

History Div. XIII

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*Tall Ships '82
Philadelphia
Port of History*

topside

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

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IX JOSEPH HARRIS
X ELEANORE STEIN
XI CHARLES DANE ALDEN
XII HENRY ROWE
XIII TAHNELL VOGT
XIV LENORE ROUSH

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FRONT COVER:

Tall Ship — Lindo
Auxiliary Escort - Walter Moulder
PHOTO BY: LTJG M. AMONSON, CG Base Gloucester

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CG Base Gloucester

UPDATE . . . CAPT. D. B. Charter, Jr. C.O.



The weatherman forecast rain, but it was bright and sunny. The COTP Philadelphia forecast disaster, but nary a scratch occurred. The veterans of marine events forecast total chaos, but not even a minor gliche marred the operation. The event was the biggest marine event since OPSAIL 76 and was Tall Ships Philadelphia.

The operation was the most impressive display of auxiliary talent ever observed by this officer. Other readers or the editor may correct me at this, but I believe it involved more facilities under orders than any other single event. If not a national record, certainly the largest display of support seen by me in over 27 years of service.

How did all this come about and why was it so successful? We will not take credit for the weather. It was as predicted a miserable night. DCP VI John R. (Andy) and IPFC 65 Rita Kratzer spent the night in their camper at Base Gloucester City. This was necessary due to the 0500 departure of the *CGC CLEAT*, the shipboard command post. With blinding flashes and loud crashing noises it was hard to get a good night's sleep in preparation for the long day coming up. To everyone's surprise by dawn the rain and squalls moved past Philadelphia and 17 June turned out to be a great day for a sail.

What then prevented the above predictions of chaos and disaster? Nothing other than a great operation by the Coast Guard family including the total dedication of over 100 Auxiliarists and especially the planning and operational expertise of the Kratzer team.

Tall Ships Philadelphia 1982 actually began in early 1981 when invitations were sent round the world inviting large sailing vessels to join in celebrating Philadelphia's 300th birthday. It soon became clear that it would be a big event and the COTP requested full support of the Auxiliary. Calendars were marked months in advance (particularly since the Parade of Sail would occur on Thursday rather than the weekend when greater support would be available). Andy Kratzer was designated Auxiliary Surface Patrol Commander and he and Rita began the months of preparation required for a smooth event.

Meetings were held with the Base operations staff, the concept of operations was developed and requests were forwarded to all Divisions within the area. The responses poured in and the tedious task of matching resources with requirements began. COTP Philadelphia Operations Order 03-82 was issued on 6-4-82 officially designating Andy as Aux-PatCom. Andy rapidly published OPORDER 01-82 and scheduled meetings with all facility skippers to go over the OPORDER step by step. (Actually Andy got the jump on the base. His OPORDER was dated 28 May, a week earlier than the base OPORDER).

On Thursday morning Andy and Rita supervised establishment of the comms command post onboard *CGC CLEAT*. Due to the anticipated volume of traffic five separate control nets were established. They were as follows:

- Ch 6 — Patrol Commander & parade vessels
- Ch 9 — Parade sponsors official escort craft
- Ch 13 — Parade pilots and nonparticipating river traffic
- Ch 22A — Auxiliary Patrol Commander and Auxiliary Patrol
- Ch 83 — CG Base, Auxiliary air facilities

Three side by side VHF FM transceivers were temporarily installed on the afterdeck (on a portable board so operations could be moved under shelter if necessary). At 0500 *CGC CLEAT* was underway and Andy went on the air on Ch 22 — where he stayed continuously until 1400. Meanwhile Rita was busy on the radio log. (Incidentally I did not see her miss a single communication on Channel 22 despite almost continuous usage. In addition she logged several key events from other channels since she was the only one maintaining a complete radio log).

A full description of the activities would fill not only this issue but the next several years worth of *Topside*. However, a couple of examples will provide some understanding of the complexity of the coordination effort.

Numerous violations of the safety zone occurred, most of which were accidental. However in several instances, vessels would not heed the warning from the nearby Auxiliary Patrol to stay clear. A quick call to Andy and within seconds the nearest patrol facility with law enforcement authority was enroute. This might be a Coast Guard vessel, Marine Police boat or Auxiliary facility with a petty officer embarked (six facilities were so manned).

In another incident a swamping was beyond the capability of the on scene Auxiliary facility and a quick call to Andy had the 41 foot UTB immediately enroute.

It was not only the biggest operational event that I have ever witnessed but also the smoothest. With 31 patrol facilities on the net, communication delays can be anticipated. I saw none. Nor did I hear improper radio procedures used.

The final results — Thirty-one Tall Ships paraded into Philadelphia right on schedule. The twelve requests for assistance were all promptly resolved and the thousands of water borne spectators all went home without a scratch. It was a day that every Auxiliarist can view with extreme pride for without their devoted efforts it would not have been.

D. B. Charter, Jr., Captain U. S. C. G.
CO, U.S.C.G. Base, Gloucester City, NJ



FROM THE BRIDGE



UPDATE



Robert L. Wecker, DCO



As I begin my term of office as your District Commodore, I would like to share with each of you the one word I feel will insure a pleasant and successful working relationship for each of us. The word, our fourth cornerstone, fellowship. The dictionary defines fellowship as a condition of friendly relationship existing among associates.

The many various programs and social activities in which we participate in our organization most certainly require a team effort of close association and understanding for

the successful conclusion of any undertaking.

In 1983 we will be introducing the concept of quarterly District meetings to our membership. We will also be conducting a total of four Area meetings for each of our three areas. The Area meetings will precede the District Board Meeting by one month. This schedule has been set up specifically to enable the membership to present at Flotilla level any ideas or suggestions that may be forwarded by the FC to the Division Board to be presented to the Area Meeting as an agenda item and upon their approval presented to the District Board. Upon approval of the District Board to the National Area Meeting; upon their approval to the National Board for the final Auxiliary vote. Upon approval by the National Board to the Commandant of the Coast Guard for final approval.

We then have established a new policy which is returned to the working force of our organization, the Flotilla, as a working policy. This is a classic example of a condition of a friendly relationship existing among associates.

Consider the association and togetherness at the workshops, seminars and social gatherings at any of our Auxiliary functions. What makes them successful? — Fellowship.

SEE YOU AT THE WINTER CONFERENCE!

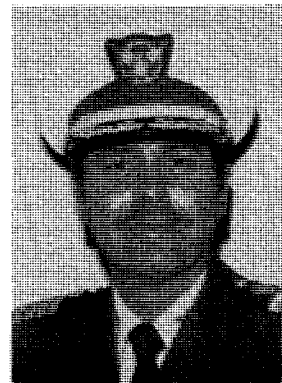
Note: This year the Third District, Southern Region has the distinction of hosting the National Eastern Area Conference 9 through 13 March at Valley Forge Sheraton, King of Prussia, PA. Let's turn out in force and show the entire Auxiliary we practice that word fellowship. Details in Navigator — Winter Issue 1982, and elsewhere in this issue of *Topside*.

Bob Wecker, DCO

UPDATE



Richard L. Raudabaugh, VCO



A NEW YEAR'S RESOLUTION

With the start of a new year our sense of responsibility is aroused and traditionally we make resolutions to do or improve the things we want to do. In doing so this year, I ask that you consider your commitment to the Coast Guard Auxiliary and rededicate yourselves to our objectives. A new year brings new opportunities and challenges to all levels of our organization. We have new officers,

both elected and appointed in many instances assuming new duties.

In the Third District, Southern Region alone with about 3,000 members, we have nearly 2,000 elected and staff positions, considering our 100 flotillas, 14 divisions and the district positions. From this one could assume that we have over two-thirds of our members not only involved, but serving as an elected or appointed officer. The fact is, however, that many of our active members hold more than one office, which degrades the euphoric notion of our involvement, and without the willingness of many to serve in a variety of roles, quite a few of our positions would remain unfilled.

For those who have accepted the challenge of involvement in '83 and have already committed themselves to being a part of the flotilla/division/district team, I commend you for your interest and dedication, for you will be rewarded many-fold for your efforts.

There are however many who choose to shun involvement of any type—other than paying their annual dues. There are so many ways to participate in the Coast Guard Auxiliary that it is unclear why many choose **not to be involved**.

We are, first of all, a boating organization and as such there must have been some initial interest in boating in order to instill the desire to become a member. Additionally, you probably completed a Public Education Safe Boating Course and the required advanced training of Basic Qualification (BQ). As members, the opportunity for involvement begins with our cornerstone programs and extends to all areas of Auxiliary involvement. Of course, even the broadly promoted area of fellowship provides an opportunity with no experience or training required. How can

Continued on page 16

DIRAUX

UPDATE

LCDR. James Davis, DIRAUX



On behalf of the Director's Office, I would like to take this opportunity to wish all of you a Happy, Healthy and Prosperous 1983. Those of you who attended the Winter Conference last year, probably heard the Chief, Director of Auxiliary say that the Coast Guard Auxiliary is going through a period of great change, and that we should be ready for it.

The most important recent change is in the area of Qualifying Seminars. At the National Conference in September the Board (made up of all District and National Commodores) voted to change the Seminar Procedures. What this means is that the Courtesy Examiner and Operation Seminars are now current year Seminars, and must be given between the period 1 October through 31 March. This policy should provide members with the most up-to-date information available.

What does this mean? It means that 1983 is a transition year and may cause some of our unsuspecting members a problem. The new policy is as follows: Performance requirements will remain by calendar year, but individuals will have until 31 March of the following year to complete the Seminar.

Let's look at an example. To remain qualified to examine boats during 1983 a Vessel Examiner must have done ten Examinations prior to 31 December 1982, and attend a 1983 Seminar sometime between 1 October 1982 and 31 March 1983. The only problem is, as I stated earlier, this is a transition year and as of this writing (mid December) the 1983 Seminar is not available. The Seminar will be given at Winter Conference and should be available for Flotilla level Seminars by mid January. This means that none of the presently Qualified Vessel Examiners have taken the required Seminar for 1983.

In future years what will happen is this. The Seminar will be available about 1 October (1983) (the Commodore has stated that the Seminar will be given at the October District Board Meeting). On 31 December 1983 AUXMIS will look at the members' records for currently Qualified Members who have completed the ten examination requirement. If a currently qualified Vessel Examiner has not completed ten examinations

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INFORMATION SYSTEMS

Joseph Sowers, DSO-IS



It has been widely publicized, via word-of-mouth, that the Coast Guard is getting out of the AUXMIS error scanning business. This rumor is to a certain extent true in that specific input to the AUXMIS system will not be checked for error by the DIRAUX before it is sent to the computer. For a long time, we have been all too secure in complaining about the (#★@†±#) computer since there was "nothing we could do!" Well, the Auxiliary has been given the job of cleaning its own house with respect to the AUXMIS system. Auxiliarists are programming the computer, designing the programs, and now will be checking the input cards for errors.

Starting in January of 1983, the Auxiliary will be in charge of making sure that errors stay out of the database. We won't be able to blame the computer or the DIRAUX staff — only ourselves! The Information Systems staff officers will be responsible for checking the input for errors, repairing those that will always slip through, and training members not to keep repeating the same mistakes. Being able to handle the errors themselves should aid in their being able to track the integrity of AUXMIS in a more timely way. This will be a big job — the best way to help is to minimize the errors: sloppy handwriting, careless use of member numbers, missions lasting over 24 hours, etc. . .

Certain of the most important and most used forms will be affected by this change in procedure. These forms will no longer be sent from the member to the DIRAUX; instead, they will be sent from the member to the FSO-IS. If they are sent to the DIRAUX, they will be returned unprocessed to the FC — this will produce an unnecessary time delay. The forms which are to be sent to the FSO-IS are:

CG-4947	Mission Man Hour Report
CG-3594	CME Report
CG-4948	Change of Member Information
CG-4954	Course Completion Report
CG-4952	Public Relations Report
CG-5163	Seminar Attendance Report

All other forms will be sent through the usual channels: i.e., forms which must be signed by the FC may be sent from the FC to the DIRAUX directly.

The FSO-IS is required to reject the input if it is later than the standard 30 day time limit; next your flotilla IS officer will check for errors and is authorized to make simple repairs if needed for clarity. The FSO-IS will then initial and date the cards and send them weekly to the DIRAUX. A procedure has been established which will let the FSO-IS know what has reached the DIRAUX and when, what errors and transactions have entered the computer and which have been repaired. The SO-IS will be in charge of monitoring and correcting errors that either fail to enter the database, or have actually been put on a member's record.

Please try to help out your IS Staff — if we all do our share, we can make AUXMIS the tool it was designed to be.

Joe Sowers, DSO-IS

PUBLIC EDUCATION

Walton Porter, DSO-PE



A well informed and knowledgeable boating public is vital to the success of a national safe boating effort. Education is the best approach to preventing accidents. Several publication activities are authorized to be undertaken by Auxiliary members in support of the Coast Guard's boating safety program. Some of these activities are:

1. Instruct basic principles of piloting, seamanship and boating safety.
2. Instruct on laws and regulations pertaining to the operation of small boats.
3. Promote the safe operation of small boats through instruction and demonstration for the benefit of persons not members of the Auxiliary.
4. Cooperate with State and other Government Authorities to assist and advise them on their boating safety education programs.

Of course Auxiliary public education courses are conducted in accordance with the following policies:

1. Course materials and examinations may be published by the Coast Guard Auxiliary National Board, Inc., or by other agencies, but must be approved by the Coast Guard.
2. Lesson instruction will be in conformance with the lesson plans published by the National Board, Inc., or by the state when assisting in state sponsored courses.
3. Emphasis will be placed upon practical application of the information contained in the course.
4. Flotillas desiring to sponsor public education courses shall notify their Director of this intention prior to the commencement of the course. Submit form CG 4691 to DIRAUX at least 30 days before classes start. (There may be some exceptions to this rule.)
5. Course completion certificates may be awarded to students who complete authorized Public Education courses and pass approved final examinations. Auxiliary course completion report form 4954 must be submitted to DIRAUX upon course completion. Due to the new BQ criteria, it is imperative that a roster of the class accompany the course completion report.
6. Auxiliarists who desire to become qualified as an Auxiliary Instructor must meet the requirements specified in the new Auxiliary Membership Qualification Guide, and the Auxiliary Instructor Manual.
7. Officers and Petty Officers of the Coast Guard and Coast Guard Reserve may assist local Auxiliary units with their public education program. Auxiliary units are encouraged to seek this assistance when it is available.

With the passing of the Coast Guard's Boating Safety Detachments (BOSDET'S) the burden of educating the boating public falls more on the Auxiliary now than ever before. A high degree of professionalism is very essential.

As set forth in COMDTINST M16791.1, 13-B-8, page 13-12, PARALLEL STAFFING will be utilized to expedite reporting and correspondence, with information copies going to the concerned chief of staff. All members involved in, or interested in PE are encouraged to study the various manuals and publications available to enhance their qualifications as instructors, course supervisors and administrators in the PE program. If we all work together like gears in a well oiled machine, I'm sure we can make 1983 a banner year in the field of Public Education.

Walton E. Porter, DSO-PE



FROM THE EAST



UPDATE



Alexander M. Lewis, RCO-E



At this time of year we all start with a clean slate. 1983 is a blank page in the annals of the Third Southern. We will be known by what we put in there this year. Auxiliarists are grouped together for a common good with a common purpose.

Communication is the key to all of our activities. If we do not communicate, how can anyone possibly know what you think, what you feel, what you approve or disapprove.

I cannot express this more eloquently than did Dave Wick, editor of *STICK AND RUDDER*, Flotilla

2-3's newsletter, who editorialized, "... They (officers) cannot be effective without the cooperation of the entire Flotilla (Auxiliary). This is not to say that we favor accepting every judgment which may come from our officers. Not at all. Cooperation also implies caring, and if you care for something, then you try to

make it the best. Disagree if you will, but always disagree in the open where men and women can explore their differences and arrive at reasonable decisions. Don't complain behind their backs for they are apt to err as we all do. But if we really are concerned for the Auxiliary, then we do it no good to allow rumor and secondhand comments to fester and grow. The light of open debate is death to the ugly sores of gossip and mistrust."

The start of a new year is the time of choice to start with a program of self-improvement. The Auxiliary and the regular Coast Guard are replete with courses of study which are available to all Auxiliarists. I don't mean to suggest that every Auxiliarist is a potential candidate for AUXOP achievement, but every Auxiliarist has a particular affinity for some branch or branches of Auxiliary activity, which can be enhanced by partaking of these self-improvement courses. All of these lead to increase the professionalism for which the Auxiliary is noted.

Everyone remembers the 3 R's of our early schooling. I would like to suggest a modification of the 3 R's for our Auxiliary, K-P (3 R's) — Knowledge, Professionalism, Reliable, Responsible, Resourceful.

Alexander M. Lewis, RCO (E)

HISTORY — DIVISION XIII

In May 1967, Division XIII, Central New Jersey, was established as an under-strength division under Division Captain Thomas E. Malsberger. The "establishing Flotillas" were Flotilla 31, Flotilla 23 and Flotilla 25 which transferred from their respective Divisions and became the nucleus of Division XIII.

With two new Flotillas established in 1968, the new Division came up to full strength.

The delineation below describes the development of the Division:

Flotilla No.	Was	Location	Chartered	Disestablished
13-1	31	Gloucester	1965	
13-2		Cherry Hill	1968	8-5-80
13-3	23*	Haddon Heights	11-4-1941	
13-4		Oaklyn	6-28-1968	2-23-80
13-5	25**	Cherry Hill	5-25-1942	
13-6		Moorestown	7-11-1969	
13-7	87***	Medford	1968	
13-8		Berlin	1973	
13-9		Echelon	1977	

*Originally Dredge Harbor Flotilla. At one time, met at Pierce-Phelps, 5th & Noble Sts., Philadelphia.

**Known as Farragut Flotilla, has been also known as Barrington, Erlton, Delaware Township.

***Transferred to Division XIII in 1970.

Here again we see that Division II plays a vital role in the formation of a new division by giving up two of its well-established Flotillas.

The research for the compilation of the history of Division XIII has taken your Historian through many years of issues of TOPSIDE as well as District Directories. It is unfortunate that the month and day needed has not been published in the accounts as printed in TOPSIDE and can be furnished only by the individual Flotilla if it has preserved its historical records.

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

DEADLINE DATES FOR TOPSIDE



20 March 1983

25 July 1983

25 October 1983

(October date subject to change)



Flotilla 2-5 Chartered

Flotilla 2-5 (Lawndale), the newest Flotilla of Division II, Third Southern District, got off to a rousing start on Saturday, 20 November 1982, with a buffet dinner, held at the Philadelphia Protestant Home in Lawndale, the meeting place of the new flotilla.

There were 70 auxiliarists and guests at the social hall of the home for the chartering ceremonies.

Lt. Cmdr. James Davis, Director of Auxiliary, 3rd Southern, read the charter and then turned over the duties of swearing in the new members and officers of Flotilla 2-5 to Richard Raudabaugh, Rear Commodore West.

George R. Brouse is the Commander and Michael D. Reardon, the Vice Commander, of the new Flotilla.

There were thirteen members of the new flotilla who were also sworn into the Auxiliary at the same time as being sworn into the new flotilla.

Entertainment was provided by Thomas and Joanna Perkinson. This delightful couple played the organ, flute, piano, and violin, treating us all to show music, chamber music, country and western, oldies and hits of today.

Flotilla 2-5 will be conducting classes in Basic Boating and Seamanship starting in February 1983. Classes will be held at the Protestant Home, 700 Gilham Street.

Anyone interested in information on this newest unit of Division II should contact George R. Brouse, 632-2332, or Michael D. Reardon, 663-0115.

Submitted by: Judy Reardon, FSO-PA 2-5

Mark Your Calendar — Winter Conference — Sheraton Valley Forge - February 18-20



TOPSIDE (3SR) — WINTER 1983

TOPSIDE (3SR) — WINTER 1983





CHRISTMAS DAY CELEBRATION

Christmas Day 1952 to 1982 . . . what happened on this day each year for the past 30 years? Jim Abbott of Flotilla 6-4 3(SR) has helped George Washington cross the Delaware River. Jim has been the rescue boat captain for the reenactment of the Crossing of the Delaware by George Washington at Washington Crossing, New Jersey.

There were many cold, snowy Christmas days that Jim could have stayed home with his wife Ruth and seven daughters, but his devotion to safety on the water brought him back to his patrol year after year.

There have been years that this reenactment would never have been accomplished without Jim Abbott. On many occasions when the river was frozen from bank to bank, it was Jim Abbott who would use his boat to break up the ice and make "George's" trip possible.

We of Flotilla 6-4 3(SR) would like to thank one of our most valued members, Jim Abbott, for helping to make the Christmas Day crossing of the Delaware happen for the thousands of spectators watching this annual event.

Submitted by: Michael J. Rafferty, FC 6-4



Picture above shows reenactment of "George's" trip with Jim Abbott's Auxiliary vessel standing by for safety reasons. Left to Right: James Abbott at helm. Crew Donald Stilwell and Robert Miller, all members of Flotilla 6-4 District 3(SR)

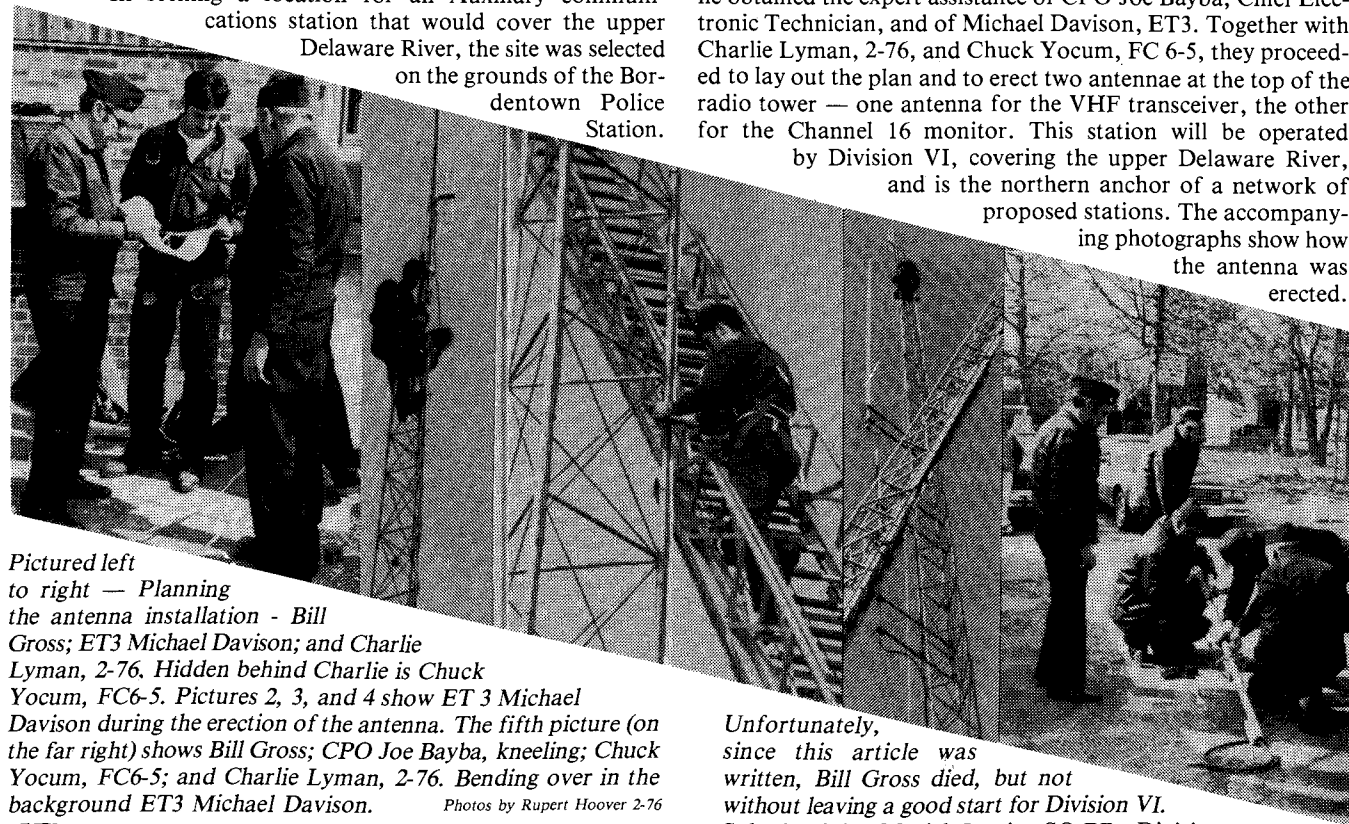
Communications Station Started — Division VI

The high ground is important. In deciding where to place a communications station, the antenna location is of prime consideration. It must be located in an area, and with sufficient height, so that its intended scope can be realized. The height of an antenna can be achieved by placing it on top of a tower, or by placing it on top of high ground, or, as is usually the case, a combination of the two.

In seeking a location for an Auxiliary communications station that would cover the upper Delaware River, the site was selected on the grounds of the Bordentown Police Station.

There was an available antenna tower, the ground was of good elevation, and the antenna calculation showed that it would reach the desired area of the Delaware River.

On a clear day in early spring, Bill Gross, SO-CM II (ADSO-CML), assembled a group for the erection of the antennae on the site of the Bordentown Police Station. With the permission of the Base Commander at Coast Guard Base Gloucester, he obtained the expert assistance of CPO Joe Bayba, Chief Electronic Technician, and of Michael Davison, ET3. Together with Charlie Lyman, 2-76, and Chuck Yocum, FC 6-5, they proceeded to lay out the plan and to erect two antennae at the top of the radio tower — one antenna for the VHF transceiver, the other for the Channel 16 monitor. This station will be operated by Division VI, covering the upper Delaware River, and is the northern anchor of a network of proposed stations. The accompanying photographs show how the antenna was erected.



Pictured left to right — Planning the antenna installation - Bill Gross; ET3 Michael Davison; and Charlie Lyman, 2-76. Hidden behind Charlie is Chuck Yocum, FC6-5. Pictures 2, 3, and 4 show ET 3 Michael Davison during the erection of the antenna. The fifth picture (on the far right) shows Bill Gross; CPO Joe Bayba, kneeling; Chuck Yocum, FC6-5; and Charlie Lyman, 2-76. Bending over in the background ET3 Michael Davison.

Photos by Rupert Hoover 2-76

Unfortunately, since this article was written, Bill Gross died, but not without leaving a good start for Division VI. Submitted by Muriel Lewis, SO-PB, Division II.



FROM CENTRAL



UPDATE

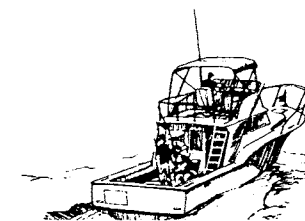


..... Walter Moulder, RCO-C



With the approach of the New Year, let us all make a commitment to ourselves and the Auxiliary to actively participate in at least one of the many activities available to us. To start, examine the responsibilities you have accepted as an elected officer, staff officer, or Auxiliarist and how you plan to accomplish them. Remember your fellow members will be depending on you. It is only through the continued improving and expanding of your personal skills and active participation in the cornerstone programs that the purpose of the Auxiliary will continue to be fulfilled.

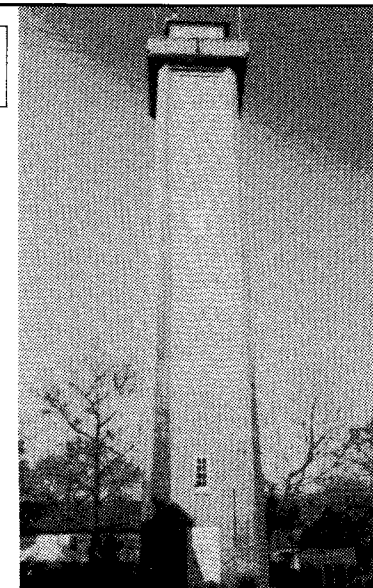
Walt Moulder, RCO (C)



SANDY LEE CREW WINS DELAWARE MARINE POLICE MERIT AWARD



The picture above was taken at Division XII's Change of Watch on December 10th, at which time the Crew of the Vessel *Sandy Lee* was awarded a Merit Award from the Delaware Marine Police for their efforts to save the life of an overboard victim in Delaware Bay in May of 1982. Unfortunately, although the crew made a valiant effort to bring the man aboard their vessel and deliver him ashore, he died in the hospital of his exposure and injury. The award was presented by George Stewart, Delaware Safe Boating Administrator, and he and the crew, shown above from left to right are Hank Rowe, Div. Capt. of XII, George Stewart, Don Holleger, Skipper of the *Sandy Lee*, Carl Binger, E. "Sandy" Sandstrom, and seated in the foreground Arlene Armstrong.



HILLCREST LIGHT HOUSE

Located in the area of Edgemore, DE, on the western shore of the Delaware River is found a very distinctive landmark known locally as 'Hillcrest Light House.'

It is worthy to note here that this structure has been performing its friendly service to the mariners of the region since 1917.

As no accurate historical records are available at this printing, I must rely upon information obtained from local residents and newspaper files. The Light House structure as listed on NOAA chart 12312, rises 178 feet above sea level, reaching an awesome 108 feet above its foundation.

Construction is of solid, formed concrete, having a thickness of 18 inches, with form markings plainly visible.

There are nine decks to the top, consisting of 120 steps to the eighth deck. The ninth being reached by a vertical iron ladder.

After the effort, the reward is worth it, for in front of you lies a unique type in light design. The light is approximately 40 inches in diameter, composed of 6 concentric rings, with a center of three levels, all of highly polished glass, forming a prism, to obtain maximum light concentration and volume.

A single metal pedestal, with an embossed brass plate attached, states that it was made in Paris, France, in 1908. The light rises to over six feet above the deck. On the light we find the legend 'U.S.L.H.S. #712.'

In approximately 1949, the Light House Service was phased out, and all structures were placed under the jurisdiction of the U.S. Coast Guard.

Included on the property is the former residence of the lighthouse keeper. This building is well constructed of brick, and was completed several years prior to the light house. The building is well maintained, and is presently occupied by a member of the U.S. Coast Guard and his family.

In February 1981, LCDR J. H. Davis, DIRAUX 3(SR) was instrumental in securing permission to use the lighthouse structure as a communications center, manned by the U. S. Coast Guard Auxiliary, Division I, Northern Delaware.

After much effort by members of that unit, an open house was held in June of 1981 with many representatives of the U. S. C.G. and Auxiliary attending.

During the summer boating season, on week-ends and Holidays, May through September, you will find qualified Comms Specialists maintaining Radio Watch there, in support of the U.S.C.G., and the boating public using the Delaware River.

All personnel serving at "Auxiliary Radio Hillcrest" take great pride in our assistance and support of the U.S.C.G. and our link with the past.

Submitted by: H. A. Harrington, SO-CM, DIV. I

C. G. Certificate of Operational Merit Presented to Richard Kelly



Pictured above at the time of the presentation ceremony — (left to right) Robert Hilderbrand, Past Flotilla Commander of Flotilla 2-7, Mrs. R. Kelly, Richard Kelly and Past Captain Alex Lewis.
Submitted by: Muriel Lewis, SO-PB - II

DIVISION XI HAPPENINGS

Division XI, 3SR, Reading, Pennsylvania, through the cooperation of Berks Community Television, narrated a 30 minute program for National Safe Boating Week. The program, "Eye on the Community," hosted by Berks TV's Newswoman Jackie Cutting, was filmed at Blue Marsh Lake with Auxiliarists from Division XI, who lectured on the many aspects of safe boating.

Berks Community Television viewed the program at various time intervals during National Safe Boating Week.

Auxiliarists taking part in the program were: Dick Kubeck, SPO-NSBW-Div. XI; Don Snyder, SO-MT-Div. XI; Larry Wiskyman, SO-VE; John Herbine, 11-6; Bill Arbuthnot 11-5. Photos by Dick Kubeck, SPO-NSBW.

Submitted by: Christy Kuhns, SO-PB, Div. XI



John Herbine, 11-6, discussing the role of the Coast Guard Auxiliary



Don Snyder, SO-MT, Div. XI, with newswoman Jackie Cutting, discussing MT, and proper power boat launching



TOPSIDE (3SR) — WINTER 1983

OPERATIONS . . . Phyllis Valentine, DSO-OP

All are invited to attend this year's Operations Seminar — and this is an invitation you should not refuse! Be one of the first to hear details on the new U. S. Coast Guard Auxiliary Operations Policy Manual (COMDINST M16798.3A) which is currently being distributed to all facility owners.

Take this opportunity to learn first hand about how changes in national policy will affect the Third Southern Operations Program as reflected in the recently approved revision to Appendix C of Third Southern Officer's Guide.

Find out what happened to Category 01 patrols; how to requalify for patrols and what the national policy is on the use of Coast Guard frequencies. Learn the new policy for the use of PFD's and much more. This is an offer not to be repeated by me again this year, so make your plans now to attend the seminar at the winter conference.

Regarding the 1982 season, your division captain has been provided with a list of the names of the Operational Facilities who did not perform at least one Category 2 or 3 patrol for requalification for 1983. If your name is on the list in error, and you did have a patrol, have your Flotilla Commander advise DIRAUX and me to have the list corrected. However, if you truly did not perform a patrol, you must requalify for official activity in '83. What better way to find out how to do it — Come out to the Winter Conference Seminar! Get your information first hand!

Phyllis Valentine, DSO-OP

DIVISION V "HAPPENINGS"



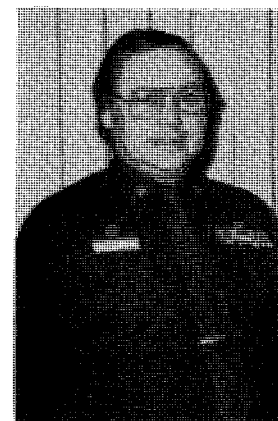
Division V was very proud to have its AIM candidate, Mark Lunday, accepted for attendance at the Coast Guard Academy. He is shown in the accompanying photograph being congratulated by the Immediate Past Commandant of the Coast Guard, Admiral John B. Hayes, during a visit to the Army War College at Carlisle Barracks, PA on 31 March 1982. Mark, an outstanding young man, gave a very nice presentation at a recent Division Board meeting and expects to drop by again during a school break to keep the board informed on his activities at the Academy.

Harrisburg Flotilla 5-3 was fortunate to have had Colonel Otto Chaney as speaker at a meeting on the 4th of November. Colonel Chaney is considered to be the leading Soviet Specialist in the US Army and gave an outstanding presentation on "The Soviet Threat, Worldwide." Although it was a miserable rainy evening, guests were present from several sister flotillas.

Ruth C. Aubin, SO-PB-V

FROM THE WEST

UPDATE Richard Garmize, RCO-W



Overheard a story the other evening." It is one that appears to describe our family, "The U.S. Coast Guard and The Auxiliary." This story needs to be restated because it involves our daily assignments as well as the implementation of the practical problems which sometimes require clarification of their intent.

"The California Red Wood Tree is one of tremendous beauty and is many years old. They stand proudly, extending their branches toward the heavens. But, did you know that not one of these beauties can stand

by itself for very long? It seems the root system of these trees grow shallow in the ground and with the high winds prevailing in the area, it isn't long before the tree is uprooted and topples, exposing its root system thus causing the tree to be destroyed.

"So it is with the Auxiliarist, he/she cannot stand alone without support and response which is needed in carrying out their assignments and obligations, and doing this in harmony with their fellow members.

"The secret, I am told of these trees, in sustaining good growth, stability and health is one with which we in Management agree — plant a second, third or as many trees as you like, not too close to the other, but close enough to allow the sun and the rain to reach the ground supplying nourishment; thereby supporting each tree with a good root system, allowing the roots to entwine and interlace with each other; thus getting a good hold in the ground so the high winds would have little or no effect upon them."

With this kind of cooperation among us — growth will be further enhanced and satisfaction for a job well done will be forthcoming.

Support your elected officers, who have selected a responsible staff. And above all, allow all to perform their respective assignments.

Dick Garmize, RCO (W)

FLOTILLA 9-6 CHARTERED

The Howard Flotilla 9-6 was chartered November 15 at the Sheraton Motor Inn. Milesburg, Pennsylvania. The new flotilla will serve the boating public of Bald Eagle State Park and adjacent waters.

The Charter was presented by Lt. Michael Swigert and Lt. Commander James H. Davis welcomed the Flotilla into the Coast Guard Family.

Lt. Swigert gave the prologue to the membership and Lee B. Weaver, DCO administered the pledge to membership of 9-6. For the elected officers Robert C. Proffitt, FC and Charles H. Pelton, VFC: Richard Raudabaugh, RCO-W gave the prologue and Lee B. Weaver, DCO administered the pledge to their offices. The appointed Staff Officers were given their prologue and pledge by Robert Pfeifer, FC 9-4.

The chartering party was a grand success and Flotilla 9-6 is off to a good start. We all wish them smooth sailing.

Submitted by: Bob Pfeifer, FC 9-4

AWARD WINNING PRIZE IN PARADE



This picture is the award winning float in the parade in Columbia, Pennsylvania. The theme of the parade was Ghosts and Goblins.

Flotilla 14-05, of Columbia, PA, took two first places. One each in most original, and best appearing.

The float shows a skeleton with the words "Make No Bones About It, A Safe Boating Lesson Could Prevent This." The ghost carried a Life Jacket and wore the sign "This Jacket Should Have Been Worn." We had various life saving devices which the children demonstrated.

We were very proud of our chance to show the public about various ways to be safe on the water, and were well rewarded with rounds of applause.

This is one way to reach the public and let them know of our main purpose.

Submitted by: Lenore Roush — FSO-PA, 14-5



Left to Right foreground: Charles Pelton, Robert Proffitt, Michael Swigert, Lee B. Weaver. Second Row: Left to Right — Mark Shuey, Normal Dorman, Helen Villano, James H. Davis.

TOPSIDE (3SR) — WINTER 1983



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(Continued — Next Page)

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THIRD SOUTHERN COAST GUARD DISTRICT AUXILIARY CALENDAR OF ACTIVITIES 1983

DISTRICT MEETINGS & CONFERENCES

4 January 1983 — Coast Guard Base, Gloucester City, NJ
18, 19, 20 February 1983 — Valley Forge Sheraton, King of Prussia, PA
13, 14, 15 May 1983 — Hosttown Inn, Lancaster, PA
30 Sep., 1, 2, October 1983 — Grand Hotel, Wildwood Crest, NJ

DISTRICT AREA MEETINGS

Eastern Area:
23 April, Buck Hotel, Feasterville, PA
11 June, Settler's Inn, Medford Lake, NJ

Central Area:
13 April, Glasgow Arms, Glasgow, DE
8 June, Glasgow Arms, Glasgow, DE

Western Area:
5 April, USCG Aux. Trg. Base, Reading, PA
7 June, Distelfink Inn, Lancaster, PA

24 September, Buck Hotel, Feasterville, PA
10 December, Carrolls Inn, Manahawkin, NJ

14 September, Glasgow Arms, Glasgow, DE
14 December, Glasgow Arms, Glasgow, DE

6 September, USCG Aux. Trg. Base, Reading, PA
6 December, Distelfink Inn, Lancaster, PA





NAUTICAL CROSSWORD PUZZLE

Submitted by Sara Le Maistre, Flotilla 14-05



DOWN

- 1 A permanent loop can be made in the end of a rope with an eye ----
- 2 Command given when a ship is sinking --(abbr).
- 3 Failure to yield to a privileged vessel could lead to a ----collision.
- 4 ----(abbr - 2 words) should be on board for each passenger
- 5 A small boat used as a tender aboard a larger boat is a ----
- 6 Gasoline is a ----used for motor boats
- 7 Many ----cruisers are seen on the bay
- 8 The breadth of a vessel at it's widest point is called the ----
- 9 P--(urgency signal) having priority over all other communications except distress
- 10 The outer surface of the hull from waterline to gunwales is called ----
- 11 Port tack (abbr)
- 13 ----a floating Aid to Navigation
- 15 ----and Rescue - one of the main functions of the Coast Guard Auxiliary
- 16 An anvil shaped deck fitting to which lines are secured.
- 18 A ---- is to a car as a channel is to a boat
- 19 The mechanism by which a vessel is steered (rudder, wheel, etc) is the ----
- 20 Radio Obscenity (abbr) -- could lead to an arrest
- 21 A Wise sailor watches for ST--- warnings
- 27 The forward part of a vessel is the ----
- 32 Deck fittings through which lines are passed are called ----
- 35 ---- sky at night, sailor's delight
- 37 There is a Coast Guard Station or B--- at critical locations
- 38 In case of a head-on hazzard (abbr)--- each vessel should alter their course to starboard
- 39 The ---- is the stern of a vessel at right angles to the boat's centerline
- 41 A ---- is to a boat as a garage is to a car
- 44 A flare ---- is used for sending distress signals
- 46 Engine Trouble (abbr)
- 49 A barometer measures --(abbr)
- 50 A motor which hangs on the back of the boat is called an ----board
- 51 ---- is very high frequency
- 54 Coast Guard (Abbr)---
- 55 Plugs in the bottom of the boat are called ----
- 56 Wind and tide cause ----sion on the mooring lines
- 57 Compass point (abbr)
- 58 A Wooden paddle used alone or in pairs to propel a vessel is an---
- 60 The ---- of visibility is 1 1/4° of a 360° circle
- 61 A hardwood used for many boat decks is ----
- 63 A ---- or winch is used for pulling a boat onto its trailer
- 64 The wea--- of a life jacket should know how to put it on and how it will react in the water
- 66 ---- a small boat propelled by oars
- 68 Many boaters have -- radios on board
- 69 -emp ---- is not the best rope to use for mooring or anchor lines
- 71 A triangular sail set on a stay, forward is called a ----
- 73 ---- A type of boat
- 77 A ring buoy is a Type IV P.F.D. ----aving device
- 78 The left side of a vessel is ----
- 79 The principal framing member of a vessel is the ----
- 81 -ine -f position, is a line from a known position, along which a vessel is presumed to be located
- 83 Areas where large numbers of boats are docked are called ----
- 85 One rule found in all four sets of rules of the road is --(abbr)
- 87 A spar set upright on the deck to support rigging and sails
- 88 Compass point (abbr)
- 89 Distress Signals for --(abbr) should be on board (3 words)
- 90 Parallels of Latitude run -- (abbr) (3 words)
- 91 Maps showing aids to navigation, etc. are called ----
- 93 A fuel used in many power boats ----
- 96 A buoy painted red and conical in shape is a -- buoy
- 97 A -- is used for fishing or to retrieve overboard objects
- 99 Padded bumpers hung over the side to prevent the vessel from chafing are ----
- 102 Passing another boat on the water is called -- (abbr) 2 words
- 103 ----is the cooking area on a boat or ship
- 104 Overloading can cause a vessel to sit too ---- in the water
- 106 A ---- is any kind of water craft used as a means of transportation
- 107 The captain of the ship is the ----
- 112 ---- poling is extremely dangerous and could cause loss of life or property
- 113 An open seacock could cause a boat to s---
- 114 --(abbr-2words) are also listed as legal requiremeents
- 116 The vessel's toilet compartment is the ----
- 118 --(abbr 2 words) systems are used in many marinas to contact people on their boats
- 121 - and - (abbr) Rules of the Road
- 122 --compass point (abbr)
- 125 --(abbr) concern life jackets, fire extinguishers, lights, documentation, etc.
- 126 Small boats are transported on land by means of a -- (abbr 2 words)

ACROSS

- 1 The right side of a boat or ship
- 8 A hole in the water into which a man pours his money is a ----
- 12 A receding tide is an ----tide
- 14 A must for boat owners is ----
- 17 The direction to which a compass needle points is ----
- 18 The overhead on a boat is the ----
- 22 The ship's wh--l is part of the steering mechanism
- 23 A --strake boat hull makes a very light, strong boat
- 24 The left side of the boat is called --(abbr)
- 25 Sometimes an ---- can be heard in a fog
- 26 Toward the center of a vessel is called ----
- 28 Symbol for a metal used in making boats is --
- 29 Every boat owner should be prepared for --(abbr)
- 30 A piece of canvas which causes the wind to propell a boat is a ----
- 31 Day marker (abbr)
- 33 A Hull -- (abbr) number must be displayed on all recreational boats built after 1972
- 34 Distance is always measured on the latitude scale on a ----cator chart
- 36 A vessel of 5 tons or over, owned by a U.S.Citizen, and used exclusively for pleasure may be called a ----
- 40 Starboard Tack (abbr)
- 42 Eye Splice (abbr)
- 43 The lowest internal space within a vessel's hull is the----
- 45 Where the water meets the land is called the ----
- 47 Some mast head wind vanes are ---- shaped
- 48 Amphibians are built to travel on ---- or water
- 51 One of the duties of an Auxiliarist is to perform 10 ----'s (Abbr) each year
- 52 An opening in the deck to afford entry to spaces below is called the ----
- 53 A large boat is called a ----
- 55 The rear of a boat is called the ----
- 57 A flat bottomed boat for use in shallow water may be called a --if.
- 59 A dugout is an Indian canoe made from a hollowed out ---
- 60 Toward the stern is ----
- 62 Propellers are also called ----
- 65 Another name for a sailor is ----
- 67 Means by which a boat can be secured is an ----
- 70 Toward the bow is ----
- 72 Rafting is a group of boats secured together in a ---
- 74 Brightwork (abbr)
- 75 It is illegal to ---- over marine radios
- 76 -----Seamanship - the art of handling and working with all kinds of rope
- 80 A sailor who does not return from leave when scheduled is ----
- 82 A hygr--eter measures relative humidity
- 84 Meridians of latitude and longitude encircle the gl---
- 85 An extra generator belt (abbr)--- is a good item to carry on board
- 86 The magnetic ---- is an instrument by which direction can be determined
- 89 The floor of a vessel is called the ----
- 92 ---- A cloud which is on or near the deck
- 94 Boats 26 - 40 feet must have a hand or -- (abbr) horn
- 95 ---- planes can be of great help in Search and Rescue
- 96 A biblical character who built a wooden boat called an ark was ----
- 97 -- Compass Point
- 98 A well-known boat building firm is Chris Cr---
- 100 Long Range Navigation (abbr)
- 101 ---- is an international distress signal
- 103 The top edge of the hull is called the ----
- 105 --Compass point
- 108 A well known off-shore light fixture is -- (abbr)
- 109 Navigation is -- art, because of the skills and techniques involved
- 110 A malady which causes much damage to wooden boats is dry ---
- 111 To pass another boat on the starboard, you blow your horn---
- 114 In most cases, a ---- boat has the right of way, when no motor is used
- 115 What you feel when standing in one fixed place ashore is called -- (abbr)
- 116 On freighters, cargo is stored in the ships ----
- 117 Certain knots are not used to secure a boat because they might ----
- 119 Stairs or steps on a vessel are called ----
- 120 Ropes that have been put to use on board a vessel are called ----
- 123 Most marinas do not permit fishing from the dock or p--r
- 124 The safest way of changing direction in a sailboat is called ----ing
- 125 The Maritime Administration must approve any sale, transfer, mortgage or lease to an a----
- 126 Backfire flame arrestor (abbr)---
- 127 In the phonetic alphabet - No. 9 is called -ine-
- 128 A ---- is used on board when dock power is not available
- 129 Compass Point ----
- 130 Powerboats are usually propelled by gasoline or ---- engines
- 131 The body of the vessel, exclusive of superstructure is the ----

Answer to puzzle will be found on page 16.



MEMBER TRAINING

Eugene Pester, DSO-MT



A group of foreign manufacturers who were being shown through an American plant, saw a machine that took a piece of sheet metal and in one operation, stamped, punched, and shaped it into a finished product. After they had watched it for some time, a bitter argument broke out among them, with much arm-waving and finger-shaking. The guide asked the interpreter accompanying the group what all the shouting was about, "Some of them," replied the interpreter nonchalantly, "insist it can't be done."

What is the point?? It would seem that now, the beginning of a new year, would be the opportune time to evaluate our Division and Flotilla M.T. programs. I know, some membership training officers will insist that nothing can be done to improve their present training programs, while others will say, "it can't be done."

I pledge to you that my staff and I will do all we can during the year 1983 to offer help and ideas to strengthen the various Operational Specialty Courses.

We have, at this writing, held two planning meetings for the purpose of discussing ideas and ways and means of implementing same. I am excited about the programs we are developing for implementation early in 1983 and you will be hearing more about these ideas shortly.

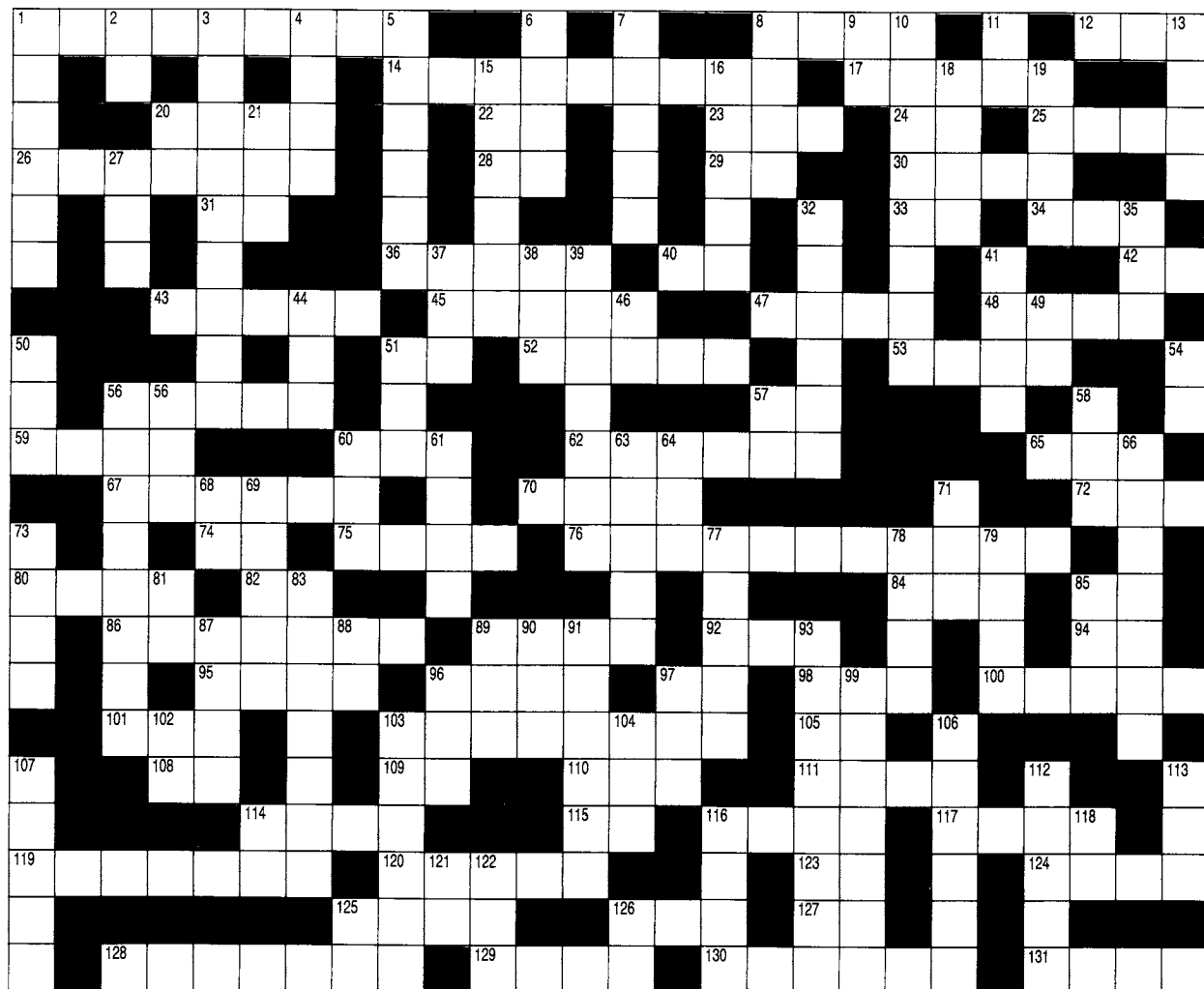
As a first step, may I suggest that each Division Membership Training officer schedule and coordinate, with the newly elected Division Captain, Division Work Shops as early as possible in 1983. For some strange reason, many people believe that appointing Division and Flotilla Staff Officers and then turning them loose to do their job on their own is all that is required. These newly appointed staff (Division and Flotilla) officers as well as those who have held the job for a number of years can benefit greatly by attending these Workshop Seminars. A Division and Flotilla can and will be strengthened if such a Workshop is offered and each Flotilla cooperates by encouraging its staff officers to attend. Division VI has been holding such Workshop Seminars for the past 4 years and have found them to be extremely helpful and profitable. Division II held one last year, and it was so successful, another is planned for this year.

If anyone is interested in how they were run and the course outline used, feel free to give me a call at: Work — 215-364-0013, or at Home — 215-357-2362.

Remember getting things done isn't the same as doing things.
Gene Pester, DSO-MT

FLOTSAM & JETSAM

Editor's Note: We have created this as a regular feature — anything you can contribute to be used under this title, i.e. Crossword Puzzles, Quizzes, Sketches, or any other information in the nature of an educational aid pertinent to Auxiliary functions.
Thank you, Elsie Nichols



Answer on page 16

TOPSIDE (3SR) — WINTER 1983

CAREER CANDIDATE Helen McCabe, DSO-CC

PROJECT "AIM" — 1983

The search is on! What type of student will make a good "AIM" candidate? If we examine the statistics of the 1985 class at the Academy, we find that the typical candidate was in the upper 25 percent of his/her class; had an average SAT Verbal score of 555 and Math score of 629; 70 percent had been an officer of his/her class and/or club; 8.5 percent were National Merit Scholarship semi-finalists; 12.1 percent were awarded athletic scholarships and 54.2 percent were awarded academic scholarships during secondary school.

And the competition for the Academy was keen: 7,898 applied and only 398 actually enrolled.

This past year (1982), the Third Southern Region had five (5) candidates accepted at the Academy through Project "AIM." What should our goal be for 1983? Fourteen candidates from the Third Southern! !! Impossible? — Not at all. **NOT IF WE DO OUR JOB.**

First, you have a wealth of material to help you at the flotilla level: posters (like the one pictured here) to place in schools; the Academy "Bulletin of Information"; AIM pamphlets (order from ANSC through your material officer); News Release on AIM (don't forget the school newspaper will give you the best coverage you can get).

Let's talk for a few moments on the blue poster "College Should Be An Adventure." Don't depend on the Guidance Counselors to put it up. Ask if you can do it. Also, ask if you can distribute one to each of the boys' and girls' varsity coaches: football, swimming, wrestling, basketball, soccer, field hockey, gymnastics, track and field, cross country — you get the idea. Coaches are always looking for placement opportunities for their athletes. And athletic competition is a part of every cadet's life at the U.S. Coast Guard Academy. Physical strength, endurance, agility and competitive spirit are just as important as academic study and military training for future Coast Guard officers.

I truly believe these posters will do the job for you and if you combine them with the News Release to the school newspaper, you are going to get action!

FSO-CC's SHARE THE FUN WITH THE REST OF

VESSEL EXAMINATION Joel Asper, DSO-VE

I would like to use this space to give important information on the 1983 Vessel Examination Program.

SEMINAR

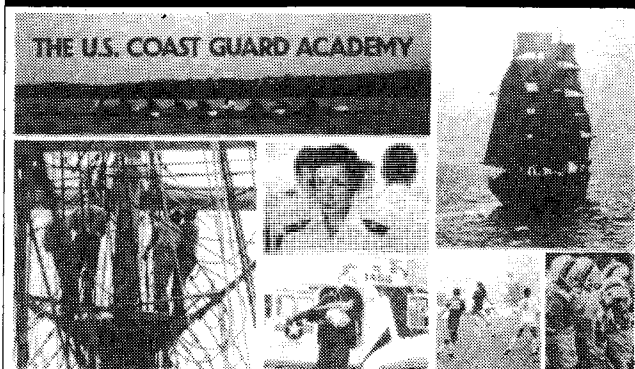
You need a seminar before March 31, 1983. The seminar you had last year will not qualify you for 1983. You can get a qualifying seminar at winter conference on February 19th, 1983 at the Valley Forge Sheraton. See information regarding schedules for times, etc. elsewhere in this issue. Since I have already said it twice, I'll reword it again. I suggest the Divisions and Flotillas schedule a CME Seminar after February, as we will have less than six weeks before the deadline of March 31, 1983.

1983 GOALS

District wishes to have thirty percent of its members become examiners. An increase of 74 — from the current 826 examiners to 900, and to increase the total number of CME's from 23,000 to 27,000.

TOPSIDE (3SR) — WINTER 1983

COLLEGE SHOULD BE AN ADVENTURE.



**NO OTHER COLLEGE OFFERS YOU A CLASSROOM LIKE THIS.
JUNIORS ... TAKE AIM***

IF YOU ARE IN THE 11th GRADE, AND WOULD BE SERIOUSLY INTERESTED IN INVESTIGATING A CAREER IN THE U.S. COAST GUARD, THE COAST GUARD AUXILIARY WOULD LIKE TO EXTEND AN OPPORTUNITY FOR YOU TO VISIT THE ACADEMY FOR A WEEK IN AUGUST. YOU SHOULD MEET THE FOLLOWING CRITERIA:

- Be at least 15 yrs. old, but not over 18 yrs.
- Minimum SAT score of 500 Math & 450 Verbal.
- Be in the top 25% of your class.
- Have potential interest in advanced technical education.
- Broad interests encompassing athletics, extra curricular activities, constructive hobbies, etc.
- Meet all criteria indicated in "Bulletin of Information" — U.S. Coast Guard Academy, New London, CT.

FOR FURTHER INFORMATION, CONTACT

*Aim = Academy Introduction Mission (U.S. Coast Guard Academy)

YOUR FLOTILLA. Let them have the joy and satisfaction that comes with recruiting a candidate for the Academy. Young people are so enthusiastic — they perk up your spirits and sometimes it's hard to tell who gets the most out of this project — the AIM officer or recruiter or those being recruited. the AIM program to me is "Purely Pleasure."

So, let's use the tools that have been distributed to each flotilla and strive for our 1983 goal — one candidate accepted from each division. The kids are out there waiting for us . . . let's not disappoint them! !!

Helen McCabe, DSO-CC

DECALS

I plan to distribute the 1983 CME decals at the District Meeting on January 4th, 1983, which at the time you read this, will already have been accomplished. The decals are on hand.

FACILITIES

The new operations manual is currently being distributed. At this time, I have not seen it as yet — attend the Seminar and get the facts about the facility qualification for the operational wreath — it is my understanding that the facility qualifies as an operational facility regardless of skipper and crew training requirements — Watch for more information.

Much more needs to be accomplished in the CME program. Your input is invited. Because of a short memory, please put your notes in writing.

Would like to congratulate four members of Third Southern who have earned a place on the before 1960's Club for participation in the CME program as listed in the recent issue of Navigator — John E. Johansen, Rosa Neff, Alice Drew and John McIntosh. These four auxiliaries are still very active in the program and deserve to be recognized for their excellent record of accomplishment.

Joel Asper, DSO-VE

DISTRICT PRESS

New Manual - COMDTINST M16798.3A (Auxiliary Operations Policy Manual) is being/has been distributed to all facility owning members. (Get more details about changes at the Ops Seminar, Winter Conference.)

Female Uniforms have gone down in price since the 1 Oct 1982 list. Correct prices are: Service Dress Blue Coat \$39.46; Service Dress Blue Slacks \$9.91.

COMDTINST M16672.2 (old CG-169) Navigation Rules — International and Inland is available from Supervisor of Documents, U. S. Government Printing Office, Washington, DC 20402. Price \$6.50 Stock No. 050-012-00192-8. Note: THIS PUBLICATION IS NO LONGER FREE ISSUE.

Name Change - NOAA/NOS is now known as National Ocean Service.

Category 01 Orders are no longer authorized. Therefore, AUX-MIS credit can not be taken for a voluntary patrol unless it is Category 02. More on this in the 1983 3(SR) OPS Seminar & Appendix C to Officers Guide.

1983 CME Qualifications - To be qualified to examine vessels in 1983 a VE must have performed 10 exams prior to 31 Dec. 1982. Additionally, they must attend a 1983 Seminar (Note: This has not been published yet) before 31 Mar 1983.

NOTES FROM DIRAUX the 1982 spring issue of *Navigation Journal of the Institute of Navigation* is devoted to LORAN C and contains excellent articles on the history, use, future, cost, etc. of LORAN C. This is available from: The Institute of Navigation, Suite 832, 815 15th St., S.W., Washington D.C. 20005. Cost \$5.00

GROWTH & RETENTION . James J. McCabe, Jr., DSO-GR

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

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

We should also consider:

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

James J. McCabe, DSO-GR

The issue of Navigator which you just received contains reservation forms for the National Eastern Area Conference (9-14 March — Sheraton Valley Forge). Please correct Russ Appler's address to Paoli, PA 19301, instead of Phila., PA. Additional details elsewhere in this issue of Topside. By the way, plan on attending, the National Area Conferences are fun and informative.

NOTES FROM HEADQUARTERS - Headquarters has noticed Man Hour Cards showing patrols with just skipper hours or unauthorized guests aboard. This is a dangerous practice and should be stopped.

The next revision of CG 4947 Mission Man Hour Cards will state either reimbursable or nonreimbursable in block 43 (patrol status) In the meantime circle USCG orders only for category 03 patrols, and category 02 patrols are reported as volunteer.

The 2nd(SR) District just had success with the Sailing Course by combining their course with the American Red Cross. This allowed on the water training under the Red Cross section of the course and class room training under the Sailing and Seamanship Course. If flotillas would like to try this joint venture contact your local Red Cross Office. Most important is that the students completely understand that the on the water portion is the Red Cross Course (covered by their insurance).

CME Hotline 04-82 will be out shortly. It deals with counterfeit Underwriter Laboratories label on fire extinguishers.

ANSC - Effective 01 January ANSC has a new address:

USCG AUX National Supply Center
Warehouse 2-A-5
St. Louis Area Support Center
Granite City, IL 62040

MATERIALS . . William Blocksom, DSO-MA

**Come Along — We're Going Strong!
3 — SR for '83"**

It is said that nothing happens until someone sells something, and people do not buy until they know what is for sale and how to get it.

The District Store stocks all the Public Educational Accessories. The BS&S and S&S Books and Tests can be ordered by the Flotilla MA or PE Officer, on form CGAUX 3-1918.

We have on our shelves all the personal items to dress up both Auxiliarist's uniforms and their boats. Auxiliary Ensigns, U.S. Ensigns, pennants, burgees, etc. If an Auxiliarist dresses up his facility, why not dress up the Auxiliarist too.

"Be The Winning Edge"

We have the collar and coat insignias, shoulder boards, hats and hat devices. When you go shopping, you go to a convenient store. It's so easy to order material, but please not by phone. Material must be ordered by your "MA" officer on Order form CGAUX 3-1918 and "Please Print."

In your job as an Auxiliarist you probably help to make life a little more comfortable for someone — in one way or another. Materials is a very small group, but their performance is one of the biggest. To help us handle your orders in good time, order all items by stock number.

For your convenience on Feb. 19th at the winter conference, there will be order forms available. If we cannot fill your order at the conference, we will back order the item, and send it to you. Most orders will be filled while you are attending the conference. See us there, and stock up!

Bill Blocksom, DSO-MA
Walt Grennidge, ADSO-MA

TOPSIDE (3SR) — WINTER 1983

VICE COMMODORE

Continued from Page 3

we want to remain members without participation? . . . ? I've heard from some that, "I've done my share, and now it's someone else's turn." This is not true. First your experience is helpful in avoiding those ever present pitfalls you've experienced, so why not help us by sharing your experiences. In addition, you probably could find a position or Auxiliary program you haven't been into previously. Why not give it a try? . . . ? If you're going to be an active member (a BQ'd dues paying member) then you have an obligation to be **ACTIVE**, by participating in some way at any level; even going to a meeting is participation.

So it is that at the start of a New Year, the time of resolutions, is a good time to re-affirm our commitment to the Coast Guard Auxiliary and each of us to decide to **DO SOMETHING** during 1983. Remember your pledge of membership which includes "a promise to make a conscientious effort to participate in the Auxiliary's programs to the very best of our ability." **WE NEED THEE IN '83. . . .**

Dick Raudabaugh, VCO



NATIONAL EASTERN AREA CONFERENCE Let's Talk It Over In Valley Forge Country

"Let's Talk It Over" — Past, Present and Future. The theme of this year's Eastern Area Conference (EACON) will be carried out in every aspect of your program: Seminars, Workshops, Entertainment and Educational Tours.

The Valley Forge encampment at the Sheraton Valley Forge begins on Wednesday, 9 March and concludes on Sunday, 13 March 1983. District presentations will be made on Thursday and Friday with program workshops following on Saturday morning. Third Southern will provide a store for clothing, equipment and sundry Auxiliary items.

Come and "Follow the Sun" to the Philadelphia Flower Show at the Philadelphia Civic Center on Friday, 11 March. Ride and relax in a comfortable bus leaving the Sheraton Hotel at 1000. After arrival and an hour's viewing of the many floral delights, you'll be ready for lunch in the garden cafe. A final tour of God's creations after lunch and a relaxing ride back to the Sheraton will put you at the front door at 1600. All this for the flowerful price of \$16.50 per person.

Friday night you are invited to relax at ringside and enjoy dinner and the two and one-half hour floor show: "Bravo, Bravo" at the world-renowned Lily Langtry Night Club located in the Sheraton. The showstopper price is an all inclusive \$21.50 per person. Also included, are free tickets to the Sheraton's nightclub — "Scintillations." Normally \$5.00 per person.

Russ Appler, EACON Coordinator

EACON PROGRAM PRE-REGISTRATION

Make Checks Payable to: USCG AUX-EACON

Mail Checks and this Form to: Russ Appler
P.O. Box 481
Paoli, PA 19301



(For More Info Call: 215-935-0319)

Name: _____ AUX NO. _____

Address: _____

City _____ State _____ Zip _____

Friday, 11 March - Phila. Flower Show

Saturday 12 March Valley Forge Country Tour/Lunch

_____ Tickets at \$16.50 per person Total \$ _____

_____ Tickets at \$13.00 per person Total \$ _____

Friday, 11 March - Lily Langtry Dinner/Show

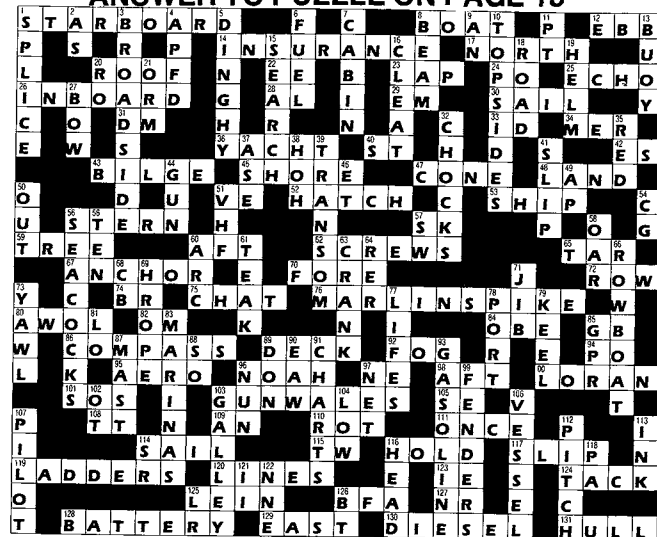
_____ Tickets at \$21.50 per person Total \$ _____

GRAND TOTAL \$ _____

Tickets will be held at Registration Desk. **Deadline** for purchase of tickets at **above prices** is 25 January 1983. Thereafter, a \$3.00 increase, **per activity**, will be in effect.

Penalty Indicia not permitted for return of reservations.

ANSWER TO PUZZLE ON PAGE 13



DIRAUX UPDATE

Continued from Page 3

his/her Qualification will be dropped and they have to requalify. If the ten examinations have been completed the Qualification will be carried over and AUXMIS will again look at the members' records on 31 March following (1984) to see of the Seminar has been completed. If the Seminar has been completed, the member will remain Qualified through 31 March of the next year (1985) providing the ten Examinations were done prior to 31 December 1984. And so on. Again if the Seminar has not been completed by 31 March (1984) the member's Qualification will be dropped. (Please reread this paragraph!)

AUXMIS will not allow the Seminar to be credited after 31 March. Therefore, for new members qualifying after 31 March, the Seminar information should be included in the instruction phase of qualification.

In summary, the only change is that Seminars will have to be taken between 1 October and 31 March. Again the only problem is 1983 because the Seminar is not available.

The 3 (SR) has required a current year Operations Seminar for years; so this will not be a major change.

If any members have questions, you should contact your Flotilla Commander or Flotilla Staff Officer-Member Training.

The most recent issue of Navigator contains Reservation Forms for the 1983 National Eastern Area Conference (9-13 March 1983, Sheraton Valley Forge). The 3(SR) region will be the Host District. The National Area Conferences are designed for the members, and representatives from all National Staff Offices will be in attendance. Plan to attend and learn something new.

See you at Winter Conference.

LCDR. J. H. Davis

UPDATE . . . Lt. Michael E. Swigert, Ast.DIRAUX Det.

In September I had the privilege of being invited to a River Rescue Conference sponsored by the Pennsylvania Fish Commission. The training at the conference was aimed at organizations that are responsible for rescue and recovery work on moving water. With over 4500 miles of waterways and an estimated 240,000 boats in Pennsylvania, moving water rescue plays an important part in the lives of the water recreation-oriented public.

The three day conference was designed to teach rescue techniques and safety to the personnel responsible for training in the organizations involved in river rescue. The classroom work included sessions on drowning, cold water drowning, rescues at dam sites, dive rescue considerations, and discussions on existing boating and water safety programs. The practical sessions were divided into two groups. Pool work included PFD familiarization, throw bags, victim removal, and night rescue considerations. River training sessions focused on boat pinnings, shallow water techniques, static line setup and use, and power boat rescue operations.

The primary consideration developed at the conference was that for moving water rescues to be effective and to minimize the risk the rescuers are exposed to, those involved in the rescues must be trained. The rescuers must be educated as individuals in the characteristics of the waters where they work and in the use of the rescue equipment available. But most importantly, they must be trained as a team, each member knowing what he is responsible for and what the others on the team must do.

Lt. Michael E. Swigert

FLY THE FRIENDLY SKIES OF THIRD SOUTHERN

The Air Operations program of Third Southern is an all-year-round program including pollution overflights, Search & Rescue, logistics and safety, ice and Aids to Navigation patrols.

Effective in 1983, both pilots and observers will be required to successfully pass the written air operations test with a score of 90% or better. It is an open book exam based upon the Air Operations Manual and the Air Operations Training Text. The text and manual are both obtainable from National Stores under Stock No. ANSC 2011, and are currently available.

In an effort to acquaint and qualify all interested personnel with this program, Saturday, 23 April has been set aside at Base Gloucester from 0900 to 1500 with lunch, for the Qualifying Seminar. This seminar will be a **MUST** to be operational as a pilot or observer. The test will be provided that day for anyone wishing to take same.

For additional information, contact ADSO-OPA Russ Appler (Bald Eagle) at 215-935-0319.

1983 WINTER CONFERENCE

The SHERATON—VALLEY FORGE HOTEL in King of Prussia, Pennsylvania, will again be the site of the Third Southern Region's Annual Winter Conference and Awards Dinner. This conference promises to be a most informative and fulfilling weekend which will serve to launch the 3rd (SR)'s new concept of four District Board Meetings per year. The weekend will concentrate on allowing the Board sufficient working time to handle all necessary business and will also offer all Auxiliarists seminars and workshops.

Friday evening in the '76 Tavern will be the Curbstone Conference. All the District Staff Officers will be there to answer your questions on a one-to-one basis. Take advantage of this time to introduce yourself to your DSO and to find out how they can help you do your job better or how they can clear up any questions you might have regarding their particular area of responsibility. Following the Curbstone Conference, you're invited to participate in a no-host party to welcome aboard and meet the new Commodores.

For the vast majority of Auxiliarists, the Winter Conference is the time when **VE and OP Seminar** requirements are met. This year, in addition to those seminars, numerous workshops are being offered. The new BQ packages are out and so the **MT Workshop** will be looking at this material and answering questions about it. A workshop for **Rules of the Road** will take a look at the new rules and help you develop a better understanding of what they entail—you have to understand them to teach Lesson 5 and even while doing CME's, you'll find people asking questions about them. For the new and old FN's, there will be a **Finance Workshop** which is designed to help you better understand what your responsibilities include and how to properly complete the Audit Report. And don't forget that the Director will **NOT** be checking AUXMIS input starting in 1983 and so, an **IS Workshop** is being offered to help you become more familiar with proper reporting requirements. It's an excellent workshop for the new IS and for any Auxiliarist who wants to be sure he's properly completing his AUXMIS forms. The seminars and workshops are being offered FOR YOU, so take advantage of them and attend as many as your schedule will permit.

For those of you who will not be attending any of the morning workshops or seminars, a coffee break with color coordination demonstration is planned. It is called **Keys To Vogue** and is a "must see" for both ladies and gentlemen. This presentation teaches color coordination—the best color for the person, everything from hair to makeup, to clothes and accessories. The hotel management rates this one of the best presentations given at the hotel and we are sure that it will be thoroughly enjoyed by all.

The annual **poster contest** will be held at this conference rather than at the Summer Rendezvous. The change is being made so that the children can be presented their awards before the end of the school year. If your local school hasn't already decided to participate in this contest, it's not too late to contact them.

The high point of the conference will be in the awards presentation to those Auxiliarists and Flotillas that have excelled during 1982. Both Coast Guard Auxiliary and state awards will be presented during the Awards Luncheon and the Awards dinner. Our Awards Dinner has been heralded by many from across the nation as one of the best presented anywhere—so don't miss it.

The 1983 Winter Conference has much to offer to each and every Auxiliarist and through your participation, the Third Southern Region can continue to strive towards making each Conference better than the last.





1983 ANNUAL WINTER CONFERENCE

3rd District Southern Region — U. S. Coast Guard Auxiliary

SCHEDULE OF EVENTS

Registration Desk — Main Lobby — Friday1800-2100
Saturday0800-1130/1330-1700
District Store — Gladwyne Room — Saturday1000-1700

FRIDAY, 18 February 1983

1930-2045 District Board — Agenda MeetingGladwyne Room
1930-2045 Curbstone Conference '76 Tavern
2100-2400 Commodores' Welcome Aboard Party -No Host Bar '76 Tavern

SATURDAY, 19 February 1983

0800-0815 Opening CeremonyGrand Ballroom
0830-0945 EXCOM/District StaffRadnor Room
0830-0945 Rules of Road WorkshopGrand Ballroom
0830-0945 FN WorkshopBryn Mawr Room
0830-0945 Past Captain's AssociationHaverford Room
0830-0945 Ladies Coffee — "Keys To Vogue" '76 Tavern
1000-1115 VE SeminarGrand Ballroom
1130-1315 Awards LuncheonFranklin-Adams Room
1330 Poster Contest Judging
1330-1430 OP SeminarGrand Ballroom
1445-1645 District Board MeetingHancock Room
1445-1600 IS WorkshopBryn Mawr Room
1445-1600 MT WorkshopHaverford Room
1830-1930 Cocktails - No Host Bar '76 Tavern
1930-2400 Awards Dinner and DancingGrand Ballroom

SUNDAY, 20 FEBRUARY 1983

0900-1100 District Board MeetingJefferson Room

MENUS

Awards Luncheon

Spinach Leaves
with Fresh Sliced Mushrooms "Vinaigrette"
Freshly Ground Beefsteak, Sherry Mushroom Sauce
Vegetables du Jour
Rolls
Bavarian Apple Pie
Beverage
\$11.00

Awards Dinner

Choice of Entree
Roast Top Sirloin of Beef, Burgundy \$18.00
Baked Flounder\$18.00
Florida Fruit Supreme
Tossed Garden Salad
Vegetable du Jour
Rolls
Parfait Maison
Beverage

UNIFORM OF THE DAY:

Friday Evening

Casual

Saturday (Before 1800)

Service Dress Blue
Appropriate Civilian Attire

Saturday (After 1800)

Dinner Dress Blue Jacket
Evening Dress CG Blue
Service Dress Blue
Appropriate Civilian Attire

Sunday Morning (Board Meeting)

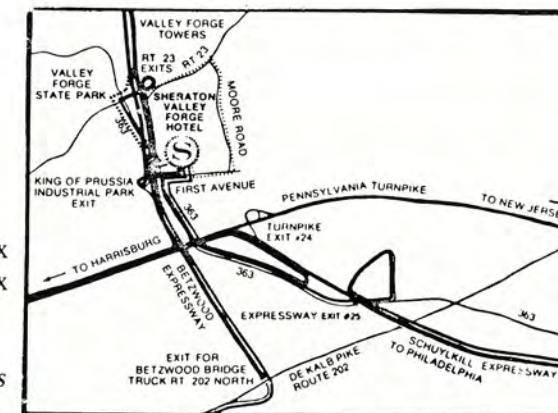
Casual
Service Dress Blue



HOTEL RESERVATIONS



SHERATON-VALLEY FORGE HOTEL
Route 363
King of Prussia, Pennsylvania 19406
(215) 337-2000



Rates: Single\$45.00 per night plus 6% tax
Double\$49.00 per night plus 6% tax

ONE NIGHT DEPOSIT REQUIRED

Hotel Reservations must be made by January 25, 1983

Use center portion of this page for making reservations
Penalty Indicia envelopes not authorized for reservations

RESERVATION FORM FOR SPECIAL RATES AT SHERATON-VALLEY FORGE HOTEL

U. S. Coast Guard Auxiliary 3(SR) Winter Conference — February 18-20, 1983

Name: _____ Telephone _____

Address: _____

I desire reservations for: ☐ SINGLE ☐ DOUBLE

for the nights of: ☐ FRIDAY AND SATURDAY ☐ FRIDAY ONLY ☐ SATURDAY ONLY

Enclosed is a check for \$ _____. Signed: _____

Make checks payable to: **SHERATON VALLEY FORGE HOTEL**
And Mail to: Route 363
King of Prussia, PA 19406



USE THIS PORTION FOR CONFERENCE REGISTRATION

RESERVATION FORM

1983 WINTER CONFERENCE

SHERATON-VALLEY FORGE HOTEL

FEBRUARY 18-20, 1983

NAME: _____ Flotilla No. _____

_____ REGISTRATION FEE (for each person attending) @ \$ 2.00 = \$ _____
_____ Tickets — LUNCHEON @ \$11.00 = \$ _____
_____ Tickets — ROAST TOP SIRLOIN OF BEEF, BURGUNDY @ \$18.00 = \$ _____
_____ Tickets — BAKED FLOUNDER @ \$18.00 = \$ _____
☐ SPECIAL DISCOUNT FOR THOSE REGISTERING FOR BOTH THE
LUNCHEON AND A DINNER — Subtract this amount from total due @ \$ 2.00 = \$ - _____

GRAND TOTAL _____

REGISTRATION FOR SEMINARS AND WORKSHOPS

I will be attending the following: ☐ OP ☐ VE ☐ IS ☐ FN ☐ MT ☐ Lesson 5

For This Portion of the Reservations — MAKE CHECKS PAYABLE TO: U. S. C. G. Auxiliary 3rd(SR)
and Mail to:

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

Reservations must be made by 2-14-83
Penalty Indicia not authorized for reservations

MEMBER IN THE SPOTLIGHT



No Third Southern Auxiliary Function would be complete without the presence of John Johansen, Past Commodore, shown above crewing during the Tall Ships Patrol.

Photo by: LtJG Michael Amonson



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)

ADDRESS CORRECTION REQUESTED

POSTAGE AND FEES PAID
U. S. COAST GUARD
DOT 514



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ELSIE M NICHOLS
1045 WEST END BLVD
QUAKERTOWN PA 18951 ✓

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