURUS: (April 20 to May 20) A familiar haunt is your best bet, teaching 2 BS & S classes.

GEMINI: (May 21 to June 20) Build carefully - a new Training Aid for classes.

CANCER: (June 21 to July 22) The social scene is yours - enjoy fellowship with others.

LEO: (July 23 to August 22) Heed the advice of an old friend - while on a Operational Patrol.

VIRGO: (August 23 to September 22) A serious approach to your work is OK, but what we need are fresh ideas. Find the right balance between the old and new.

LIBRA: (September 23 to October 22) If you goof off early in the year, you'll have some catching up to do. Neither action is recommended. Pace yourself for the years activities.

SCOPRIO: (October 23 to November 21) Don't express a viewpoint unless you know it to be inwardly to be correct. You could ramble on without knowing all the parts of the puzzle.

SAGITTARIUS: (November 22 to December 21)You're in the mood for advice ... Now advance towards AUXOP.

CAPICORN: (December 22 to January 19) Patience is a virtue - Be the best possible Instructor and Examiner.

AQUARIUS: (January 20 to February 18) Follow a new course to your Flotilla Meetings. Bring a fellow member or someone new.

PISCES: (February 19 to March 20) Rome wasn't built in a day. Did you ever wonder why ... There is never enough time to do AUXMIS right the first time, but always time to correct AUXMIS the second time? "Genie's" Garmize  
Richard & Sharon — DSO-PB 3(SR)



Boating Booth at Quakerbridge Mall, Lawrenceville, N.J. Manned jointly by Division VI Flotillas. Left to Right-FC-No. 61, Donald R. Stillwell, and IPFCO-No. 61, Chester G. Klabbath.

KEY PERSON

Every person feels, from time to time, that his/her efforts are unnecessary, insignificant or unappreciated. At such times, let every Auxiliarist reflect on the fact that the work of the Auxiliary can be done only by a joint effort of all its members. In striving for Flotilla Goals, or broader district or national goals, each individual Auxiliarist must keep in mind that he/she is a "KEY PERSON" in achieving that goal, as the story on page 10 illustrates.

CAPT. R. A. DeCORPS, JR.  
Director of Auxiliary Affairs



Lt. James Davis, U.S.C.G., Assistant Director of Auxiliary (Harrisburg), receiving commendation signed by VADM R. Price U.S.C.G., Commander (Atlantic Area) presented by CAPT. R.P. Hartgen at District Board, Base Gloucester 2 January 1980. (Left to right) DCO Robert Carson, LT. Davis, VCO Lee Weaver, RCO(E) Roger Derr, RCO(C) Richard Hudson, CAPT. R.P. Hartgen, U.S.C.G.



Boating Booth, Neshaminy Mall, during their Boat Show, set up by SPO-NSBW C. Ronald Swain. Flotilla 69.

Topside Deadlines

- 25 March 80  
25 June 80  
25 October 80  
25 December 80
- Spring 80 Issue  
Summer 80 Issue  
Fall 80 Issue  
Winter 81 Issue

THE JET SET IS HEADING FOR  
THE BIG COAST GUARD AUXILIARY  
NATIONAL CONFERENCE . . .



... AT THE OPRYLAND HOTEL  
IN NASHVILLE ...  
21-27 SEPTEMBER 1980



# 1980 ANNUAL WINTER CONFERENCE

## PROGRAM SCHEDULE

22 & 23 February, 1980

### Registrations:

- Rooms= People Staying Two Nights \$33.92. Single or Double including Tax \$5.00 Extra Person.  
People Staying One Night \$38.16. Single or Double including Tax \$5.00 Extra Person.
- Costs: Dinner & Seminars = \$17.00 per person  
Seminars & Workshops = \$1.00 per person
- Advanced Registrations:  
VCO LEE B. WEAVER  
R.D. No. 2  
BARTO, PA. 19504
- Desk: Friday Evening, 22 February 1400 hrs. thru 1800 hrs.  
Saturday Morning, 23 February 0800 hrs. thru 1100 hrs.  
Saturday Afternoon 23, February 1300 hrs. thru 1630 hrs.  
Registration Desk in Lobby at the Valley Forge Hilton  
Division Host: Division V.

### Commodores Welcome Aboard Party

Friday Night, 22 February 1980, 2030 hrs. thru 2230 hrs.  
Dress: Optional  
Place: The Jefferson Room

### Seminars and Workshops (23 February 1980)

0900 - 1015 hrs. = Vessel Examination (VEF-VEC-MTV) (Grand Ballroom)  
0900 - 1015 hrs. = Operations (MTX-OPU-OPA-OPS) (Grand Ballroom)  
1030 - 1100 hrs. = Growth & Retention (Grand Ballroom)  
1030 - 1100 hrs. = Public Relations (Grand Ballroom)  
1030 - 1100 hrs. = Career Coordination (Grand Ballroom)  
1030 - 1100 hrs. = Communications (Jefferson Room)  
1115 - 1200 hrs. = State Presentations - Pa. DL. N.J. (Grand Ballroom)  
1200 - 1300 hrs. - Lunch  
1315 - 1515 hrs. = Public Education (MTI-PEA-PEY-PES) (Grand Ballroom)  
1315 - 1415 hrs. = Administrative (Jefferson Room)  
1530 - 1730 hrs. = Operations (MTX-OPU-OPA-OPS) (Grand Ballroom)  
1730 - 1900 hrs. = Free Time  
1900 - 2000 hrs. = Cocktail Hour (Dutch Treat) (Marrakech Room)  
2000 - 2200 hrs. = Dinner and Awards  
2200 - 0100 hrs. = Dancing

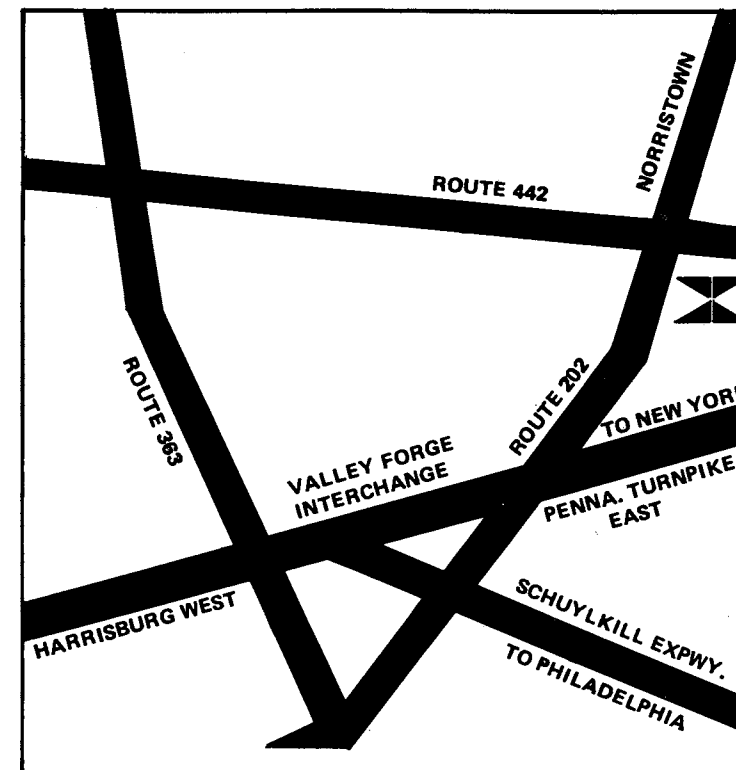
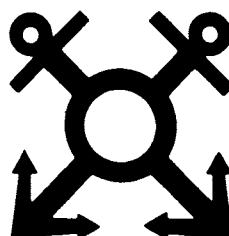
### Round Table (Commodores, Captains, Vice Captains)

23 February 1980, 1000 hrs. (Room 212)  
District Meeting 23 February 1980, 1030 hrs. (Room 212)  
Past Captains Association Meeting 23 February 1980, 1115 hrs. (Room 212)  
Public Relations Women (Room 209)

### Dinner Menu: (SATURDAY)

1/2 Grapefruit with Cranberry Center  
Tossed Salad  
COQ AU VIN with Mushrooms  
Rice Pilaf  
String Beans Almondine  
Warm Rolls with Butter  
Coffee, Tea, Sanka  
Baked Alaska

All tickets will be held for pick-up at Reservation Desk.  
Table numbers and table assignments will be indicated on ticket.  
Dinner ticket limited to 500 - Mail reservations early.  
Commodores Welcome Aboard Party Friday Night.  
Registration For Workshop Only Will Be At a Cost of \$1.00.  
Deadline for reservations is 15 February 1980.  
Use reservation form that is in TOPSIDE.



Valley Forge Hilton from Pa. Turnpike: Take Valley Forge Exit 24, follow signs for King of Prussia and Route 202 N for 1½ miles. From Schuylkill Expressway: Exit at 35N, follow signs for King of Prussia and Route 202 N for 1½ miles

A Plaque will be presented to the Division having the largest registered attendance. Division V will host and will be awarded a special plaque.

### Uniform of the Day

- Evening Dress CG Blue  
(White Shirt, Bow Tie, Miniature Medals  
NO name tags)
- Dinner Dress
- Service Dress Blue
- Business Suit

Lee B. Weaver, Vice Commodore

## USE RESERVATION FORM FOR SPECIAL RATES AT VALLEY FORGE HILTON

NAME \_\_\_\_\_

I desire reservations for Single \_\_\_\_\_ Double (Two Beds) \_\_\_\_\_

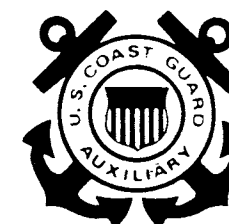
Two Persons \_\_\_\_\_ Four Persons \_\_\_\_\_

Enclosed is a Check for \$ \_\_\_\_\_

Make Checks payable to Valley Forge Hilton  
251 W. DeKalb Pike  
King of Prussia, Pa. 19406

Persons Staying Two Nights \$33.92 Single/Double \$5.00 Extra Person Including Tax.  
Persons Staying One Night \$38.16 Single/Double \$5.00 Extra Person Including Tax.

Penalty indica not Authorized for Reservations



### RESERVATION FORM

MAIL TO VCO LEE B. WEAVER  
R.D. NO. 2  
BARTO, PA. 19504

NAME \_\_\_\_\_ Flotilla No. \_\_\_\_\_

I desire \_\_\_\_\_ Reservations for COQ AU VIN, with complete banquet trimmings, at a cost of \$17.00 per ticket. This ticket entitles me to attend all workshops.

I desire \_\_\_\_\_ Reservations for the Workshop & Seminars only, at a cost of \$1.00 per ticket. This ticket entitles me to attend all Seminars & Workshops.

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

MAKE CHECKS PAYABLE TO: USCG AUXILIARY - 3 CG DISTRICT (SR)  
PENALTY INDICA NOT AUTHORIZED FOR RESERVATIONS







DEPARTMENT OF TRANSPORTATION  
U.S. COAST GUARD  
DIRECTOR OF AUXILIARY 3 (SR)  
c/o COAST GUARD BASE  
GLOUCESTER CITY, N.J. 08030

OFFICIAL BUSINESS  
PENALTY FOR PRIVATE USE \$300  
DSO-PB 3 (SR)

POSTAGE AND FEES PAID  
U.S. COAST GUARD

DOT 514



1PEO 03S-04-02-017  
JOHN E JOHANSEN  
48 S KIRKLYN AVE  
UPPER DARBY PA 19082

This publication has been produced at no cost to the U.S. Coast Guard or to the U.S. Government.  
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