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**SERIOUS TARGETS FOR
1982**



3 (SR)

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IX Helen Villano
X Richard Garmize
XI Dane Alden
XII Toni Carson
XIII Lew Sweigart
XIV Dick Seitz

FRONT COVER:

Achieving the Four Cornerstones are serious targets during 1982 for 3(SR).

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A VIEW FROM THE BRIDGE



During 1982, the City of Philadelphia will celebrate its 300th Anniversary. This celebration has been termed CENTURY IV and includes several waterborne activities.

First on the list of these activities will be a visit from the S/V DANMARK (April 22-27). The DANMARK is a Class "A" training vessel from Denmark.

The Queen Elizabeth II will terminate a TransAtlantic crossing in Philadelphia on 25 April. She will remain in port until 28 April. I have requested Auxiliary assistance with traffic control for her inbound voyage.

The major event will be the "TALL SHIPS" visit (17-21 June). Sponsored by the City of Philadelphia and in conjunction with the CENTURY IV festivities, several functions are planned. Probably, the major waterborne activity will be the Parade of Sail. We anticipate literally thousands of spectator craft with the attended safety hazards and SAR demands. Again, I have requested Auxiliary assistance with traffic control for this event.

The Parade of Sail will commence at 0800 on 17 June. Participating vessels will be ready to get underway at 0700. The parade route will be from the Commodore Barry to the Ben Franklin bridge.

The Parade of Sails will begin with the host vessel USCGC EAGLE taking the main channel at 0800 hours and proceeding northward at 6 knots. Class A vessels located in the same anchorage as the USCGC EAGLE will follow, allowing approximately a "400" yard space between itself and the preceeding vessel. This spacing will allow for Class B vessels to integrate the parade at the appropriate times. Class A vessels using the Mantua Creek anchorage shall fall in line using the "400" yard spacing as the parading vessels transit up river.

The following listing is the projected sequencing of vessels for the Parade of Sails. The list is based on confirmed participants as of December 1981:

- | | |
|------------------------|----------------------------------|
| 1. EAGLE | 16. SORLANDET (tentative) |
| 2. PRIDE OF BALTIMORE | 17. DAMBUSTER |
| 3. BLUE NOSE II | 18. ELINOR |
| 4. SIMON BOLIVAR | 19. OUR SVAVEN |
| 5. LINDO | 20. STARGATE |
| 6. PROVIDENCE | 21. GLAD TIDINGS |
| 7. GAZELA PRIMERO | *22. ESMERALDO |
| 8. TEHANI | 23. GALLEONS LAP |
| 9. SELINA | 24. EBB TIDE |
| 10. MARQUES | *25. LIBERTAD (tentative) |
| 11. TARTH | *26. SAGRES |
| 12. WELCOME | 27. GLORIA (tentative) |
| 13. YOUNG AMERICA | 28. TOVAAISTCH (tentative) |
| 14. WILLIAM H. ALBURY | 29. DARMLODZIEZY (tentative) |
| 15. CHRISTIAN VENTURER | 30. AMERIGO VESPUCCI (tentative) |

**NOTE: These vessels will not be proceeding to Penns Landing. Vessels will break off from the parade and proceed to their respective berthing at their own pleasure.*

The safe passage of these vessels will require much planning and effort, and I have instructed my operations staff to work closely, with the Commodore's Committee Chairperson to insure a pleasant, smooth event. I am confident that the Auxiliary will perform with the same professionalism you exhibited during the transit of the USS SARATOGA.

CAPT D.B. Charter, Jr., USCG
Captain of the Port, Philadelphia

MAJOR WATERBORNE ACTIVITIES IN CELEBRATION OF CENTURY IV

UPDATE...LCDR James Davis

MEMBERSHIP ACTIVITY AWARDS

PAPERWORK, PAPERWORK, PAPERWORK. Can anyone devise another piece of paperwork for us to do? Yes! Your friendly Director can.

I did a survey about a year and a half ago to see who or what was requiring all of the paperwork and reports. I found that over 75% of the reports are required for the awards program. So what? You are not interested in awards, are you? Well, I'll bet that a great majority of your fellow Flotilla members are proud of the awards they have won/earned. And that gentleman, (how is that for a unisex term?) is the reason for the awards program and, therefore, paperwork. So, I have developed another piece of paper.

As far as I am concerned, one of the best awards we have is the MEMBERSHIP ACTIVITY AWARD (described on page A-14 of Appendix A to the Third Southern Officers Guide). This award was established for the Flotilla Commander to use as a medium of saying thanks to the members who have done so much unrecognized work. I firmly believe most F.C.'s do not present enough of these awards. Therefore, I am suggesting a new piece of paperwork to keep track of what the members are doing.

On page 16 of the Winter 1979 issue of NAVIGATOR there is an article which outlines a method of keeping track of activity. Of course, the main reason for the article is to develop a method of tracking AUXMIS reports, but it will also do very

UPDATE...Lt. M.E. Swigert

During an Auxiliarist's career, a lot of time is spent on preparing for the job. From the very beginning, BQ training prepares the prospective member for working in the Auxiliary. Then come Instructor, Courtesy Examiner and Operational Specialty courses. Seminars and practical training sessions keep these skills current.

You may ask, for what end is this training undertaken? Any Auxiliarist who is active can tell you. At the completion of a Public Education class you know that the students completing



UPDATE...Lee B. Weaver (DCO)

The last year as your District Commodore has been most enjoyable and I thank all of you people in the Third Southern for your hospitality and support. I would like to leave some thoughts with our new and re-elected Flotilla Commanders who took office on January first.

Now is the time to assess your position for the coming year.

How much of a working knowledge do you have of your Flotilla?

What are your Flotilla members likes and dislikes?

What are their motives for becoming Auxiliarists?

Are they getting their needs fulfilled in our organization?

Has anything happend to let their interest lapse?

What can you do to rekindle the fire?

Can the Division or District Board help?

The job of Flotilla Commander takes a lot of ingenuity to keep on an even keel, as well as a lot of imagination. In the Auxiliary, as in other volunteer organizations, if the program does not fit an individual's needs, he will expend his efforts elsewhere. If we want to keep our members interested, we must

nicely for keeping track of member activity. ADSO-OPS Elsie Nichols (among others) has developed an actual form for accomplishing this, and will probably share it with interested people.

O.K. We have a new form. Now who is going to keep track of all this information? Why not let the FSO-IS's earn their pay. If all pink slips are routed through them, they can not only check for proper procedures, but will be able to count all of the "beans" for the Flotilla. This procedure will enable them to track member activity, and provide the staff officers with numbers for their reports on one form. However, this will mean that the staff officers will not have anything to do because the "beans" have been counted. They will no longer be able to say, "I have nothing to report because no one tells me anything". So why do we need staff officers? Actually we don't, but the manual says we must have them so let's see if we can find them something to do. How about managing their program? How about training people? How about scheduling events? How about working in their field? How about teaching? I realize that this is a new concept so it will probably not work, but give it a try, you might like it.

Once the work is done and the "beans" counted, of primary importance is the "thank you" i.e., the Membership Activity Award. Let's try to present 1000 of these awards for 1982 and now is the time to start keeping track of activity. I know the work is being done, how about the recognition?

Happy New Year, and Good Luck!!!!

the course will be better boaters for what they have learned. A complete CME lets both you and the boater know that another boat is safe for the boating season. And when your vessel is safely moored at the end of a patrol, you know that you have helped make the waters safe.

The satisfaction of seeing a job completed, and completed well, makes the work and effort of preparing for the job worthwhile.

fulfill their needs. So, you must circulate among your Flotilla and find out what members want. And when someone approaches you, either in person or on the phone, find out why before you unload everything on your mind. Remember, it's his nickel!

Another thing that works to your advantage is a pad and pencil. When you have a thought or problem, jot it down. Doing this has saved me some embarrassing situations and has provided me the opportunity of a second look. At one of my Flotilla meetings, someone said: "Ideas are like slippery fish, they can strike at any time. If you don't gaff them with the point of a pencil, they're liable to get away".

Bear in mind what I am telling you is **my** input. However, even the President of the United States has his cabinet and advisors. That is why we have Flotilla and Division meetings. Let your members and staff be your cabinet. Use your set of governing rules to make all programs and procedures effective. And finally, don't spend time putting people in their place -- PLACE THEM WHERE THEY CAN HELP OR BE OF USE.



UPDATE...Rodger B. Derr (VCO)

Almost all of our members are considered to be supervisors. A supervisor is a broad term that denotes a member in management who generally directs two or more subordinates, carries out Auxiliary policy while having no part in making it.

Each of our officers has his or her own idea of management. Some of these are poor, others are good. Since a problem exists to get things done through the efforts of others, an officer's style will be reflected in the way he or she handles and motivates people.

We ask our officers to be listeners as well as doers. We expect them to be sensitive to the feelings of those around them. They

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

THE COAST GUARD FAMILY

It was welcome news to hear VADM J. S. Gracey express his support of the One Coast Guard "Family" at the January District Board Meeting. His interpretation that we are all part of the team that carries out the mission of the Coast Guard; the active duty personnel, the reserve and the auxiliary...all working together, all for one (the mission) and one for all (the family).

How can we help the Coast Guard meet its obligations? First, we must look at the Coast Guard Mission, primarily that of saving lives, foremost through rescue and secondarily through promotion of safety procedures and equipment requirements for the marine environment. Enforcement of the laws and territorial rights and sovereignty of the United States are likewise fundamental Coast Guard responsibilities. But today the Coast Guard has fewer active personnel and ever increasingly demanding missions like enforcing the expanded 200 mile territorial boundary off our coastlines, and oil spillages and pollution; also interdiction of drug smuggling by boat and more recently, enforcing US policy regarding the entry of illegal aliens from the Caribbean by boat.

Meanwhile, operational costs have escalated and budget shortfalls have been a reality. Recently in response to the administration's mandate, the Coast Guard of necessity has planned for accomplishing its mission with less real dollars. In doing this some facilities will be closed and their functions transferred to other commands. An overall reduction in the active force will be necessary, which will hopefully be accomplished through attrition. In order to accomplish the overall mission of the Coast Guard, the full utilization of all the assets in the Coast Guard Family is a necessity. The Auxiliary is the

UPDATE...Walton Porter (RCO-C)

I feel we had a very productive and successful 1981. The people responsible for this success are the ones **that worked**. The people that worked, not only worked hard, but showed a high degree of professionalism which of course is a very valuable and desirable asset that reflects well on the Coast Guard Family. Being concerned with the overall picture, not only am I grateful to the Divisions and Flotillas of the Central Area, but to all members of the Third Southern that contributed.

For 1982 to be a better year we must **all** work harder. Our greatest challenge, as I see it, is to find a way to motivate those

should cultivate participation, inspire efforts and encourage leadership qualities.

Complimentary styles within a group is conducive to the achievement of Auxiliary goals. Although it might seem better to let each member operate autonomously in order to capitalize on his or her strengths, this completely ignores the essential facts of teamwork. Individual contributions of all members must be integrated if our goals are to be met. Currently all individual efforts and performances are assessed on a regular basis, both to reward excellence and to encourage it. This then, is a major function of a supervisor, to see that his or her people are rewarded for their accomplishments.

Coast Guard's "Ace in the Hole". The other armed forces are amazed that the Coast Guard can do so much with so little by so few and can convince 40,000 civilians to shoulder some of the Coast Guard's responsibilities and join the Coast Guard family as volunteers.

Since we as Auxiliarists have the benefits of belonging to the Coast Guard Family, we have the responsibility of developing self professionalism in keeping with the proud traditions of the Coast Guard. Because we have been chartered by Congress, have been supported by the US government and openly identified with the Coast Guard, we have the responsibility of accepting our commitments and achieving effective results in our programs.

Since we wear a uniform which in the public eye identifies us with the Coast Guard and few know the difference between the Coast Guard and the Coast Guard Auxiliary, we have the responsibility to continually promote Coast Guard objectives and ensure no discredit to the Coast Guard Family.

Since we accept the credit and accomplishments of the Coast Guard Family, we have the responsibility to meet the needs and requirements of the Coast Guard in accomplishing its mission.

Therefore, to accept these and other challenges that will lie ahead, to fulfill our commitment to the Coast Guard, we must each resolve to be knowledgeable about our Auxiliary activities, to be professional in accomplishing our tasks and to properly assume all our responsibilities. If we accept this change, we have earned the right to shoulder the pride of belonging to "The Coast Guard Family".

that choose to do nothing. If we can do this, it will be the greatest single accomplishment that I have witnessed in my years in the Auxiliary.

You can rest assured that EXCOM will do its best to work for the good of **our** organization. We sincerely hope that the problems of the Flotillas and Divisions will surface through the Division Captains, at the District Board Meetings, and be resolved by this Board as it should be.

Let's **ALL** do our best in 1982.

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

COMMUNICATIONS

Without going into all the various facets of Communications let's just take one fundamental. The basic idea in communications is for a person A to be able to transmit to person B a mental picture, idea, instruction, etc. It must first be remembered that person A who is originating the idea can only draw upon his own memory bank. He cannot describe things by what he does not know or has not seen or heard. He must also remember that the receiver person B can only draw upon his memory bank, which is always slightly different. If we stick to information known by both the sender and the receiver we can have successful communications.

Now you might say, what has that got to do with the Auxiliary? A LOT! For example, how many times has a new member come to one of your meetings and heard statements like: The DCP has requested all FSO's to attend the next division meeting; or there will be a VE Seminar for all CME's, and on and on. You might as well be speaking in a foreign language. This situation has more than once turned off new members.

Let's go back to my first statement. If originator A sent a message to receiver B with abbreviations in it that B took to mean something other than intended, anything from a minor

error to a complete disaster could result! This is referred to as distortion.

There is an adage that goes "Say what you mean, but mean what you say". Let's modify that a bit and say "Say what you mean, in such a way that the receiver knows what you mean by what you have said".

How do we avoid distortion? Well, whenever you are about to write or give an instruction, etc. **STOP AND THINK!** Ask yourself if the message all by itself really tells the receiver what you want. Don't expect him to have all the background that you have.

There are many other causes of distortion such as the various modes of transmission, the number of times the messages must be converted from one to another, the number of relay points, the number of persons handling the message, etc. In general these distortions multiply the original distortion. So, if we can keep the basic distortion down to a very small amount, it can be multiplied many times and still not become significant. Let's try to **COMMUNICATE!**

MEMBERSHIP TRAINING MEMBER TRAINING - AN ACTIVITY FOR ALL SEASONS

Let me start with a couple of general comments. Training must be a continual process for several reasons: 1. New members must be trained to properly perform duties. 2. We all forget and need to be reminded. 3. Programs and rules change and these changes must be passed on. Members are much more apt to participate in an activity in which they feel comfortable and one of the best ways to do this is proper training.

It is now time to be thinking about our fall Public Education classes and having well-trained instructors for each class. I sometimes wonder if we concentrate too much on having large classes and in so doing, lose sight of the quality of our classes. Quality can lead to quantity.

An experienced instructor should always review the lesson thoroughly prior to its presentation and try to improve each time a lesson is given.

The new instructor should be given the proper slide set, lesson outline and test questions to start preparing the lesson. It can be helpful if the individual has proctored the lesson when someone else taught, but, not a necessity. An experienced instructor should work with the new instructor and offer constructive criticism. No two instructors will present a lesson the same, as styles differ and it is important to do what you are comfortable with.

An instructor is usually not an "expert" and should not sell himself as an expert to the class. However, with proper preparation and training, the new instructor will know more about the course materials than the students.

Member Training supports all Auxiliary program areas and those of us on the District Membership Training staff hope your PE class will be productive.

Harry David, DSO-MT

FSO-IS AND RETENTION

A recent survey by the District Staff Officer - Growth and Retention indicated that a very high ratio of disenrollments in the Auxiliary were due to too much paper work. As most member-related reports are Mission Man-Hour, I feel there is little reason for this excuse. The average member need never see a Mission Man-Hour or several other report forms. The Flotilla Staff Officer - Information Systems can accumulate the required data, over the phone if necessary, complete and submit most reports to SO-IS or appropriate Division officer. I urge every Flotilla Commander to appoint a FSO-IS for 1982, and use this officer to minimize paper work required of your general membership.

Joseph Sowers, DSO-IS

AUXILIARY INSTRUCTORS AND THE PROFESSIONAL TEACHER

Concerning the Auxiliary Courtesy Examiner, Instructors and Operators; in our more popular vocations only the Instructor has a counterpart - the professional teacher. The Auxiliary Instructor Qualification Course does not propose to make a professional teacher a better teacher, but it will prepare him to be a better Auxiliary Instructor. It is not mandatory for Auxiliarists who are professional teachers, or other members for that matter, to attend the Instructor Qualification Course to become an Auxiliary Instructor; however, attendance is essential to properly train non-teachers and is certainly recommended to pass the Examination (open book), and teach at least three hours in the presence of a qualified Auxiliary Instructor (CG-302, IIA4). Annual CE and Operations Seminars, are given to update the member on new forms, material and policies concerning this activity. No Instructor Mission credit may be given to non-qualified Auxiliary Instructor; the AUX-MIS computer simply will not accept such information. The same applies to members, who are not qualified CE's submitting CME's.

DISTRICT PRESS

VISITS FROM BASE GLOUCESTER PERSONNEL -

Between now and the beginning of the boating season, the Operations Staff of Base Gloucester would like to visit Flotillas whose members are active in patrolling the Delaware River. The Flotilla Commander will be contacted directly in advance to arrange a mutually convenient meeting date. The Staff member will be available to answer any questions your members may have concerning Delaware River operations.

FY 1982 and 1983 BUDGET REDUCTIONS have caused the following **PROBABLE** reductions in staff.

- The billet of Chief of Auxiliary Affairs (CDR Dumas) will be upgraded to a Capt. billet and combined with the Chief of Boating (Capt. Milloy) at the District level. I am strongly in favor of this, and see it as a good move for the Auxiliary.
- The billet of Asst. Diraux (LTJG Rodgers) will be lost in both the Northern and Southern Regions.

DIRECTOR'S TRAVEL - will be cut both monetarily and physically. My staff will continue to visit a business meeting of each division once a quarter (3-4-12 and 13 in Jan.), but Flotilla visits will be cut approximately in half.

THE MARINE DEALER VISITOR PROGRAM - is alive and well. Members involved in this program are appointed by the DCP's and serve for the DCP's term of office. DCP's should review the program in their areas and forward names of visitors to your local Diraux and decals will be issued directly to the members.

FLOTILLA COMMANDERS - must appoint new CI's every year. 3SR Form 120 is the proper form and is submitted by FC to Diraux via DCP and DSO-CM. 3(SR) officers guide will be changed to reflect this.

TALL SHIPS PARADE - to commence 0800 17 June 82. QEII arrives in Philadelphia 1400 25 Apr. Committee Chairman Kratzer will be forwarding info soon.

EASTERN AREA CONFERENCE - will be May 12-16 at West Palm Beach, FL. Every effort will be made to have a CG Aircraft available but no word as yet. National Conference Sept. 19-26, Norfolk, VA.

DCP's are reminded that VCP's do not receive all mail (remember how left out you felt). Please share all info with your Vice.

Auxmis Forms from ANSC are no longer coming with my address on them. Members are reminded to address correspondence to Diraux.

A System of Better Feedback to FC on Facility Inspection Status will be tried this year. This procedure will be explained at the V.E. Seminar.

FORM CG-2736 (FACILITY INSPECTION AND OFFER OF USE REPORT) - Section II - block no. 1 - fill in vessel name or write in "none" - do not leave that section blank.

PINS AND RIBBONS - The National SAR School Emblem (the gull pin) is not an authorized item. Rather it is intended for wear on civilian clothing as a tie tack or lapel pin. Similarly, Civil Air Patrol ribbons are not authorized for wear on Auxiliary uniforms. Paragraph 2-C-8.e of the Auxiliary Manual furnishes guidance on this subject.

MORE PINS AND RIBBONS - It has been brought to our attention that there may be some misinterpretations of those sections of the Auxiliary Manual dealing with devices which are authorized to be placed on Courtesy Examiner and/or Instructor's ribbons. Briefly, cumulative years of qualification are recognized **only** by display of the silver X and then only upon completion of 10 cumulative years of qualification. Single year increments are **not** recognized by anchors of any color. Anchors only recognize the individual years in which 100 CME/Facility Inspections were given or 40 hours taught. The Auxiliary Operational Service Award has the same X with anchors acknowledging **only** each annual award. Those individuals displaying bronze and/or silver anchors to indicate increments of longevity are in error.

SOLICITING CE's - It is perfectly acceptable to make initial contact with boaters, to request permission to give a CME, to encourage reluctant boaters and to emphasize the benefits and peace of mind which results in having successfully been examined. It is expected that qualified CE's will actively sell the program, not only through cooperation with the IT and PA staffs, but also through individually initiated, face to face efforts with the boating public. **THE CE MANUAL IS SELF-EXPLANATORY IN THIS AREA.**

ADDITION TO "TOPSIDE" - Rhoda Davis of Flotilla 3-6 was inadvertently left off the list of Auxiliary members who achieved AUXOP status in 1981. Congratulations Rhoda! We apologize for the omission.

NEW CG INSTITUTE CORRESPONDENCE COURSE - A new NAVRULS (Navigation Rules) Course — Deck Watch Officer Navigation Rules (Course Code 631-1) — is now available. This comprehensive new course was designed to cover the Inland Navigation Rules Act of 1980 which became effective on 24 December 1981 and the 1972 COLREGS. It is a comprehensive course with a passing score of 90%.

ATTENTION CELNAV STUDENTS - Those of you who have completed the CELNAV course and have not returned the text, PLEASE RETURN SAME TO DIRAUX. You are preventing others from taking the course. If you have not completed the course, please complete the course and return the materials.

DISTRICT PRESS *(continued)*

NOTES FROM COAST GUARD HEADQUARTERS

COMMUNICATIONS - We continue to receive reports of citations by the FCC for "out of tolerance" VHF-FM operations. It is a good practice to have radios checked, calibrated and serviced during the off season.

CME GOAL - Congratulations are in order for each and every Courtesy Examiner for their contributions towards the successful achievement of the Auxiliary National Goal. Well in excess of 30,000 CMEs were completed.

FEDERAL REGISTER — The Federal Register, dated 24 Dec 81, provides final rulings on ANNEX I-III of the Inland Navigational Rules Act of 1980. Of note are:

- The statement that, from now on, all **new** vessels are required to have installed lights conforming to ANNEX I.
- The statement that all new vessels are required to have sound signals conforming to ANNEX III. **NOTE:** ANNEX III only pertains to vessels 12 meters (39.4 feet) or more in length.
- Vessels less than 12 meters require only "some means of making an efficient sound signal". This is the same in both COLREGS and INRA.

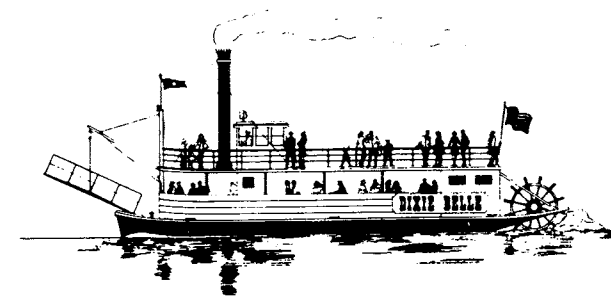
SOUND SIGNALS & LIGHTS — The technical knowledge, training and equipment required to treat the "frequency, intensity and range of audibility" requirements for sound signals and the "intensity and color specification" requirements for lights in the PE and VE areas are beyond the scope of the Auxiliary program. We anticipate no changes in the methods by which we evaluate horns and lights in the conduct of the CME program.

AUXMIS - Do not submit a Mission Hour Card for reporting of CME's. Form CG-3594 provides the informational basis for automatic assignment of a standard, average time for each CME reported to AUXMIS. We understand the practical requirements and time necessary to perform a thorough CME, and the average time assigned is a realistic and easy way to record CME efforts.

NEW FROM ANSE — Large posters depicting the new Inland Rules (Stock #3514), and the International Rules (Stock #3515) are available from ANSC. Write these items in on the bottom of your order form. Maximum quantity two (2) per Flotilla.

1982 GOALS - The CG has sought to establish Goal Levels which recognize high performances and do not dilute or generalize their accomplishments. The 1982 goals have been established at a high level to reflect our interest in rewarding truly exceptional effort. 1982 Auxiliary Program Goals and CG uplifts are as follows:

Title I	Aux.	CG
CME	5%	+31%
PE	3%	+33%
OP	2%	+29%
MT	4%	+39%
GR	2%	+15%
PA (Total)	5%	+38%
Civic Active	6%	
New Stores	4%	
Radio & TV Participation	3%	
CME		
Boating Safety Booths	7%	



"NOW WE'RE STEAMBOATIN'!"



(continued on page 7)

THE LANGUAGES OF
RADIO VOICE COMMUNICATIONS

There are many forms of voice radio and each has its own language.

CB'ers have a very rich and down-to-earth language. It is the language of the streets and highways, and sends the message with a sharp jibe at authority. If you don't know the "in" words and 10 codes, you are immediately spotted as a "foreigner", and stand out like a Yankee in Plains, Georgia.

The radio amateurs have their own language. It is rich in special words like "73" to sign off, and "XYL" for ex-young lady (wife). Their object is to talk to other amateurs about their equipment and life. They even have formal events to do this, called "ham fests" and "gab fests". The amateur language has a spoken predominance with written (formal) overtones. It has evolved over many years and is efficient for its intended use.

In marine voice radio, I have heard about five different languages used, all of which are appropriate for their use.

The marine operators have their own style. Their grammar is backward from all other marine voice languages. They say, "Philadelphia marine calling Dixie, Whiskey, X-ray, Tango, 1, 2, 3, 4. Come in on Channel 26. Philadelphia marine off." This reverse grammar is necessary because announcing their name first alerts the listener that a vessel has a telephone call and that everyone should listen for the name and call sign. Notice that the marine operator does not repeat anything and is very efficient.

Commercial shore stations never chew their cud. A typical call is "Sunroc 1 WX 213 Channel 10". What he said on Channel 16 was, Vessel Sunroc 2, this is shore station WX 213, switch to Channel 10 and call me. Very efficient!!

Tugboats and pilots talk to each other on Channel 13 (navigation channel) in shorthand, "Sunroc 2, Tug Henry, two whistles". Then, "Tug Henry, Sunroc 2, Roger". Again, very efficient!!

A typical pleasure craft call is, "Dry Charge, Dry Charge, Dry Charge, this is Dixie, Whiskey, X-ray, Tango, 1, 2, 3, 4, over". Calling the Dry Charge three times is necessary to get their attention (since they are listening to hundreds of pleasure craft calls). They may think they are being called on the first call, confirm the call on the second, and verify on the third call.

LETTER TO THE EDITOR

1245 Cornell Ave.
Drexell Hill, Pa. 19026
December 17, 1981
0350402074

Dear Richard & Sharon Garmize,

I received my copy of "Topside", December 26, 1981.

I enjoy this magazine very much. I feel you-do a very good job putting it together. However, I have one request to make, I would appreciate it if you would encourage your contributors to include the latest revision date with any forms mentioned. Note the article on page 8 (Fall '81) DSO-Vessel Examination.

Please keep up the good work.

Yours truly,

Charles L. Uebele, FSO/MA

After shifting to a working channel, the communication is conversational and the language used depends on the individuals who are talking.

The Coast Guard uses many languages. They range from the formal (written word equivalent) described in CG 233-2, "Radiotelephone Handbook" and COMDTINST M 16798.3, "Operation Manual", to the conversational mode. Each language has its place and purpose. Each is needed for rapid, clear, and concise communications. A call from the radio room at Coast Guard Base Gloucester to the guard at the gate can simply be, "Gate, Base". A call to a portable radio on vessel inspection is, "273, Base". A call from a cutter could be, "Base Gloucester, this is Cutter CLEAT, over". All of the above would be on Base Gloucester's working channel. However, a call to a vessel on Channel 16 would be "Tug Henry J, Tug Henry J, this is Coast Guard Base Gloucester City, N.J. Over". Notice the formality of this call. The Base is talking to a stranger, and is using its company manners. Just as you or I would do at a formal gathering. Note also the vessel name is repeated only twice. Coast Guard procedure requires one call and permits two calls maximum if communication is poor. Never three calls.

Communications with the Auxiliary are semiformal and phrases such as, "Have a good day" and "Thank you for the assistance" are only good manners and necessary to maintain good relations within the Coast Guard family.

The important point to be made here is that you speak the language of the country you are in. There is no one language to fit every situation. If you want to be absolutely sure of your grammar and syntax, speak the written language. But if you are going to speak the written language, be sure you know what it is, because there is no guessing as to the correct procedure. I recently received a monthly report with suggestions on using "written language" procedures, and found six errors in grammar and syntax in the report.

Remember, the purpose of voice radio is to communicate rapidly and precisely. It is the transference of intelligence quickly and efficiently. The language used is secondary. There is no one absolute right way.

William B. Gross, SO-CM II 3(SR)

Mr. Charles L. Uebele,

Please forgive my thoughtlessness. I assumed everyone was familiar with the Kwik Check Card since it has been mentioned many times prior to the last edition of "Topside".

This card can be ordered from ANSC #9017-5-81. I agree with you as far as the good job Richard & Sharon are doing with "Topside".

My best regards,

Lillian Lieberum, DSO/VE

DISTRICT OFFICERS

1982

Commodore DCO	Lee B. Weaver Almont Manor Bldg. 3, Apt. E-3, R.D.#5 Boyertown, Pa. 19512	(B) (H) 215-367-7297
Vice Commodore VCO	Rodger B. Derr P.O. Box 1646 Philadelphia, Pa. 19105	(B) 215-545-0300 (H) 215-925-3290
Rear Commodore RCO(E)	George VanDyke, Jr. 4607 Convent Lane Philadelphia, Pa. 19114	(H) 215-637-8329
Rear Commodore RCO(C)	Walton Porter 1525 Marlboro Road West Chester, Pa. 19380	(B) 215-825-3250 (H) 215-696-2433
Rear Commodore RCO(W)	Richard L. Raudabaugh 3801 Oxbow Dr. Camp Hill, Pa. 17011	(B) 717-243-5076 717-561-1600 (H) 717-763-0709
Imm. Past Commodore IPDCO	Robert A. Carson 534 West St. Dover, DE 19901	(B) 302-328-1800 (H) 302-736-1118

DISTRICT STAFF OFFICERS

Materials DSO-MA	George Brouse 100 Village Lane Philadelphia, Pa. 19154	(B) 215-639-9812 (H) 215-632-2332
ADSO-MAP	Evelyn M. Brouse 100 Village Lane Philadelphia, Pa. 19154	(H) 215-632-2332
ADSO-MA	William Blocksom 4750 Lansing Street Philadelphia, Pa. 19136	(H) 215-883-9413
Growth & Retention DSO-GR	Anne McGraw 245 Tomstock Road Norristown, Pa. 19401	(B) 215-539-7541 (H) 215-247-4060
Communications DSO-CM	Weldon Vogt 8 Meryl Lane Cherry Hill, N.J. 08002	(B) 609-667-7097 (H) 609-338-5116
ADSO-CML	William Gross 529 Mill Road Havertown, Penna. 19083	(H) 215-789-1034
Information Systems DSO-IS	Joseph Sowers 41 Reguls Drive Turnersville, N.J. 08012	(B) 609-757-6065 (H) 609-582-0233
Legal DSO-LP	Benjamin Cherry 500 N. Nassau Ave. Margate, N.J. 08402	(B) 215-108-1218 (H) 215-822-0340
Publications DSO-PB	Richard Garmize 27 Yorktown Road Mountaintop, Pa. 18707	(B) 717-825-9000 (H) 717-678-7255
ADSO-PB	Sharon Garmize 27 Yorktown Road Mountaintop, Pa. 18707	(H) 717-678-7255
Public Affairs DSO-PA	Muriel Lewis 114 Rarlington Road Havertown, Pa. 19083	(B) 215-527-3800 (H) 215-789-0114

19 DISTRICT OFFICERS 82

ADSO-PAA	Lenore Roush R.D. #1, Box 73 Wrightsville, Pa. 17368	(H) 717-252-2916
Secretary Recorder DSO-SR	Theresa Shirey 522 Elm Street Stowe, Pa. 19464	(H) 215-326-5526
ADSO-SRP	John McIntosh P.O. Box 348 Newfield, N.J. 08344	(B) 609-692-3600 (x 235) (H) 609-697-2139
Operations DSO-OP	Phyllis Valentine Phyllis Lane (44) Manawkin, N.J. 08050	(H) 609-597-7419
ADSO-OPS	Elsie Nichols 1045 West End Blvd. Quakertown, Pa. 18951	(B) 215-886-0865 (H) 215-536-3871
ADSO-OPA	Daniel Coons 9 Turnberry Drive Dover, DE 19901	(H) 302-674-4813 (B) 302-736-5111
DSO-ON	Joseph Hickey 13 Colony Trail Marlton, N.J. 08053	(H) 609-983-2639
Finance DSO-FN	Philip Spielman 423 Peach Street Hammonton, N.J. 08037	(B) 609-561-2200 (H) 609-561-0340
ADSO-FNA	Joseph O'Brien, Jr. 613 Park Ave. Palmyra, N.J. 08065	(B) 609-234-5700 (H) 609-829-4076
Public Education DSO-PE	Robert Wecker 501 S. Kershaw Street York, Pa. 17402	(B) 717-848-2356 (H) 717-755-6090
ADSO-PEC	Harold Hanna 4009 7th Ave. Temple, Pa. 19560	(B) 215-374-4505 (H) 215-929-4476
ADSO-PES	William Schaffer 362 99th Street Stone Harbor, N.J. 08247	(B) 609-368-1551 (H) 609-368-6039
ADSO-PEY	Alice Stamm 405 Randall Road Wyncote, Pa. 19095	(H) 215-887-1826
Vessel Examination DSO-VE	Lillian Lieberum 112 E. Park Ave. Merchantville, N.J. 08109	(B) 609-662-7397 (H) 609-662-8080
ADSO-VEF	Katherine Slayback 1620 River Road Croydon, Pa. 19020	(H) 215-788-0656
ADSO-VEC	Klaus Peter Heim 1508 Manor Blvd. Lancaster, Pa. 17603	(B) 717-392-9077 (H) 717-872-6624
Membership Training DSO-MT	Harry David 422 Righters Mill Rd. Gladwyne, Pa. 19035	(B) 215-642-7940 (H) 215-389-6100

ADSO-MTB	Gene Terkelsen 44 Phyllis Lane Manahawkin, N.J. 08050	(H) 609-597-7419
ADSO-MTI	Caroline Sweigart 129 Manhasset Trail Medford Lakes, N.J. 08055	(H) 609-654-6002
Career Coordination DSO-CC	Juanita Raudabaugh 3801 Oxbow Drive Camp Hill, Pa. 17011	(B) 717-561-1600 (H) 717-763-0709
ADSO-CCA	Helen McCabe 160 Hillside Court North Wales, Pa. 19454	(H) 215-855-7011
ADSO-CCR	J. Irvin Shelly 427 Teddy Ave. Lancaster, Pa. 17601	(H) 717-569-6172
COMMITTEES Standing Rules Committee Chairperson	John McIntosh P.O. Box 348 Newfield, N.J. 08344	(B) 609-692-3600 (x 235) (H) 609-697-2139
	John Johansen 48 So. Kirklyn Ave. Upper Darby, Pa. 19082	(H) 215-789-4813
	Joseph Krager, Jr. 58 Jeri Ann Dr. Manahawkin, N.J. 08050	(H) 609-597-8204
	William Dishert 114 E. 24th Ave. North Wildwood, N.J. 08260	(H) 609-522-7871
Awards Chairperson	John McIntosh P.O. Box 348 Newfield, N.J. 08344	(B) 609-692-3600 (x 235) (H) 609-697-2139
	Joseph L. Sowers 41 Regulus Dr. Turnersville N.J. 08012	(H) 609-582-0233
	William Dishert 114 E. 24th Ave. North Wildwood, N.J. 08260	(H) 609-522-7871
	Phyllis Valentine 44 Phyllis Lane Manahawkin, N.J. 08050	(H) 609-597-7419
	Lillian Lieberum 112 East Park Ave. Merchantville N.J. 08109	(B) 609-662-8080 (H) 609-662-7397
	Robert L. Wecker 501 S. Kershaw St. York, Pa. 17402	(B) 717-848-2356 (H) 717-755-6090
Planning & Advisory	William Dishert 114 E. 24th Ave. North Wildwood, N.J. 08260	(H) 609-522-7871
	John McIntosh P.O. Box 348 Newfield, N.J. 08344	(B) 609-692-3600 (x 235) (H) 609-697-2139
	Joseph Krager, Jr. 58 Jeri Ann Drive Manahawkin, N.J. 08050	(H) 609-597-8204

	John Johansen 48 South Kirklyn Ave. Upper Darby, Pa. 19082	(H) 215-789-4813
Special Project Officers Fifth District Liaison	DCO Lee B. Weaver R.D. #5, Almont Manor Apts. Bldg. #3 Boyertown, Pa. 19512	(B) 215-326-4318
3rd NR Liaison	VCO Rodger Derr P.O. Box 1646 Philadelphia, Pa. 19105	(B) 215-545-0300 (H) 215-925-3296
State of Delaware	IPDCO Robert Carson 534 West Street Dover, DE 19105	(B) 302-328-1800 (H) 302-736-1118
State of New Jersey	Walt Rutkowski 728 Hughes Drive Trenton, N.J. 08690	(H) 609-587-4734
State of Pennsylvania	Robert Bard 425 Garber Street Holidaysburg, Pa. 16648	(B) 814-944-9447 (H) 814-695-7384
SPO-USPS	Edward Bitter 666 Fairview Lane Forked River, N.J. 08731	(H) 609-693-2935
CAP	Daniel Coons 9 North Turnberry Drive Dover, DE 19901	(B) 302-674-4813 (H) 302-736-5111
Uniform & Flag Etiquette	Joseph Krager, Jr. 58 Jeri Ann Drive Manhawkin, N.J. 08050	(H) 609-597-8204
Historian	John Johansen 48 South Kirklyn Ave. Upper Darby, Pa. 19082	(H) 215-789-4813
DCO-Aide	Donald R. Snyder 3408 Harrison Ave. Reading, Pa. 19605	(B) 215-929-9428 (H) 215-921-2809
SPO-NSBW	Muriel Lewis 114 Earlington Road Havertown, Pa. 19083	(H) 215-789-0114
Past Captains Association President	William Pierce 625 Summit Place Mantua, N.J. 08051	(B) 609-468-2834 (H) 609-468-5393
Vice President EAST	Philip Spielman 654 Peach Street Hammonton, N.J. 08037	(B) 609-561-2200 (H) 609-561-0340
Vice President CENTRAL	Eugene Pester 512 Feaster Avenue Feasterville, Pa. 19047	(B) 215-946-5580 (H) 215-357-2362
Vice President WEST	Russell Shelley 917 South Prince Street Lancaster, Pa. 17603	(B) 717-392-6411 (H) 717-392-8988

HISTORY DIVISION XI

This is the most unique of all the Divisions. It started on 29 November 1941 with the chartering of Flotilla 51 in the Fifth Division at Reading, Pennsylvania.

With the formation of Division X on 26 September 1962, Flotilla 51 was transferred to that Division and became Flotilla 10-1.

On 15 December 1965, a new Division was formed by splitting Flotilla 10-1 into five Flotillas, 11-1, 11-2, 11-3, 11-4, and 11-5. All Flotillas still continued to meet at the "Base" for which the City of Reading charges a rental fee of \$1.00 per year.

The members of the Reading Flotillas should be commended for the improvement and maintenance of their meeting place. Those who have not seen it should visit and admire the site.

DSO PUBLIC AFFAIRS

Congratulations and welcome aboard to the Public Affairs Officers in both the Divisions and the Flotillas. This position is one of the most important in the Auxiliary system. It establishes communications between the public and the Auxiliary, and keeps these lines open. The Flotilla is the source of the on-scene information. Every Auxiliarist knows of our great contributions to safe boating. As the Public Affairs Officer, you will want to tell the people in your area all of this as soon as the information becomes available.

While we are speaking about good public affairs, don't hide your accomplishments. Communications have to flow two ways. When you report your ideas and achievements, you are giving others the benefit of your knowledge, and only through this can we become a successful team of Auxiliary specialists in Public Affairs. So use your reporting forms and COMMUNICATE.

Now a word of caution. Routine news items which are submitted to the news media, such as notices of meetings, elections, or the usual local activities of the Auxiliary do not need to have prior clearance. Clippings should be forwarded with your report.

It is not unusual to hear complaints about so-called organizational cliques. Quite frequently, such groups are composed of people who:

C ontribute
L avishly
I n
Q uite
U nified
E ndeavors

Jack A. Marx, FC 2-76 3(SR)



This is the present composition of Division XI:

Flotilla No.	Was	Location	Chartered	Disestablished
11-1	51, 10-1	Reading, Central	29 Nov. 1941	
11-2	51, 10-1	Reading, North	29 Nov. 1941	
11-3	51, 10-1	Reading, East	29 Nov. 1941	
11-4	51, 10-1	Reading, South	29 Nov. 1941	
11-5	51, 10-1	Reading, West	29 Nov. 1941	
11-6		Reading, Upper	6 Aug. 1973	
11-7		Reading, N.E.	24 Sep. 1979	
11-8		Reading, S.E.	1 Jan. 1981	

It is notable that there have been no Disestablishments in the Reading Area since the First Flotilla was established.

It is readily discernable that the Coast Guard Auxiliary covers Reading, Pennsylvania from all directions.

John E. Johansen
PDCO, Historian

Feature articles should adhere to the clearance policies as described in COMDTINST M16790.1 (old CG-305), page 7-10, paragraph 7-I-2.

There will be a Public Affairs workshop at the February winter meeting at the Sheraton Valley Forge. All SO-PA's and FSO-PA's are urged to attend.

Arrangements are being made to meet with all of the SO-PA's at the regional meetings.

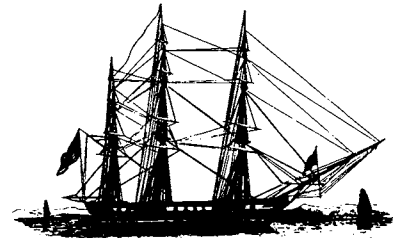
All DCP's are urged to remind their SO-PA Officers to send reports of their Divisions each month. These reports should be received no later than the 25th of the following month. If there is nothing to report, a negative report should be sent.

Work together with your other Staff Officers such as Public Education, Vessel Examination, Career Coordination, Growth and Retention, and all others who have a message for the public.

The time is now to formulate your plans and start your campaign to publicize National Safe Boating Week, which will be June 6 to 13, 1982.

Muriel G. Lewis - DSO-PA

MY PLEASANT DISPOSITION IS SUBJECT TO CHANGE WITHOUT NOTICE.



DSO - CAREER COORDINATION

While Project AIM is held only one week in the summer, for the Auxiliary it is a year round job. It takes searching, planning, and interviewing to find the outstanding candidates AIM continually provides to the Academy. This requires sound organization and a lot of leg work. At every Auxiliary level there are staff officers designated Career Candidate Officers. These Auxiliarists manage the AIM and RAP program (RAP being the Recruitment Assistance Program, another Auxiliary aid to the Coast Guard).

In each geographic area schools on the list of accredited high schools are allocated to contiguous Flotillas. This makes it possible for Auxiliary Career Candidate Officers to contact Guidance Counselors, arrange school programs, attend College and Career nights, and procure any other feasible local publicity for AIM.

Then the real work begins - screening of applicants. Academic and physical standards are high and must conform to those of the Academy. AIM candidates are judged quite severely on their true motivation toward the Coast Guard. That is why the Academy retention rate for AIM candidates proves better than the average and is such a good plus in dollars and cents as well as in caliber of students. (The average cost to the Academy for each cadet who fails to finish is approximately fifteen thousand dollars).

Young men and women chosen to attend AIM week are told at the beginning this will be no vacation. They will need to be in good shape and mentally awake at all times. Even before AIM week gets underway there are indoctrination lectures, instruction, maybe a cruise on a vessel or a trip to a nearby Coast Guard base, as we in 3(SR) do with the Satellite program at Cape May Base in June. Expenses for travel are paid for each AIM student by the sponsoring Auxiliary unit. The Academy provides subsistence alone.

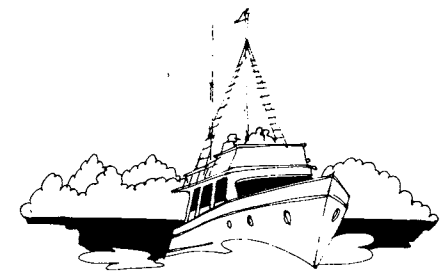
A.I.M. (Academy Introduction Mission)

The outreach of AIM stretches well beyond the AIM candidates themselves. Through AIM and AIM satellite programs conducted at Coast Guard bases in various parts of the country, many more high school students are introduced to the Coast Guard. Exposure to AIM has inspired many who were not chosen for the program to enter the Coast Guard in other ways. Some take the initiative and apply for the Academy on their own. Some go to OCS. Others have enlisted.

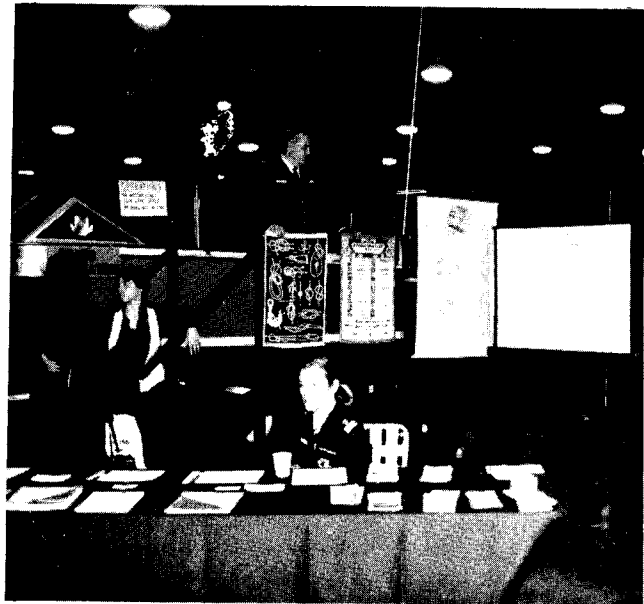
The AIM program is known and supported by all of the Auxiliary, of course. But the Career Candidate Officers are the sparks that make it go.

I am very proud of the contribution our District made toward the success of the AIM Program in 1981. I know we can do it again in 1982.

Juanita B. Raudabaugh, DSO-CC



WHAT A DAY!!



October 24, 1981 was a day to remember for USCG Aux. Division I, 3rd SR.

The day was a great climax to a year of ambitious programs and activities where goals in every category had been met or exceeded.

Through enthusiastic planning and coordinated effort by the Boeing Vertol Company a very successful "Family Day" was held October 24, 1981.

Division I, 3rd Southern was invited to participate as part of the employee off-hours activity display. A boat with all safety equipment, a booth built and operated by the Division which featured a slide show of safety items, public education displays, training films, and operations information were all part of the Coast Guard Auxiliary coverage supplied.

The location of our display was at the entrance to the off hour activities section which afforded the Auxiliary the best exposure to an estimated 12,000 visitors of employees and friends.

It was a great success for the Company and participants. We, of Division I, were happy to be one of the many participants.

Thank you for the opportunity Boeing Vertol!

Submitted by: A.L. (Jack) Cunningham - VCP-1

**ROUTES TO PERSONAL
AUXILIARY EDUCATION**

Auxiliary education can be an all encompassing subject and include Coast Guard history, jurisprudence, military etiquette, and the usual nautical subjects.

There are many routes to obtain this education. During visits to the various Flotillas, Divisions, and District meetings. Many of these routes have been discussed in the past. Other routes include:

1. Reading and study: newspapers, magazines, pamphlets, marine oriented books and the Flotilla Elected Officers Guide.
2. Discussing Auxiliary topics with well informed Auxiliarists in informal conversation or by using correspondence to District and National staff officers, following the chain of command.
3. Discussing Auxiliary topics in a group during or after a meeting or during Division/District workshops or seminars.
4. Listening to well informed Auxiliarists, speakers at banquets and other Coast Guard or Auxiliary gatherings.
5. Visiting other Flotillas or Divisions in state and out of state. In addition to the fellowship gained, one learns about conducting the meetings, installation of officers and Auxiliary customs.
6. Visiting Coast Guard facilities, both large and small, or visiting District Headquarters.
7. Looking for Auxiliary artifacts and memorabilia in state local maritime museums and displays.
8. Combining your boating hobby with a study of all nautical subjects.
9. Sharing Auxiliary information by writing papers, submission of articles and in presenting boating safety talks.

There are many more routes for any Auxiliarist to follow in his or her personal search for Auxiliary education. Each Auxiliarist must decide for themselves what Auxiliary education they want and need. More importantly, what is the most useful way to obtain that education. Each must want to be educated and make an effort to obtain that education.

Dick Hudson, BC-TGC

AUFWIEDERSEHEN!

It appears that the cosmic clock indicates the hour has come for me to cross paths with others in new and different ways.

As many of you know by now, I was married in February and making my new home in Norwood, MA.

As I look forward to new challenges, I am reminded of LCDR Edward CASSIDY (now CAPT, ret), the first Director I had the opportunity and privilege to work with, who took command of the CG Cutter "BITTERSWEET" after completing his tour of duty as Director, Third(SR). The name "BITTERSWEET" seems appropriate. I have always liked the Philadelphia area and enjoyed so much working with the Coast Guard Auxiliary, it will not be easy to leave it all behind.

If you ever look back on your Spring Issue 1979 of "TOP-SIDE" (40th Anniversary Issue) you will see from 1960 to the

IT'S ALL PART OF THE JOB

Weather patrols were instituted in 1940 with observation stations between Bermuda and the Azores, with two Coast Guard cutters. Toward the end of World War II, there were 11 Coast Guard ocean stations in the Atlantic. These ocean station vessels showed over and over their value in rescuing distressed plans and ships.

One cutter aided a flying boat named the Bermuda Sky Queen, that was forced to ditch in the ocean 800 miles east of Newfoundland in 35-foot waves. Fortunately, for the 69 survivors, the flying boat ditched near a cutter station. The cutter's crew saved all aboard the flying boat by using liferafts and motor surfboats. This worthy feat occurred in October of 1947 and the rescue cutter's name was the BIBB.

Newfoundland from Spring thru early Summer, is covered with Fog and has an average of 400 drifting Icebergs that head for the heaviest traveled steamer lanes on the continent. The area patrolled is 45,000 square miles and nowadays these patrols are accomplished largely by only one cutter and C-130 type aircraft.

Carl Sandburgs' 'Fog' may come in on little cat's feet, but to the rugged crews devoted to rescuing those in need, those feet are everywhere.

Ice fog and Icebergs, are regular challenges for Coast Guard cutters in Newfoundland. The Gulf Stream and the Labrador currents join in the Newfoundland banks region. When the warm Gulf Stream air overruns the cold water of the Labrador current, dense fog results.

It was during this season many years ago that a ship was reported to have accumulated 60 tons of ice on a 500-ton ship in only 24 hours. The trawler Rodbrigo weighed 810 tons and collected around 50 tons of ice within 24 hours -- and then she sank.

This is what damage 'freezing spray' can do. The weather conditions were estimated to be: Wind speeds around 50 knots; Air temperature about 25 degrees F; and Sea-water temperature was about 34 degrees F (sea water freezes at 27 degrees F).

Indeed, it's a special breed of men who adhere to the BOOK where it says "you have to go out", there...yet never seems to order you back in weather that appears humanly impossible to endure. Realizing that ice fog thrives in temperatures of -22 degrees F and colder, it's no small wonder why survivors are eternally grateful to these Coast Guardsmen. Modern equipment and vessels have helped, yet the crews still have to go out there.

present, I have worked with many Directors (and Asst. Directors). Working with Coast Guard personnel and with the Auxiliary was for me an experience which I will always remember with affection.

Your strong sense of dedication, concern for others and willingness to serve have certainly inspired me to try to give you my best. I sincerely thank you for your support and friendship over the years.

Wishing you all continued success. God Bless You!

Eleanor Bechtloff
Diraux Office
Glouster City, N.J.

P.S.

My new name, by the way, is Eleanor Plank. Please, if you are ever in the Boston area do come to see us - 6 Queensboro Court, Norwood, MA.

AREA COORDINATORS FOR LAKES IN THE WESTERN AREA

Division V	Harvey's Lake	Charles E. Fritz, Sr. 109 Blackman St. Wilkes-Barre, PA 18702	(B) 717-829-1088 (H) 717-824-1469
Division IX	Lake Raystown Lake Glendale Sayers Dam	Glenn W. Blough 213 Freeman St. Johnstown, PA 15904	(B) 814-535-6741 ex 315 (H) 814-266-1097
Division X	Wallenpaupak Beltsville Nockamixon	Richard F. Lord 1929 Laural St. Stroudsburg, PA 18360	(B) 717-421-1191 (H) 717-421-1191
Division XI	Blue Marsh	Robert Pettit, Jr. 220 Bradley Ave. Sinking Spring, PA 19608	(B) (H) 215-678-9897
Division XIV	Lake Clark	Frank Taylor 840 Robin Rd. Lancaster, PA 17601	(B) (H) 717-898-2788

Richard L. Raudabaugh, RCO-W

WHY NOT WRITE IT RIGHT?

In the process of issuing CME Decals, Auxiliarists are COURTESY EXAMINERS (CE's) - not VESSEL EXAMINERS. The term VESSEL EXAMINATION (VE) applies to staff officers only. CE's EXAMINE boats to award Courtesy MARINE Examination Decals's they INSPECT facilities.

An OPERATIONAL MEMBER is an AUXOP. An OPERATIONAL SPECIALIST is an Auxiliarist who has completed one or more Operational Specialty Courses. An OPERATOR is a member who qualifies for the OPERATIONAL SERVICE AWARD (Completes Patrols OSC; + seamanship OSC, SAR-OCS, or Communications OSC; + at least five annual missions requiring at least twenty hours; + annual Operations Seminar attendance). Obviously all OPERATIONS are OPERATIONAL SPECIALISTS (in at least two Specialties), but not all OPERATIONAL SPECIALISTS are OPERATORS.

An OPERATIONAL FACILITY is " Offered for Use; a NON-OPERATIONAL FACILITY is not offered for use. (An OPERATIONAL FACILITY must pass Sections 1, 2 and 3 on the CG-4951 Check-Off Sheet. A NON-OPERATIONAL FACILITY need pass only Sections 1 and 2).

Authorized and inspected Auxiliary FIXED LAND and LAND MOBILE Radio Stations are FACILITIES. A VHF-FM or CB radio in a boat is not a facility.

Property obtained as EXCESS PROPERTY is Coast Guard (Federal) property and is accountable and subject to recall. SURPLUS PROPERTY is property which may be donated to the Auxiliary.

**MARINE DEALER
VISITATION PROGRAM**


The Marine Dealer Program is doing very well, but we can use some help. We all should be promoting this program. It could be a tremendous tool for the Auxiliary as a source for new members, vessel examinations, public education, public relations, etc.

The CME program is an excellent program, but we must find additional methods of educating the public. When an examiner checks 500 boats and rejects 90%, only 50 boats are carrying our decals and advertising our program. I would rather see 450 boats advertising our program. The next time you go through a marina check the number of boats with decals. If you see none, is it because of these failures or that no examiner worked the area. The more decals you see, the better the effect. When you see five boats in a row with decals and the next one doesn't, everybody wonders what his problem is. I feel he will be looking for us and want to pass just so he won't stand out. Decals are important.

The Marine Dealer Visitation Program can and will help serve the CME problem, but we need more activity and interest from our leaders.


It can be one of the most awarding jobs in the entire Auxiliary program, but it takes work. If we had a small percentage of the drive given to operations, CME and public education, the rewards would be fantastic.

It's like a gold mine waiting to be discovered. Want to buy a pick?




**LOOK SHARP,
BE SHARP, INSTRUCTORS,
AND YOU'LL HAVE SHARP
STUDENTS**

**We can help with
uniform accessories**



**through your usual
channels**





The Auxiliary has lost dedicated Auxiliarists, and they will be missed by their friends and fellow Auxiliarists. To the many of us who knew them personally, and knew of their efforts, the Auxiliary and the public will miss their many outstanding efforts.

LLOYD FURBER
PNRCO(E) 3(SR)

GEORGE HUNT
DIVISION XII PDCP

FRED GILBERT
DCP V

JOHN HANNERLE
FC-13-5

GEORGE ADAMS
FLOTILLA 2-3



Lloyd Furber joined the Auxiliary February 1963, was a District Commodore (3SR), 1975-1976, Advanced NARCO (East) 1977-1978, and received the "C" Award in 1981.

FRED C. GILBERT

WHEN I SAID AWAY (Elizabeth Hard)

Sometime at eve when the tide is low,
I shall slip my moorings and sail away
With no response to the friendly hail
Of kindred craft in the busy bay.
In the quiet hush of the twilight pale
When the night stoops down to embrace the day
And voices call o'er the waters' flow
Sometime at eve when the tide is low
I shall slip my moorings and sail away.
A few who have watched me sail away
will miss my craft from the busy bay;
Some friendly barks that were anchored near.
Some loving soul that my heart held dear
In silent sorrow will drop a tear.
But I shall have peacefully furled my sail
In moorings sheltered from storm and gale
and greeted the friends who have sailed before
O'er the unknown seas to the unknown shore.

On January 20, 1982, a solemn, saddened group of family and friends gathered to pay final tribute to one of the warmest, most energetic and dedicated CG Auxiliarist ever to have graced Division V and the CG Auxiliary.

It is difficult, yes, impossible, to put into words, the tremendous loss, heartache, and emptiness felt by those of us who knew and loved this gentle, compassionate man. The growth of Division V during the last 11 years, to a large extent, is attributable to the boundless energies of this one, single man, who had a very special way of motivating people. He felt there was good in everyone and proved it many times over. He was a "mover", a "builder", - a driving force in the formation of four Flotillas and two Divisions. He had great plans for the future of Division V.

We will miss a great man, Auxiliarist, and dear friend.

Ruth C. Aubin
SO-PB, Division V

The Coast Guard Auxiliary

Water white
Water blue.
Coast Guard Auxiliary
Patrols the water for you.
Boats are safe,
With us on call
The Coast Guard Auxiliary
We give our all

The Ocean

The ocean was alive with motion.
Great waves of blue and white
Sea Gulls white with wings in flight.
Look for the fish, for fisherman's delight.

DSO - OPERATIONS

OP SEMINAR HIGHLIGHTS FOR 1982

To receive orders as a Skipper, an Auxiliarist must have passed OSC Courses in Communication and Patrols, have attended a current year approved seminar, have a currently inspected facility and be entitled to display the Operational Wreath with the Facility Decal.

For a Facility in addition to the above to remain Operational for year 1983, one of the listed owners must perform at least one Official Patrol Category (3) in 1982 - if funds do not allocate category (3) written orders, CAT. (2) written orders can fill this requirement with the approval of the Director.

Newly qualified operational facilities will receive their Operational Wreath, however, one of the listed owners must perform at least one category (3) Patrol same year as they qualify.

To reduce confusion and enhance professionalism all Operational Facilities will receive a six digit number, first two digits = length of vessel, third digit = represents propulsion I=O/B, 2=I/O, 3=I/B, 4=sail, fourth, fifth and sixth digits will be the assigned number, these numbers will be used when requesting orders from the coordinator, on monthly reporting, at all times when on Patrol or Recreational Outing when coming upon an assist (in all communications with the Coast Guard Stations and Auxiliary Land Base Stations while on SAR. The only difference in 1982 is adding the additional digit to eliminate the ALFAS and BRAVOS, on initial call use the six digits, there after use abbreviated call last three digits (your assigned number).

CREW: On written orders where number of crew is stated, this includes the Skipper. Due to Coast Guard liability policy we cannot carry more than the number stated on the orders, this figure will vary with class of vessel, on most orders there will be two figures (example: 2-4, two being the minimum and four being the maximum). If for some reason you want to carry more than allowed for training etc., advise the area coordinator so he/she can secure permission and have that number changed for that particular patrol.

TOW LIGHTS: We are not exempt from tow lights from dusk to dawn when towing, therefore we must carry the proper tow lights.

Towing Astern = Two masthead lights in a vertical line, sidelights and a yellow tow light over the stern light in a vertical line, minimum vertical separation of not less than three feet, no horizontal separation other than a few inches to allow for an extension mast.

This is the requirement for towing less than 200 meters astern.

PATROLS: All Patrols are authorized and scheduled by the coordinator including voluntary patrols. All cancellations must go thru area coordinator so he/she can fill your spot and give someone else the chance to patrol in your place.

The boating season is almost here, be ready and remember there is never too much training.

P.L. Valentine, DSO-OP

DSO — PUBLIC EDUCATION

The National Public Education goals for 1981 stated in part the following: "Consistently reaching over a million people in Safe Boating Education is an indication of a viable program which continues to be one of the mainstays of the Coast Guard Auxiliary cornerstones. The Commandant's request that we continue to attempt to reach boaters with short courses such as the Three Lesson Course should be paramount in our minds as we set up classes in the various communities of America."

With the above statements in mind as we launch our Public Education program in the 3rd Southern for '82, careful consideration should be given to scheduling, promoting and presenting as many of the nationally approved mini courses as possible. This also gives us the opportunity to promote our multi lesson courses to these students of all age groups who have shown a definite interest in boating safety by attendance at the various mini courses. There is also the possibility that some of these students will also act as PE salesmen by informing their friends and acquaintances of our upcoming multi lesson courses. Remember, the more courses we present, the more students we reach and the more our instructors can teach.

By working together and doing our best to promote and present a well rounded PE program to the General Public, we will make the 3rd Southern tops for PE in '82.

Robert Wecker, DSO-PE

DSO — GROWTH & RETENTION

Herb Packer - National Staff Growth & Retention passed along a few items of interest to all GR officers regarding recruitment.

1. We in the Coast Guard Auxiliary are a "Non-military, Non-police, Uniformed, Dues paying, Volunteer Members, of the Coast Guard Family".
2. The Auxiliary takes a substantial amount of the members time. If they are not willing to give this time, **do not recruit them.**
3. The Auxiliary is a uniformed group. If they are not willing to buy uniforms, ensigns and related items, **do not recruit them.**
4. The Auxiliary is not a poor man's Yacht Club, it costs money. A member is expected to travel to PE classes, CME stations, Operational functions, Conferences, regular meetings and seminars. If prospective members are not willing or cannot (these expenses include dues) **do not recruit them.**
5. Have all new prospects for the Auxiliary attend a seminar or interview, prior to enrollment. Spell it out to them and impress upon them that to be good Auxiliarists requires dedication to service for the public. I say again, tell them everything that will be expected of them.
6. Do not invite prospective members to regular meetings, to the uninitiated, Auxiliary meetings may seem dull.
7. Remember to recruit the spouse.
8. The Auxiliary is not for everybody. The way I heard it was, "The Coast Guard Auxiliary is fun, not easy".

Anne McGraw, DSO-GR



**USCGAUX SAR CLASS #22 — JUNE 1981
SAR SCHOOL, GOVERNOR'S ISLAND, N.Y.**

Attended by Two members of 3(SR) — Elsie Nichols, ADSO-OPS, *2nd from right, front row*;
Robert Pfeiffer, ADOS-OPU, *2nd from right, back row*.

Submitted by Muriel G. Lewis, SO-PB II, 3(SR)

TOPSIDE DEADLINES

25 March 82	Spring 82 Issue
25 June 82	Summer 82 Issue
25 October 82	Fall 82 Issue
25 December 82	Winter 83 Issue

(Press Run 10 days after deadline)

Summer Rendezvous
Hosted by
**PAST CAPTAIN'S
ASSOCIATION**
11 - 13 June 1982
Great Oaks, Maryland



PDCO John Johanson making "a point" at January District Board. Seated along side PDCO McIntosh and PDCO Dischert.



VADM J. S. Gracey swearing in Rear Commadores at January 82 District Board, Gloucester City, New Jersey.

SMALL PUBLIC EDUCATION CLASSES

"To be or, not to be; that is the question". So often this same famous line can be applied to our public education class decisions. Let me set the stage for you and see if you can see what I mean.

The season for conducting our classes is upon us. We have prepared diligently and have completed our public affairs promotion of the classes as well. That anxious first night finally arrives and we eagerly watch the door waiting for the students to come pouring in. As the time for starting the class draws closer, and the seats remain empty, our hopes for a large class begin to dwindle. At last, the door opens and three interested students appear. No one else shows up before starting time, and the decision has to be made; "To be or, not to be?". Do we go with a class of only three people, or do we hang it up and start over again next season to get a bigger class going?

I am not going to tell you how that all important question should be answered. However, I would like to offer you some food for thought in making this decision. If the decision to not hold the class was made, then consider how you would feel if one of those three people who came to the class died in a boat explosion before he had the chance to attend another class. Consider also how enthused these three people were to attend the first class, but now since they were not given the opportunity to learn, they have subsequently lost interest in the program, or they now think they have learned it all by experience (how many times have we heard that?). Lastly, think about missing out on the many advantages of such a small class, which include:

1. Better feedback and two-way communication.
2. Great flexibility on changing class meeting places or dates if needed, by class members or instructors.
3. Allowing more informality without detracting from classroom atmosphere.
4. Meeting at homes rather than a costly meeting place.
5. Less expense for any refreshments offered.

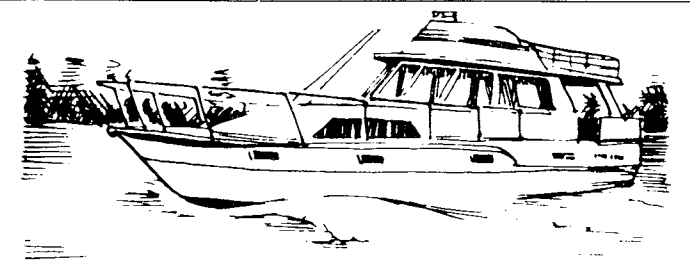
6. The possibility of conducting a nightly meeting vice a weekly meeting, or more frequent meetings, to complete the class sooner.

And the list could go on and on.

Admittedly, there are drawbacks to small classes, and when we are promoting the classes we should **not** go on the hunt for only a few people. Larger classes do have certain advantages, the obvious one being the education of a greater number of the boating public. Nevertheless, my point is that you should not be dismayed when only a few people attend your class. Think about all the advantages of meeting in your home, or their home, and the opportunity to give the class members more individual attention. Any instructor can tell you about the phenomena of so few questions on that first night, versus the number of questions or feedback on the sixth or seventh classes. People are hesitant to say anything around a group of strangers. Get them in a smaller group where only one or two strangers are, and the first night could accomplish a great deal more than would happen in a large class.

So, do not get discouraged with a two or three member class. Try to insure that these interested individuals receive the knowledge they are seeking by guiding them to another class nearby, holding the small class yourself, or any other appropriate method. Your decision for the class "to be" and your effort could be considered an impressive display of genuine concern by the few members, and they may decide to become Auxiliaries because of it. Think about it.

LCDR Mauriel R. Dumas, USCE
Director of Auxiliary Affairs.





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