

t^{opside}



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*3rd Southern 1987 Excom
Wishes you all a healthy, happy and safe 1987*

t^{opside}

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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Chief of Boating
Safety Division CAPT. W. S. GRISWOLD
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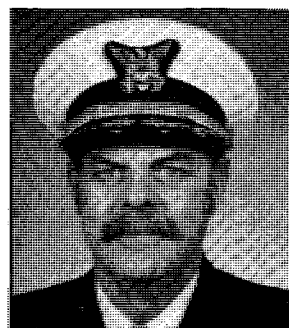
FRONT COVER:

Excom - 1987
I. to r. — RCO (W) Ednor Miller, VCO William Pierce,
IPDCO Richard Raudabaugh, RCO (E) Eugene Pester,
RCO (C) Russell Appler, DCO Alexander Lewis
Photo: Arthur M. Talley, Jr. DIV IV

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FROM GOVERNORS ISLAND

Update CAPT. William S. Griswold



Hi, I'm Bill Griswold, Chief of the Boating Safety Division at the Third Coast Guard District on Governors Island. I stepped into Marshall Shytle's job in September, and am very glad to be here. First, I would like to thank Commodore Raudabaugh and his board for their kind hospitality at the recent conference in Ocean City, NJ. It was a superb conference, indicative of the quality folks in Third Southern. I was especially pleased

to see such a large turnout, and would like to congratulate the officers elected there. You all have a great team lined up for 1987, and we're counting on your continued fine support.

Lt. Collin Campbell gave the conference a good look at the new Auxiliary Mission Objective System (AMOS), which should cure many of the old problems associated with GAP. I detected a lot of enthusiasm over this new system, and know you'll enjoy its common sense approach to measuring activity. Besides, you'll have a say in your own goal setting process, isn't that refreshing?

Initially, I hope to support and emphasize the Boat Crew Qualification Program. In '87, all operators under orders will be qualified under this program, and I'm sure some areas will need crash courses to meet the needs. I can assure you that the regular Coast Guard depends on your patrols and efforts in the Operation Cornerstone, so we are standing-by to help as much as we can. I certainly don't want to short the other cornerstones and activities the Auxiliary contributes to, but numbers of qualified operators seems to be a concern at this time. So, please, don't slack up in the other cornerstones, we need those efforts as much as ever.

To further introduce myself, let me begin by telling you I am an Auxiliarist, and am a member of the Juneau, Alaska flotilla (no conflict of interest there!). I am an instructor, vessel operator (under the BCQP), an Immediate Past FC, an ex DSO-OP, and an AUXOP. I don't think I'll have to learn Auxiliareze, just the Jersey accents. My wife, Sam, and I came to New York after 8 years in Alaska, two in Kodiak, and six in Juneau, where I was a director for one year. I entered the Army long ago, attended flight school and transferred to the Coast Guard in 1967 as an aviator. I served at Air Stations in Elizabeth City, NC; Mobile, AL; Miami, FL and then in Kodiak, before joining the Seventeenth District staff in Juneau. Between us, Sam and I have seven grown children and seven grandchildren. Sam calls Florida home, and my roots are in Connecticut.

I was very glad to meet so many of you in Ocean City, but please forgive me if I lose your name next time we shake hands. Sam and I will try to join you at future functions, because we want to get to know you better. You have a terrific reputation and a super director, and I am very proud to represent you on the Third District staff. Keep up the good work and please, have fun.

CAPT William "Bill" Griswold, Chief Boating Safety Division

FROM THE DIRECTOR

Update LT Collin S. Campbell, DIRAUX



By the time you receive this issue of *Topside*, all of our annual elections should be complete. That's a relief to all of us I'm sure. Many of you have been asked to serve on staff for the upcoming year and I hope you've agreed to take on the challenge. I'd like to offer you some advice. I mean . . . can we talk?

The first thing I'd suggest to any new staff officer, regardless of level, is don't ask for quantitative reports. Doesn't it strike you as silly to have two quantitative reporting systems going on at the same time? We've already got AUXMIS counting the beans; why should our staff count them too? If you're a staff officer and you want to know how much was done, ask your elected officer to lend you his Flotilla Roster. He receives this every month and it shows what every member of the flotilla did in every activity. If you're only interested in a summary of the activity, ask the elected officer for his monthly copy of the GAP Report (yes, it'll still be called GAP report during 1987, we think). Get your numbers from AUXMIS, not by asking the staff to track this stuff separately. What a magnificent waste of energy!

There's nothing wrong with an FSO-OP reporting that we did 2 safety patrols and one regatta patrol this month. That's OK. It keeps us informed about how we're progressing in this activity. However, the real job of the staff is to train and use our resources. I'd love to have the FSO-OP say, in addition to what we did last month, what we're doing to improve the operational ability of our members. Are we holding training classes? Has the FSO-OP explained operations to our PE class? Get the drift? This line of thinking should apply to just about every staff position. The job of the staff, including the IS officer, is NOT to stand up and say "We did X quarterflogging this month."

It gets even broader as you go up the staff. The division level staff officer should be commenting on the visits made to the flotillas. Explaining the help given, the ideas suggested, and even the things that Flotilla X is doing that can be shared.

There is one more benefit we can derive from using the quantitative information from AUXMIS; maybe we could reduce the paperwork that we expect the staff to file every month. Now, while I do not advocate the FSO sending a report every month to the SO saying "We did X giggywigets," I would encourage a report which shared a good idea. The SO could share the idea with the DSO who could in-turn send it to all of the FSOs, either by report or through NOGI or *Topside*.

If we're going to report, make it meaningful. If it's meaningful, "feedback" should share it with the membership.

LT Collin S. Campbell, DIRAUX, 3SR

FROM THE BRIDGE

Update Richard L. Raudabaugh, DCO



REFLECTIONS

It seems just a few months ago, the start of my two years as your District Commodore . . . See how fast the time goes when you're having fun. We have come a long way and have made progress in all areas. How was this accomplished? Through team work, a spirit of cooperation and a willingness to participate by our members.

This is not a forum to list all our accomplishments, for they are many and would more than fill the

allotted space. It is appropriate to recognize the education, involvement and team spirit that prevailed in our District during 1985 and 1986. We said "TOGETHER WE CAN," the first year and we did work together achieving many milestones, initiatives and objectives while garnering four of the six National Goals. This year we had even better progress and expect to do even better while saying, "TOGETHER WE WILL."

We have been blessed with excellent District Elected Officers who have known no bounds or limits of dedication, by devotion of endless time to the Auxiliary and with their special qualities of leadership have motivated our members and guided our progress. A unique staff team of District Staff Officers, Assistant District Staff Officers and Special Project Officers who like their fellow elected officers devoted tireless efforts to our organization and through their special talents and capabilities have added immeasurably by providing professional leadership in the pursuit of our objectives. Our District Board has deliberated over many issues, some of far reaching and long lasting magnitude, while others more mundane and routine and at each District meeting they have participated fully in setting the direction and deciding the scope of our programs. The Coast Guard liaison officers of Chief of Boating, Director of Auxiliary and Assistant Director of Auxiliary have been fully supportive, have devoted time and effort beyond the normal duty time and have joined us to amalgamate our District as one group pursuing one objective.

If these tirades of praise and accolades seem redundant, let them be so . . . for without the near total cooperation of all of these facets, our achievements and results would have been far less. For those who would disbelieve or criticize, you cannot be aware of what we have accomplished, or you have been too busy bucking the tide, you cannot see the flood for the water; and you are definitely among the few.

I will always feel a tremendous amount of pride in each member of our District, for each of you have, by your dedication to the objectives of the Auxiliary, provided some measure toward our success. Thanks to all of you for the opportunity to serve as your Commodore. **TOGETHER WE DID!!**

Dick Raudabaugh, DCO, 3SR



Third Southern
Winter Conference
January 23, 24, 25

See details page 5



NEXT TOPSIDE DEADLINE — FEBRUARY 1





COLLIN S. CAMPBELL, DIRECTOR
RICHARD L. RAUDABAUGH, COMMODORE

RECAPS
Topside, Winter 1986

Election Results Congratulations to the new district-level officers for 1987. They will be Alexander Lewis, District Commodore; William Pierce, Vice Commodore; Ednor Miller, Rear Commodore-West; Russell Appler, Rear Commodore-Central; and Eugene Pester, Rear Commodore-East. These folks will be putting in a truly amazing amount of time and energy supporting our organization. They need and deserve your support.

Radio Checks On Channel 16 CMDTNOTE 16120 discontinues the policy of answering requests for radio checks with the "long explanation" of why we can't give them a radio check. The new policy, effective immediately, is to reply to a request for radio check with the phrase "Roger out." The Coast Guard is relying on the Auxiliary to explain to the public, primarily through public education classes, the problems radio checks present.

National Audio Visual Center Catalog The catalog, "Media for Boating Safety" offers films, videos, audio cassettes, and color slides for rent or purchase. Discounts of 25% to 50% are offered for volume orders. For a copy, write to National Audio Visual Center, Order Section YG, Washington, D.C. 20409.

Publication Officers Commodore Aime Bernard, DC-M, requests to be put on your mailing list for flotilla, division, and district publications. His address is P.O. Box 15427, Orlando, FL 32858.

January District Conference And Seminars The Operations and Vessel Examination Seminars will be offered at the King of Prussia Conference on 24 January 1987. All examiners are reminded that the CE HOT LINE dated 1 October 1986 requires you to bring the new CE Manual (COMDTINST M16796.2C) with Change 1 properly entered. If this manual, with Change 1 entered, is not brought with you to the seminar, you will not receive credit for having attended.

First Repeater — Other Reports Due By The Newly Elected Officers By 1 February 1987 each FC/DCP must submit a Financial Report to the appropriate Director's office. Then, in December we'll be sending each flotilla/division an inventory list of all Coast Guard property loaned to your unit. The FC/DCP must personally inventory this material and submit 3SR ADMIN 7, Audio-Visual Equipment Inventory reporting the material on-hand by 1 February 1987.

Harrisburg Telephone Patches Our Harrisburg office can no longer make telephone patches because the installation of new telephone equipment excluded the capability.

Boat Crew Manual Change The Coast Guard had discontinued teaching the Hull Bridle in your Boat Crew Manual, Volume V, paragraph 4-1-3-d. This will be reflected in the next BCM change.

Boat Crew Qualification Change Regular, reserve, and retired members of the Coast Guard may have their experience accepted in the Auxiliary Boat Crew program if they hold or have held a qualification (not more than six months old) under the Coast Guard Boat Crew Program. This acceptance is subject to any additional district requirements (we have none in 3SR). The decision to accept certain activity is the Director's. Heh heh.

Courtesy Marine Examination Program Changes Effective 1 January 1987, the requirement for registration and documentation will be reinstated for award of the CME decal. Details will be published in CE HOT LINE 03-87. Also, be sure to see CE HOTLINE 02-87 which clarifies the requirement for bells on vessels of 12 meters or more in length.

Operations Manual Correction Change 4 to the Operations Policy Manual, page 3-5, addresses Operational Support Missions. The wording in paragraph 3.B.1 describes these missions as not involving the movement of an operational facility, when in fact, there are several types of operational support missions that do involve the movement of an operational facility. A Commandant Notice correcting this will be forthcoming.

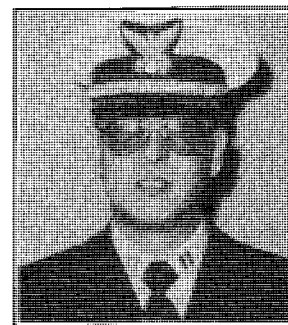
3SR Policy Manual, Chapter 2, AUXMIS Starting 1 January 1987 it will be mandatory for all units to comply with Chapter 2. That means, among other things, that all your AUXMIS cards should be sent to the appropriate Director's office, NOT to New York.

Base Gloucester City To Sponsor BCQP Training Starting on Saturday and Sunday, 7 & 8 February, and continuing every weekend until and including 28 & 29 March, the base is sponsoring BCQP training. A list of dates and the training to be covered are included in this mailing to FC/DCPs. Please pass this along. Starting time will be 0900. As we cannot plan how many will attend, I'd suggest bringing a lunch or visiting a local eatery.

Seasons Greetings Thank you for all of your efforts during 1986. And thank you for the tremendous support you provide to our officers. We know there's a lot of paperwork and politics that can detour us from why we serve. Now might be a good time to remind ourselves that we spend our precious time for one very important reason; to preserve life. That's precious too. Have a safe and happy holiday season!

FROM ASST. DIRECTOR

Update.LT. William Cherry, Asst. DIRAUX



Earlier this year, an Auxiliarist on authorized Safety Patrol sustained a rather severe injury. The culprit? A floating dock coupled with rough weather and heavy boat traffic! Ah . . . but, I'm getting ahead of myself! First, the case history (gorry details) for those of you who won't read further without them!

Joe Auxiliarist commenced patrol early one fine day this Spring. As the day progressed, things were strictly ROUTINE!

Along about 1500, as is want to happen in the spring, thunderheads began to build and roll up the river. The winds coupled with the wakes of many boats scurrying to cover created a rather wild disturbance on this normally calm "pond." Joe Auxiliarist, seeing that there soon would be no more boating traffic on the "pond," terminated patrol and proceeded to a nearby floating dock in preparation for trailering the patrol craft. The crew exited the patrol craft safely; but, as the skipper attempted to step from the boat to the floating dock, a large wave struck the dock. The dock pitched causing the skipper to catch his foot on the "lip" of the dock and fall forcefully forward onto the dock! The dock didn't "give." The skipper was knocked unconscious from the force of the fall. Luckily, the crewman was there to keep the skipper on the dock and out of the water until help could be summoned. The result of this accident? A broken right wrist and torn ligaments/rotator cuff damage to the left shoulder. The shoulder required surgery to repair and an infection of the surgical incision further delayed recovery.

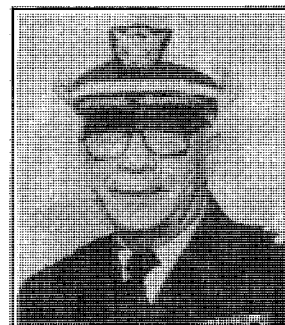
The point of all this? Floating docks, especially those without railings or lifelines to aid users in maintaining their balance, are INHERENTLY DANGEROUS in rough water conditions! Every year, this type of dock and rough water "team up" to cause several hundred serious injuries to unwary sailors. AND, the possibility of ending up unconscious in the water always exists!

Please . . . Don't any of you be the next unlucky person to be caught "off guard" in this type of situation. Always be wary when using floating docks, use railings or lifelines if they exist, wear your PFD, and EXERCISE EXTREME CAUTION when using these docks during rough water conditions! For, as that age-old saying tells us, "An ounce of prevention surely is worth a pound of cure"!

LT William "Bill" Cherry, Asst. DIRAUX, 3SR

FROM THE BRIDGE

UpdateAlexander M. Lewis, VCO



THE NEW HORIZON

The most important unit in the Coast Guard Auxiliary is the Flotilla. This is where the work is done, and where the results are achieved. And it follows that you, the Flotilla members, are the most important people in the Auxiliary.

Until now the measurement of achievement was the Goal Attainment Program, "GAP." If your unit met the calculated goal, which was based on the number of Flotilla members, multiplied by a calculated

factor (a per member share basis), then your unit would have met the goal in that activity.

Now, Auxiliary achievements will be defined according to our abilities and the resources in our units. This will come with the new concept of the Auxiliary Mission Objective System, "AMOS". In our District, one of the pilot program Districts, we will begin the phase-in of "AMOS" this coming year of 1987.

The Auxiliary Mission Objective System is a forward-looking, realistic measurement program. It takes into consideration our unit resources, strength, and abilities. We will no longer be burdened with a per-member-share basis for goals. The Goal Attainment Program, "GAP," is gone — long live AMOS.

Our objective will be based on past performance, present resources, and motivating increases. These and other factors will be reviewed by the District Planning Group, and set down for each working unit of the District.

Then what happens? Is this the bottom line? No!

The Flotilla Commander will review the various objectives, and have the privilege of adjusting the taskings, in conference.

The recognition for achievement will be to those who participated in that activity.

This is a bright new horizon for Auxiliary achievement. Realistic goals will be set. Participants who are contributors will be recognized. Motivation will be peaked.

The Flotillas will be recognized with a distinctive streamer, to be attached to their "battle" flag. The participants will be awarded an appropriate ribbon.

AMOS is realistic and equitable to all of the Auxiliary.

This is a capsule overview of this dynamic new program. I know that all of you will find it stimulating and challenging, and good to work with.

My thanks to all of the Staff members for their support to the Auxiliary and to me. To everyone, a happy and healthy year to come.

Al Lewis, VCO, 3SR



Two new faces join Excom for 3SR in 1987

At left is our Rear Commodore East for 1987 — Eugene Pester and at the right is our Rear Commodore Central for 1987 — Russell Appler. While these faces may be new to the Executive Committee, they are most certainly not new to our District, Division and Flotilla Boards and Staffs. We know that both of them will be doing a fine job in their new positions, and wish them good luck and God-speed in the accomplishment of their tasks.



Plans Completed for the Winter Conference — 23, 24, 25 January 1987

There will be adequate QE's available to examine and sign off any member who is desirous of having it done at the Winter Conference between 0830 and 1115 in the Private Dining Room No. 2 on 24 January.

Anyone desiring to be examined is required to furnish any material required, i.e., line, charts, PFD, etc. with the exception of the swimmer's harness. That will be supplied by the QE. You will need your Standards Manual in order to be signed off, without it you will not be examined.

Be prompt, prepared and no one's time will be wasted!

Plans for the Winter Conference are complete at this time. A meeting has been held with the Valley Forge Hilton staff and they are as usual ready to assist us in having a big successful meeting.

All of the Workshops and the two required Seminars are planned and should be better than ever. Public Education and Growth and Retention are planning a super joint session showing how the two staffs can work together to assist each other in getting and holding new members.

If you are attendint the VE Seminar - don't forget your CE Manual with Change 1 incorporated. YOU WILL NOT RECEIVE CREDIT WITHOUT IT.

Because of popular demand we will again have The Casino Night and Auction on Saturday night after the Banquet, which itself should be better than ever.

Hope your reservations are in!

Phil Stamm, Conference Coordinator

Dedication of Helipad Southern Ocean County Hospital

Flotilla 7-12 honored Edward Frank during dedication ceremonies of the Emergency Medical Helipad at Southern Ocean County Hospital, Stafford Township, New Jersey on October 11, 1986. The eighty-year-old Auxiliarist is FSO-VE for 7-12 and was the prime "mover and shaker" behind the ten year project that led to the construction of the helipad. Shown on this page are some scenes from that momentous occasion.

Submitted by: Arthur Turner, FSO-PA/PB, 7-12



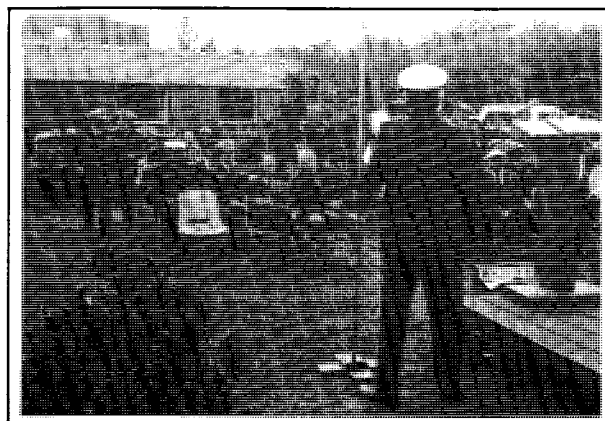
l. to r. Frank MacDonald, DCP DIV VII; Ed Frank;
LT Donald Thompson, USCG CO Barnegat Station



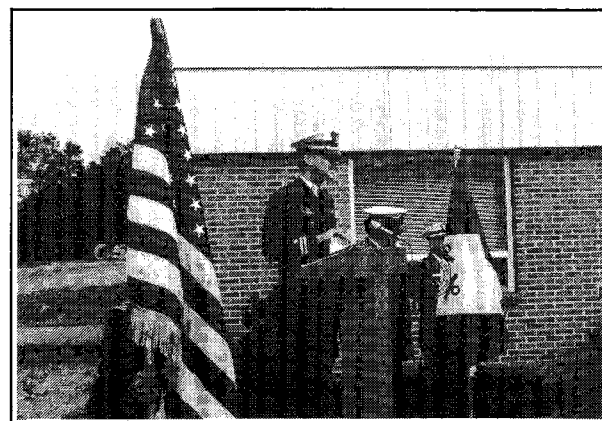
Ed Frank, family and friends



l. to r. Ed Frank at the podium; William Dages, FI 7-12;
Victor Krygowski, FC- 7-12



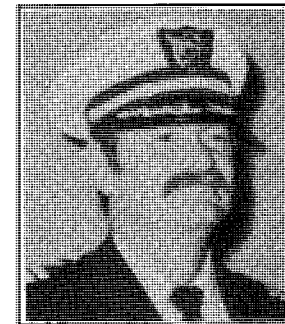
The view from the podium during the ceremonies



LT Donald Thompson, USCG, CO Barnegat Station

FROM THE EAST

Update William Pierce, RCO-E



ELECTIONS New Team + Old Team = Winning Team

The elections are all over and the new team is in place. Does this mean that they know all there is to know? NO! Where your flotilla, division or district goes from here, most times depends on you guessed it—the old team. They have been there don't let them waste away sitting in the back; use them. If there is a problem don't be afraid to ask. Chances are they had the same or similar problem, and can help you solve it quickly before it compounds itself as many problems do if they are not solved quickly.

I know most of you (I wish I could say all of you) have had the elected officers course. Even this course can't compete or compare to the expertise and experiences of the old team. Sure you have your own ideas, your own ways and your own new staff to help. You say you can muddle through any problem area. All I'm asking is why? By using the old team, you keep them involved—active—helpful. They feel needed and useful and will work for your new team striving for a better unit. Remember the best team is the winning team. Good luck to you all.

Bill Pierce, RCO-E, 3SR

CONFERENCE AT OCEAN CITY A BIG SUCCESS!!

More than 200 members of the Third Southern attended the Fall Conference on October 24th thru the 26th at the Flanders Hotel in Ocean City. Many comments were made about the grandure of the Hotel and the meeting facilities which were among the best we have used. Many enjoyed the Boardwalk when not attending the many excellent workshops that were given as well as the super talk given by PDCO (3NR) Didio. All who heard him did not want him to stop and we all came away with many new ideas on management.

The Cocktail hours were well attended and the Picnic with the Tee shirt contest was a big success. The Evening Banquet with the many awards were handled with much success by our Directors and were ably assisted by Commander Griswold and Admiral Passmore who also gave the opening address.

Much praise should be given to Gil Miller who staged and performed in our first, but I feel sure not our last, Talent Show. All of the performers were GREAT. Thanks a lot.

I want to thank my wife Alice for all her help in keeping the books straight and with all the people attending I think we only had one error in reservations. Again much thanks to Will and Lenore Roush who took care of the Registration Desk for us which gives me a chance to do other necessary thinkgs.

Phil Stamm, Conference Coordinator

East is Least and Less is Best, or You will like Lower Power!

The population growth on the VHF marine band has caused more congestion and an increase in interference. The growth itself has not caused as much as the problem has has our penchant for using full power for communications within our normal radio range. Power boat to power boat this is typically 10-12 miles. Sailboats with their higher antennas average 14-16 miles.

Numerous tests going back into the early 50's show conclusively that a fraction of one watt is adequate for coverage within the horizon area.

Since we tend to use full power routinely we are responsible for

FROM THE WEST

Update Ednor G. Miller, RCO-W



It's hard to believe the year 1986 has come and gone, but it has and now a New Year, 1987, has just begun and with it new challenges.

We should not let 1986 slip by into history without thanking the old administration for the outstanding job they did. DCO Richard Raudabaugh and Juanita, along with VCO Al Lewis and Muriel, have given us a year of leadership to be proud of. Looking at the statistics to date our current performance has surpassed this time last year in all areas except

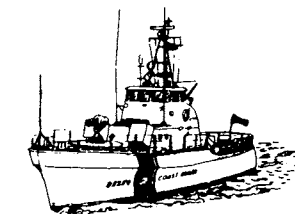
VE and they're still coming in.

Our fourth cornerstone, fellowship, has been outstanding with **Christmas In July** and **Monte Carlo Night** at our Conferences, Dinner meetings, picnics, the trip some of us made to the National Conferences like New Orleans and Hawaii, all helped make 1986 a fun year.

Doris and I figured up the mileage we put on our car just for the Auxiliary . . . 11,623 miles and still driving. This was not hard to believe. We spent so much time in our car we could have sold our house and not missed it. The rest of the District people like RCOs Bill Pierce and Nancy Davis, DSOs and ADSOs like Caroline Sweigart and many others have traveled to Division IX in the West, a never-ending drive, to help support the goals established by this Division.

Our flotillas and divisions in 3SR all had an outstanding year. When Doris and I left the West and traveled to such places as Division VII in the East, we could see the same enthusiasm as in Central and all of 3SR. Our Coast Guard Family, the Directors like LT. Collin Campbell and LT. Bill Cherry, work 6 and 7 days a week to aid the Auxiliary. I know Lt. Bill Cherry often goes to the Director's office in Harrisburg after returning from EXCOM at 3 or 3:30 a.m. to work on reports. The newest member of our Coast Guard Family at Governor's Island, NY (an Auxiliarist) himself) CAPT Griswold and his wife Sam, visited our Western Area meeting at Reading, a first I'm told. That is real support. I am sure the same hard work and support will be given by our new adminstration for 1987. So let's all get behind these new people and programs to make 1987 even greater.

Ed Miller, RCO-W, 3SR



The Coast Guard Ensign

Lieutenant (j.g.) W. E. Sturm USCG (Ret)
Reprinted from *Topside* April 1944

The Coast Guard Ensign with its unique design and nearly a century and a half of historic background and tradition would prove to be a very interesting subject to the student of heraldry.

Many members of the Coast Guard, Coast Guard Reserve, and Coast Guard Auxiliary have been seeking more specific information about this well-loved symbol of our Service and particularly the significance of its unusual design. They are primarily interested in the reason for the sixteen vertical or perpendicular red and white alternating stripes.

With the exception of a few minor changes, this flag is basically the same as when originally created by an Act of Congress, approved March 2, 1799, nearly nine years after the Act of August 4, 1790, which established the U.S. Revenue Marine, or U.S. Revenue Cutter Service as it was subsequently known, which was the parent organization of our present day U.S. Coast Guard.

Oliver Wolcott, Jr., who had served as Comptroller of the Treasury under Alexander Hamilton and who succeeded him in 1795 as the second Secretary of the Treasury Department when Hamilton resigned that office, sent the following circular to the Collector of Customs:

Treasury Department
August 1st, 1799

Sir:

In pursuance of authority, from the President of the United States, I have to inform you, that the Cutters and other vessels employed in the service of the Revenue are hereafter to be distinguished from other vessels, by an *ensign and pennant consisting of sixteen perpendicular stripes, alternate red and white, the Union of the Ensign to be, the Arms of the United States, in dark blue on a white Field.*

You will be pleased to provide such Flags if any, as may be necessary in your District, after which it will be proper to publish for the information of the Masters of Merchant Vessels, the 120d Section of the Act of March 2d, 1799, entitled "An Act to regulate the collection of Duties on Imports and Tonnage," with a description of the flag above mentioned.

I am, with consideration, sir,
Your obedient servant,

Oliver Wolcott, Jr.

Section 102 of the Act of March 2d, 1799, referred to in the above letter, reads as follows:

"That the Cutters and boats, employed in the service of the revenue, shall be distinguished from other vessels by an ensign and pennant, with such marks thereon as shall be prescribed and directed by the President of the United States; and in case any ship or vessel, liable to seizure or examination, shall not bring to, or being required, or being chased by any Cutter or boat, having displayed the pennant and ensign prescribed for vessels in the Revenue Service, it shall be lawful for the Captain or Master, or other person having command, to fire at, or into, such vessel, which shall not bring to, after such pennant and ensign shall be hoisted and a gun fired by such Revenue Cutter as a signal; and such Captain, Master, or other person, and all persons acting by or under his directions, shall be indemnified from any penalties or actions for damages, for so doing; and if any person shall be killed or wounded by such firing, and the Captain, Master, or other person shall forthwith be admitted to bail. And if any ship,

vessel, or boat, not employed in the service of the revenue, shall, within the jurisdiction of the United States, carry or hoist any pennant or ensign prescribed for vessels in the Service, the Master or Commander of the ship or vessel, so offending, shall forfeit and pay \$100."

The above circular, while describing a new ensign, does not inform us as to why it was so designed. By noting the fact that the Navy Department was established by an Act of Congress, 20 April, 1798, and knowing that the Revenue marine Flag was designed in that department, we begin to see why the sixteen vertical stripes are in the body of the flag. They are symbolic of the number of states in the Union as of the date (2 March 1799) when this flag was finally adopted. To the original thirteen states forming the Union at the date of the establishment of the U.S. Revenue Marine, (4 August, 1790) there had been admitted as states, the following:

Vermont—3 March, 1791
Kentucky—1 June, 1792
Tennessee—1 June, 1796

making a total of sixteen states that had been admitted up to 2 March, 1799, the date of approval of this flag. The original flag was historically correct in all other details inasmuch as there were thirteen stars in the Union, thirteen leaves to the olive branch, signifying peace, thirteen arrows which signified war and thirteen bars of the shield, all corresponding to the number of states composing the Union when the Republic was founded. Thus, the sixteen vertical stripes represented the states composing the Union at the time when the flag was officially adopted.

This early Revenue Marine Flag is the same in all respects as our present-day Coast Guard Ensign with one exception; namely, the distinctive emblem of the Coast Guard in blue and white which is placed over the center of the seventh vertical red stripe that was added over a hundred and ten years later. The original flag was intended to be flown only from Revenue Cutters and boats connected with the Customs Service, but in time there developed a practice of flying this flag from certain Customshouses, and eventually, by the direction of the Secretary of the Treasury (Benjamin H. Bristow) in 1874, it was flown from all Customshouses. From then until 1910, it was flown indiscriminately on Customshouses, Revenue Cutters, and Customs Boats.

President Taft, on 7 June 1910, by executive order, prescribed that the flag flown by the vessels of the Revenue Cutter Service should be marked with the distinctive emblem of that service. This blue and white emblem was to be placed on a line with the lower edge of the union and from the center of the seventh vertical red stripe from the mast of said flag, the emblem to cover the horizontal space of three stripes.

Records seem to reveal that for several years no exact description of the "distinctive emblem of the Revenue Cutter Service" was available and that a certain lack of uniformity in the design of these flags had gradually developed. Thus on 26 February, 1927, more than a decade after the establishment of the United States Coast Guard, the honorable Andrew W. Mellon, Secretary of the Treasury, approved and prescribed the distinctive seal and emblem of the Coast Guard. This was the present emblem of the Coast Guard as described in U.S. COAST GUARD REGULATIONS.

Submitted for publication in *Topside*
by K. C. Hollemon, Commander Group Cape May

Growth & Retention Caroline Sweigart, DSO-GR

Constancy of Purpose

We must grow in order to keep pace with the rapidly changing needs with which we are faced. Maintaining a membership that is effective and viable is the only way to fulfill the pledge that we took when we joined. New members are vital to our efforts.

When we became involved in Auxiliary activities we brought quality into our own lives. We ourselves are enriched by our participation in assisting others. It gives us a sense of achievement, personal value and inner contentment in knowing we have voluntarily reached for success.

Don't doubt what we can accomplish when we dedicate ourselves to our mission objectives. A study of our history shows how successful we have been. Our potential is really unlimited. Don't limit yourself. We need only to be determined to meet our responsibilities.

To stimulate our new members into participating in our cornerstones we need more member training. Does your flotilla push member training by having *interesting* programs? Do you know a program your flotilla found helpful? Please share this at your next Division meeting so that more could enjoy your ideas. One suggestion for a program might be to ask a Division Staff officer to attend your flotilla meeting (Growth and Retention especially) and to provide you with a short presentation.

Our excellent service record depends on you. It is enthusiastic Auxiliarists like yourselves who can strengthen our membership by sharing our flotilla's activities with a friend. When we work in our flotillas we bring quality into our lives. Share this. We have the capacity to succeed. To assure this success we must work together at every level: National, District, Division and most importantly *The Flotilla Level*. We need each member of the flotilla actively doing his part. There is no end to what we can accomplish when we work together in our flotillas. Our true accomplishments take place right in our own backyard. Benjamin Disraeli stated, "Success is constancy of purpose." In Growth and Retention our constancy of purpose is to gain new members plus training and maintaining those we presently have. In fulfilling your mission goals, you will achieve this constancy.

Caroline Sweigart, DSO-GR, 3SR

Weather, Whether or Not

The weather has mystified man for ages and, even today, with the marvelous electronic instruments available to and used by the average man, we can only guess at what the weather will be several days, at most, in advance.

Let's see what the experts say about trying to foretell the weather.

First, Squire Thornton Stratford Lecky, Master Mariner, Commander, R.N.R., F.R.A.S., F.R.G.S., etc. in his "Wrinkles of Practical Navigation", issued in 1881 states, "The highest authorities concur in admitting that, even with the advantage of many combined simultaneous observations at stations some distance apart, such as may be obtained on land by a special and regularly organized service, it is impossible at present to foretell with certainty, for even one day in advance, the precise character of the coming weather.

On 18 December 1944, the United States Navy lost three destroyers by capsizing, had damage to 19 other ships and over 800 men and officers were lost by drowning, injury or killed.

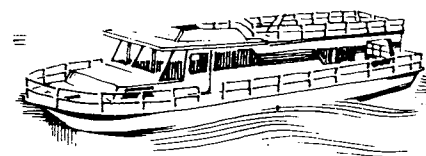
Vessel Examination Edward W. Rearick, DSO-VE

Since this will be the last VE article for 1986, I want to thank *ALL* the SO-VEs that kept me informed with their monthly reports. A special thanks also to my ADSO's, Len Shuffstall and Jim Lafferty, for their valuable assistance. Last but not least to *ALL* those CE's who, despite the weather, went out and supported the program. It's true we did not make our goal but I wouldn't say we did not try. At this writing we have averaged 26.9 CME's/examiner compared to last year's 25.8. It appears we must not only sell our program to the boaters but to ourselves. So let's do it! *Let's get those new members interested.*

The elections are over and the appointments are made. Start planning now the "FUN" CME stations. No one likes to be that "Maytag Repairman." The past is history so let's plan for the future. And what a future it is when you consider that some insurance companies are recognizing the CME program by giving premium discounts to those who receive our Decal. We should have a busy season. This means that we *must* stress quality in our examinations. Incomplete or sub-standard examinations will adversely affect the credibility of our program.

This also means we must be up to date with our information. One way of doing this is attending the Seminar at the Winter Conference. This year we have an important requirement. *All Examiners must bring their manual (COMDTINST M16796.2C) to the Seminar with change one properly entered to receive credit.* It will be the responsibility of the seminar leader to certify this. The CE may sit through the seminar but will only receive credit when the posted manual is presented to the seminar leader for review. When you look at the responsibility that we will now have I am sure you can understand the importance of being up to date.

Edward W. Rearick, DSO-VE, DSO-GR, 3SR



In a letter to all hands in the Pacific Area, the Commander in Chief, Chester W. Nimitz, on 13 February 1945 wrote, among many other things, " . . . Yet, the Commander in Chief, Pacific Fleet wishes to emphasize that to insure safety at sea, the best that science can devise and that naval organization can provide must be regarded only as an aid, and never as a substitute for the good seamanship, self-reliance, and sense of ultimate responsibility which are the first requisites in a seaman and naval officer."

He continues, "But just as a navigator is held culpable if he neglects, "Log, Lead, and Lookout" through blind faith in his radio fixes, so is the seaman culpable who regards personal weather estimates as obsolete and assumes that if no radio storm warning has been received, then all is well, and no local weather signs need cause him concern."

Also, "Preoccupation with the job in hand . . . should never result in disregard of a rapidly falling barometer."

He ends his letter thus: "Nothing is more dangerous than for a seaman to be grudging in taking precautions lest they turn out to have been unnecessary. Safety at sea for a thousand years has depended on exactly the opposite philosophy."

Even as we listen to the weather prognosticators of today over the radio or television, none of them will predict unequivocally what the weather will be next week, although they do a fairly good job.

John E. Jobansen, PDCO, 3SR



Congratulations to all the newly Elected and Appointed Officers on District, Division and Flotilla levels, and best wishes for a very productive term of Office.

As I complete my tour as a member of the District Board I want to take this opportunity to thank each of you for the support and friendship extended to both Neva and I during my service on District level.

We are both looking forward to a continuing active roll in Auxiliary functions and enjoying the Fellowship cornerstone with our fellow Auxiliarists at future events.

Bob Wecker, IPDCO, 3SR

National Training Award

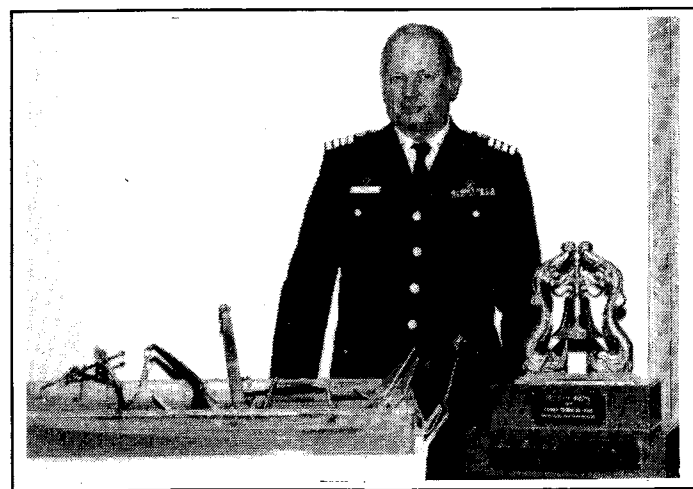
Harry H. Bickel of 1387 South Keim St., Pottstown, Past Rear Commodore of the United States Coast Guard Auxiliary and Vice Commander of Flotilla 44 Phoenixville, Pa., is shown with the trophy awarded to him at the U.S. Coast Guard Auxiliary National Conference in Denver, Colorado.

The contest was for training aids which are used in classrooms for teaching Safe Boating and Seamanship courses. Harry's training aid, which consists of a "Sand Box" and miniature scaled anchors that he constructed, demonstrates the use and holding power of boat anchors.

Harry won first place in his category and best of show in representing the 3rd Southern District in the finals. He also placed first for his "sand box" training aid at a summer conference in Wilmington, De.

Harry is an AUXOP member and has been associated with the U.S. Coast Guard Auxiliary for 24 years. He has patrolled the Chesapeake and Delaware Bays, the Delaware River, speed boat regattas and was security patrol for Base Gloucester.

Thank you
Arlington Ryberg, FSO-PB,
Fl4-4, 3SR



Harry Bickel shown above with training aid and award

A New Birdman

Eleven years ago I was privileged to be asked to put together an air operations program for Third Southern. As a consequence, a training program for pilots and observers was put in place. Flights began with personnel coming from all over the district. Over the years, we have averaged three pilots with their aircraft and approximately fifteen observers.

Limited area of operations, limited utilization (predominantly pollution patrols) and budgetary constraints have all served to limit the number of patrols and the number of aircraft and personnel necessary to fly them. However, what we lack in quantity is more than made up in quality!

Our training program, a national model, and one of the best in the country, continues to excel and improve each year. At least three of the original personnel are still active in the program today. Development of total support from Group Cape May Air Station has considerably enhanced our Air Seminar Program. In 1987, the seminar will be two full days with the inclusion of a wet drill. I would be remiss if I did not indicate that our level of involvement and quality of program has been contributed to most substantially by both the CO GRU CAPE MAY and the COTP (Captain of the Port) Philadelphia at Base Gloucester over the years. This year will see the inclusion of a sister agency, the FAA, when the Philadelphia flight controllers start riding with us for purposes of orientation and training.

As I turn over Air Ops to your new ADSO-OPA Dan Maxim, I am confident that the quality of the program can only go up. Dan, an FAA instructor, is also an excellent and knowledgeable lecturer, manager and leader. We will all support him in his new venture.

On behalf of the Coast Guard, the Coast Guard Auxiliary and myself, I thank all those who have served with me and supported the program. It has been fun and rewarding. May we always fly the friendly skies of Third Southern.

Russell Appler, ADSO-OPA, 3SR

Air Ops Prayer

The Lord is my pilot. I shall not crash
in the blue skies he gives me repose.
Beside restful clouds He leads me
He refreshes my soul
He guides me in right flight patterns
for His name's sake
Even though I fly in the Delaware River Valley
I fear no evil
For you are my Squadron Leader
With your parachute and your compass
That give me courage and comfort
You spread the sky before me
In the sight of Earth
You fill my plane with gas
My fuel tank overflows
Only safety and clear skies follow me
All the days of my life and I shall dwell
In the aviation museum of the Lord
For all years to come.

Aim 1986 is completed except for the encouragement and follow-up to have the applicants complete the necessary paperwork for consideration for admission to the "Class of '91" in the U.S. Coast Guard Academy. Third Southern had fourteen (14) outstanding young men and women among the one hundred ninety-nine (199) "AIMERS" from as far away as Alaska and Hawaii who will be competing to be one of approximately two hundred fifty (250) "swabs" accepted out of eight to nine thousand applicants. The "AIMERS" certainly have the inside track to the requirements and admission process.

"AIM" is an important program to the Academy and they need our (the Auxiliary) help more than ever to locate potential future officers in the high schools in our local areas.

AIM is alive and well in Third Southern and for all those who helped make *AIM 1986* a success—*THANK YOU*.

AIM 1987 IS NOW UNDERWAY!

However, it is necessary that everyone involved be aware of several important changes and requirements.

SECOND REPEATER

DESTROY: (1) *All* old copies of the "Preliminary Application—Project AIM" forms you have. They *will/cannot* be used for 1987. (2) *All* copies of the old CG4316 (Medical Release and Application).

CC's ORDER: (through your Materials Officer) *NOW* (if not sooner) (1) *NEW* "Career Candidates Officers Guide," COMDTINST 1100.4 (ANSC #5013 in units of three) and (2) *NEW* "Pre-Application Project AIM" (ANSC #7049).

The new procedures, as completely described with examples, in COMDTINST 1100.4 must be used so that the selection procedure is uniform and provides the most qualified AIM candidates with the best potential for admission to the Academy. AIM is an important source of qualified candidates to the U.S. Coast Guard Academy to which admission is gained competitively through achievement and ability rather than through political appointment.

It is important that every Auxiliarist promote the AIM/RAP program to put qualified young people in contact with the appropriate career candidate officer or recruiter. The continued help of everyone is needed and appreciated as we anticipate continued success in this outstanding program.

As the calendar year ends, may your holidays be filled with the joy and peace of the season and the new year fulfill your hopes and dreams.

Allen E. Wenrich, DSO-CC

APOLOGIES ARE IN ORDER!

The staff of *Topside* sincerely apologizes for the lateness of this publication and any inconvenience it may have caused. It should be out at least a month before the conference - not one week. During 1987 we plan a different schedule to maintain this advance publication date, and will again include the Reservation Forms in *Topside* rather than publish a separate *Topside* Junior. That explains the next deadline being immediately after the Winter Conference.

Elsie Nichols, *Topside* Editor

Many of you have asked me what courses are available for public education credit. A recent letter from O.D.T. Lynch, Jr. explains this very well, so we'll quote from his letter to all DSO-PE's. "THE CURRENT MAJOR COURSES, Coastal Piloting, Boating Skills and Seamanship, and Sailing and Seamanship, remain in effect, even though they have some problems. They are, however, being revised (along with their slides and overhead transparencies) and the new versions will be available when supplies of the current courses are expended, next year. The new advanced Coastal Navigation public education course (which will also be the Auxiliary Speciality course in navigation — AUXNAV) should be available next Spring or Summer, and will replace the Coastal Piloting course."

Mr. Lynch also advised throwing out any old courses that had been stockpiled, as the older courses are obsolete, and have much erroneous information, they should no longer be taught. THE WATER 'N KIDS course remains popular, but is being updated. Current stocks are sufficient and should be utilized. THE SHORT COURSE is out of stock, and is not going to be reprinted in its current form. The course will be expanded into a three lesson course (same target) with new regionally-focused pamphlets. A new hunter/angler Sportsman's Advantage course is being developed on a high priority basis to focus on the users of 16 foot boats.

A letter from CDR. W.S. Griswold, after the Ocean City conference, answered some questions put to him by some of our instructors. re: S. & S. course textbook.

Development of these texts is the responsibility of the Auxiliary. Coast Guard Headquarters' responsibility is to review the texts for policy and procedures, to ensure they conform with the Commandant's. Publication and distribution of the texts then reverts back to the Auxiliary control.

The new Department Chief, Ollie Lynch now has the project, but due to many changes in personnel, it is behind schedule. However, LCDR Prichard has budgeted the B.S. & S./and S. & S. texts for this fiscal year (FY-87). He is still waiting for drafts of these texts.

PLEASE MAKE A POINT OF INFORMING ALL YOUR CLASSES THAT THE COAST GUARD BOATING SAFETY HOTLINE will be continued. Admiral Matteson urged boating writers and media outlets to inform the public about this service. It's a fast and simple way for anyone to gain access to important boating safety information. The number to call is 800-368-5647. Call through the year, Monday to Friday 8:00 AM to 4:00 PM eastern time. Calls received after hours are recorded on an answering machine and the caller is contacted by the Hotline operator the next working day.

PUBLIC EDUCATION AND GROWTH RETENTION JOINT WORKSHOP IN JANUARY AT THE VALLEY FORGE HITLON

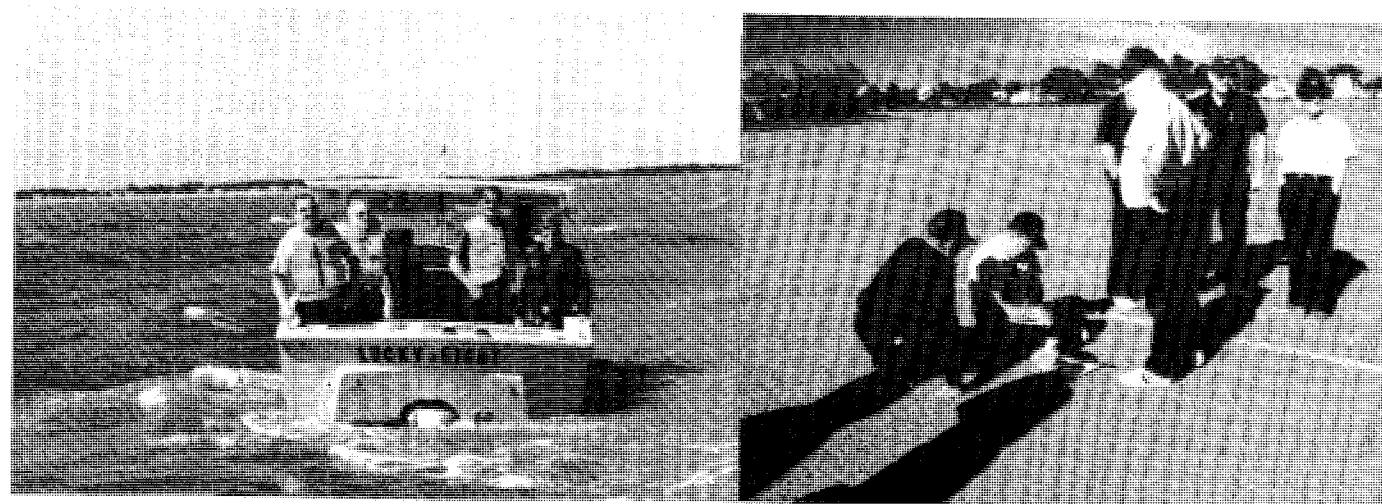
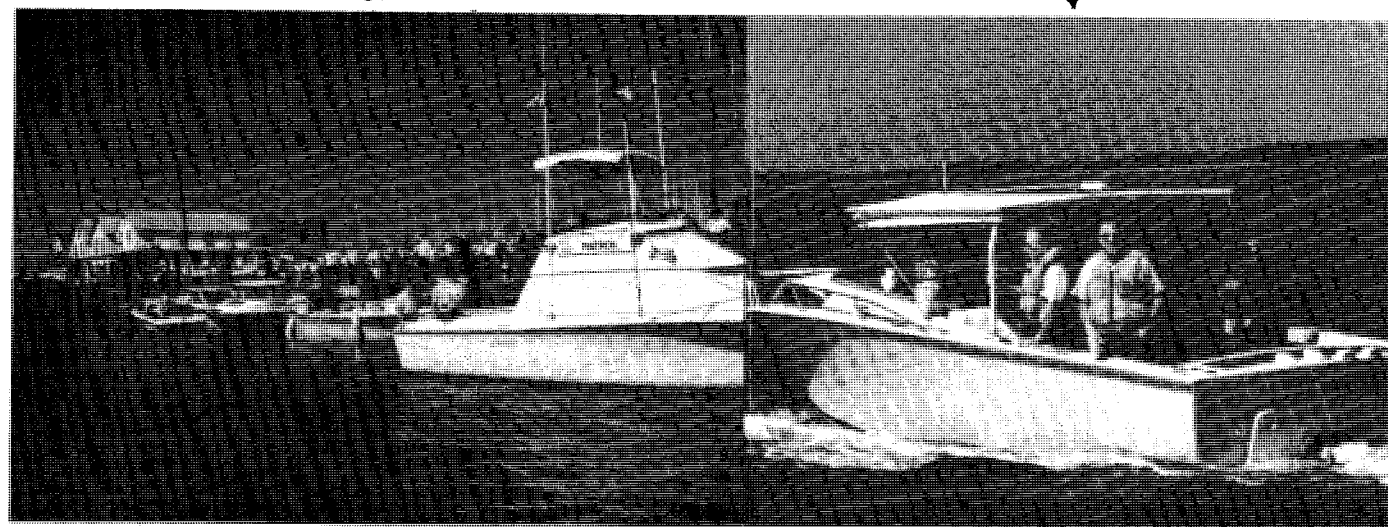
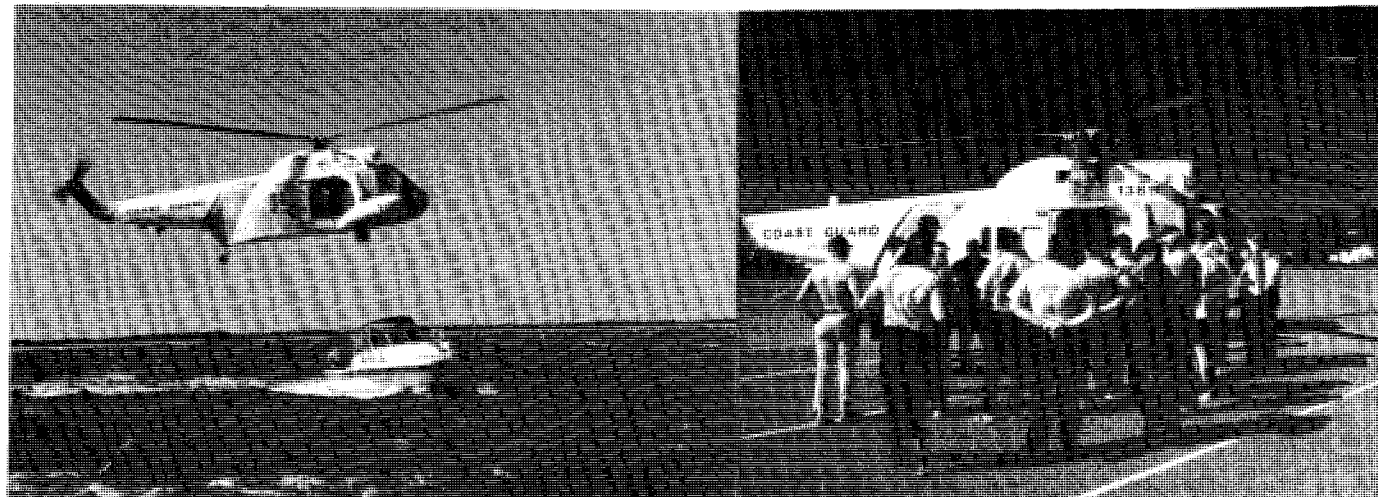
"HOW TO GET AND KEEP NEW MEMBERS THROUGH PUBLIC EDUCATION CLASSES."

IT IS WITH A GREAT DEAL OF PLEASURE THAT I CAN INFORM YOU THAT I'LL AGAIN BE YOUR DSO-PE.

I am working on a P.E. Guide for SO/FSO PE's and it should be out to all the 1987 staff shortly after the January Conference. SEE YOU THERE.

Alice F. Stamm, DSO-PE, 3SR

NEXT TOPSIDE DEADLINE — FEBRUARY 1



Boat Crew Program Training

Mother Nature did not cooperate, but a great day was enjoyed by all those trainees who participated in the helo assist training held in the Division XII area at Bowers Beach, Delaware. CAPT Hollemon and his helo crew from Cape May Air Station arrived on time despite the exceedingly windy day. Although the water was choppy, and the organization of the underway portion did not go exactly as planned, much was accomplished and a great experience was gained by all the participants. From what we hear, they can't wait to do it again.

The pictures below and on the opposite page show some of the variety of activities conducted.

Photos by Rick Dotterer, DCP X (Camera by: MOM)



A Day At The Races

Hydroplane Races on the Delaware River That Is

While thousands of spectators at Penns Landing and elsewhere on the waterfront were enjoying a river spectacular on the Delaware, a less conspicuous water drama was unfolding on the far sidelines.

To the crowds it was hardly noticed, but the operation of the U.S. Coast Guard and its Auxiliary played an essential role in keeping the river closed to traffic for hydroplane races and other river events the weekend of August 24.

The Coast Guard, aided by Auxiliary units and marine police from both New Jersey and Pennsylvania, were involved in what might have been dubbed, "Operation Chase," had it been given an official code name.

Law enforcement boats and Auxiliarists were pursuing all sorts of other boats all day long in an attempt to keep them out of the restricted racing area in the busy harbor, which the Coast Guard had closed between the Benjamin Franklin and Walt Whitman Bridges from 10 a.m. to 5 p.m. each day.

Scores of pleasure boaters in everything from sailboats to cabin cruisers were flagged down and ordered to anchor either upriver or downriver. Some wanted to watch the race, hoping to get a better view from the water than from the banks. Others just passing through were forced to wait for the river to be reopened.

In an effort to get a closer view of the festivities, some boats made a constant nuisance of themselves, trying to sneak past the boundaries set up by Coast Guard vessels on either end of the course.

Nine Auxiliary facilities from New Jersey, Delaware and Pennsylvania were assigned the bulk of the patrol and rescue work by either the Coast Guard Cutter Cleat or the Cutter Red Oak command vessels, which were stationed at opposite ends of the course. Auxiliary vessels outnumbered those of any other single agency on the river, including the six Coast Guard vessels. Each Auxiliary facility carried a Coast Guard boarding office for law enforcement purposes.

Very choppy river conditions caused by gusty winds made the patrol operation more difficult on the last day of the event and forced cancellation of the final championship hydroplane races in the late afternoon.

Unfortunately, too many poor boating practices were observed. If you wanted to see how not to anchor a boat, there were plenty of opportunities.

Private pleasure boats near the ends of the course were anchoring too close to one another and began bumping into one another as tide and currents changed. Also, many of the crewmembers were heaving the anchor over the bow as if they were passing a football downfield. And many boaters were wearing no life jackets.

The busiest Auxiliary vessel was that of owner Argimiro "Archie" Conde of Westville, N.J., Vice Commander of Flotilla 13-1 of Gloucester City, whose 23-foot "Crazy Cat" was sent on five search and rescue missions and who towed four boats into port on one day alone.

Fortunately, there were no serious incidents at or near the race site during the three days, according to the Coast Guard at Base Gloucester.

Conde's assignments ranged from untangling anchor lines to assisting boats with engine problems and a tiny sailboat whose mast broke into two. The sorry skipper of that vessel had quite a series of calamities. It turns out he had no oar and later tried to paddle ashore with a plank, which he subsequently lost in the water. Conde successfully towed him into a temporary mooring area.

"The lack of knowledge was frustrating at times. They should make it mandatory that every boater should have to take a safe boating course. There were some real idiots out there," Conde concluded as the three-day event ended.

Auxiliarist Donald Ivine of 13-1, also of Westville and general manager of Express Marine operations in Camden, had patrolled back and forth over a half-mile stretch near the Philadelphia side of the river in his "Nancy J."

"I chased people (pleasure boats) for three days; I bet I went 200 miles back and forth over that same area," he said.

Auxiliary vessels under operational orders helped make the river effort succeed, said LT CDR Ellis Davison, operations officer at Base Gloucester. "Their duties were to flag down boats and to do search and rescue, and they did quite a good job," he said.

And Auxiliary operators did their job for the hefty sum of \$2.05 for lunch plus gas, oil, ice and ramp fees.

When Conde, Ivins and their crews returned to their own docks on the Big Timber Creek and signed off, they found out their help had been appreciated. When they reported off duty with the base, the Cutter Red Oak acknowledged: "Thank you, It was a pleasure working with you."

Carol F. Wilusz, FSO-PB, 13-1, 3SR



New Flotilla Chartered in Div II

Flotilla 2-10 - Wisinoming Yacht Club

In the month of September, the first new flotilla in approximately three years was chartered in Third Southern. The ceremonies were held at the Wisinoming Yacht Club in Northeast Philadelphia. Shown below some scenes from the chartering. Top to bottom below: LT Collin Campbell is shown presenting charter to the new Flotilla Commander — Elaine Legensky; Helen McCabe, VCP, congratulating the new commander and presenting her with the new shoulder boards; Russell Appler, DCP, giving invocation. To the right are the officers who presided over the various segments of the induction ceremonies; top to bottom, LT Collin Campbell, DIRAUX; Richard L. Raudabaugh, DCO, 3SR; William Pierce, RCO-EAST. The new VFC is Gerald Roberts. Many guests from all over the district attended the event, and participated in the fellowship activities after the ceremonies. We all wish the very best to Flotilla 2-10 in the accomplishment of their Auxiliary activities. Congratulations.



Diary From Denver

Attendance at National Conference by rank-and-file member

What did I expect when I arrived at the National Conference in September? As a member of the Auxiliary for just a little more than a year, I wasn't quite sure what I'd find. What I did know was that I was eager to find out more about the organization and its operation as well as more about boating.

What I found was a sea of high-level Auxiliarists. Although they are all flotilla members somewhere, I discovered that few of the rank-and-file members attend.

I could easily have felt inundated by all the "brass," both in the Coast Guard and the Auxiliary. But instead of feeling like a tiny rowboat in an armada of tall ships—awkward and out of place—I was made to feel very welcome. The members of our own 3SR (which had one of the largest contingents at the conference) and high-level Auxiliarists that I met from elsewhere around the country were surprisingly friendly and cordial. A number of them remarked how glad they were to see a rank-and-file member there, saying they wished more would come. Although I am sure cost sometimes plays a part, I think some members are leary about coming to conferences because they don't know anyone and are afraid they may feel left out, partly because they are not VIPs.

Those who have never been to a National Conference may think that the national elections are just cut and dried affairs—that all decisions have been made long beforehand. NOT SO! The race for National Vice Commodore took six ballots before Henry Pratt, Rear Commodore East and who is from the 5th District (Virginia), defeated Philip Biernacki, National Rear Commodore West. The elections were even more interesting to me because this year our own District Commodore, Richard Raudabaugh, was running for the position of National Rear Commodore East to replace Pratt. Unfortunately, our very capable leader was not successful in his bid.

Several members from our district were eager to introduce me to the new National Commodore-elect, William Harr of Hawaii. So eager that I got introduced to him twice in the same night. Harr (everybody calls him "Pappa" Bill), actually remembered me the second time around. That impressed me that with all the people he met and all the goings on, he remembered meeting *ME*.

There was information to be learned there. Although there are no training sessions there like there are at area and district conferences, the national staff gives reports on their activities as does the Coast Guard. As part of the public affairs presentation, I got to see two new video tapes that are to be used to promote safe boating and boating courses. Both were well done; one featured Popeye and the other a well-known boat racing driver. I also learned more about the national contest for best district and flotilla publications.

I also got to meet Lee Talman of the 1st District, author of the infamous Auxiliary Navigation Rules test. (Yes, Lee is a living and breathing member!) He told me he tried to write the questions "without giving too many clues." (How about at least a few, Lee?) At one of the sessions it was later said that the test is going to be revised to make questions clearer, possibly by adding some diagrams. (Anything would certainly help!!!)

There were some light moments at the conference, too. Like when a Colorado National Guard chief representing the governor of the state quipped during his welcome speech: "You've come to a state that doesn't have a beach. Of course, there are some advantages to this. I can't remember the last tidal wave!" And at the Saturday banquet, some Auxiliarists hammed it up at a "talent" show as a singing troupe of female impersonators. My, oh my, what legs and other assets they displayed!!!

Of course, something was bound to go wrong. What would you say the odds are of someone going to her first National Conference for four days and being sick almost half the time? Well, yours truly managed to do just that. Don't know if I would have survived without the aid of Caroline Sweigart of Medford—DSO-GR/SO-CC (Div. 13), who willingly became Nurse Sweigart. She nursed me back to health with trips to the drug store, food to the room and TLC. Many thanks, Caroline!

I did manage to find a little time for sightseeing and discovered that Denver didn't look like the Old West town that I had envisioned as a child. It was quite modern although there were some sections in which one could relive the past as he strolled down the sidewalk. The state capitol building was impressive, and I was glad I took the side trip to Central City, and Old West mining town and now historic district about 35 miles outside of Denver where we had a barbeque.

The last night I had the opportunity to see and hear ADM Paul A. Yost, Commandant of the U.S. Coast Guard, for the first time. He discussed his intention to expand the role of the Auxiliary in law enforcement and in other areas. He also talked of his plan to emphasize the military role of the Guard and its role in drug enforcement.

It was a memorable experience. One I'll not forget. And it was great fun! Yes, I'm glad I went.

Carol F. Wilusz, FSO-PA 13-1

The Ups and Downs of the Night Riders

While our Flotilla was well represented on a recent visit to the Safe Harbor Dam including their generating operations below water level. The tour was extremely interesting and many thanks to Flotilla 14-1 for making the arrangements.

The trip to Safe Harbor was something else. After finding our way through the city of Columbia and a ride along the railroad tracks on the eastern side of the Susquehanna River, we entered into an area, what this writer believes to be miles of "No Mans Land". Our pilot-chauffeur, however, claims that when he was a young boy, he fished just below the area for two days on each occasion before returning home. His trips have to be something of an outstanding achievement, finding his way out in only two days. The next time, I enter the area, it will be with a full field pack, side arms, maps, charts, survival kits and a good compass.

Our twilight ride through the tobacco farms of the valleys and hills consisted of reaching the upper atmosphere and descending to the lower geographic depths of the Earth. When I peeped out the car window and saw the moon below us, I just figured we were in outerspace. As it grew darker, the question of being on the right road leading to the dam entrance became a guessing game. We approached numerous cross roads where we stopped, looked and listened, took a guess as to which road to follow and in what direction. We eventually came to a washed out bridge and were told by some brave soul along the road that the former bridge was the route to the entrance of Safe Harbor. We were advised to take an alternate route by turning into a road heading due east, then take a dozen turns to the right or left. We had nothing to lose since we were already lost. As we backed up on the dead end road, I noticed two figures standing along the edge of some woods, each with a bow and arrow. My personal belief, is that the two figures were left over warriors from the Susquehannocks Indian Tribe who chose to ignore the later day intruders.

After many turns, back-ups and prayers, we finally arrived, two hours late but in time for the tour.

One of our members elected to leave Hanover early and take what could be a southern route, somewhere bordering the Chesapeake Bay, and then entering the Safe Harbor area by the back door, so to speak. No doubt, Captain John Smith took the same route when he was exploring the Susquehanna around 1610. I am sure this member did not want to miss his pre-paid picnic dinner with the Lancaster Flotilla. He apparently decided to return to Hanover following the same route. The only trouble is that he has not been seen since the tour by this writer.

As a reader of this article, you may have reason to believe that since our group conquered the route to Safe Harbor, there was little chance for us to get lost on the way home. The answer is wrong. We left with a convoy of four cars/trucks and played follow the leader. The problem was that the lead car with four of us intellectuals got lost. Remember it was very dark and no lights or signs within miles. After going through what appeared to be the Philadelphia Suburbs and possibly Atlantic City, two or three times, our car ended up within a few feet of the front door of Millersville College. We were lucky to have brakes and a reverse gear that worked. We stopped two co-eds who were jogging, or something on that order, and asked them the directions to route 30. Their instructions were very clear, providing one understands pig latin. We were to first back out of the door way, then make "several right and several left hand turns until we came to a stretch of a road without lights, but keep going." Also to ignore the stop signs we encountered. I wonder if they were mad because we interrupted their jogging pace. In any event, we did reach route 30 at which time the FC and myself fell asleep.

Harry Mallgrave, FI 14-4, 3SR

Management by Objective

AMOS in its purest sense means Auxiliary Mission Objective System. It begins 1 January 1987. However, it also means Auxiliary Management by Objective System. The Auxiliary "needs a principle of management that will give full scope to individual strength and responsibility and at the same time give common direction of vision and effort, establish teamwork and harmonize the goals of the individual with the common weal."

Management means total involvement at all levels of the organization. The team includes but is not limited to the VFC's, FC's, VCP's, DCP's, RCO's, VCO and finally the DCO-the team manager. Also included is our business manager. DIRAUX.

There are three key ingredients which are essential to the success of the program. They are Teamwork, Commitment and Motivation. Commitment and Motivation are pretty much self-explanatory. However, an effective managerial team incorporates the following unique features: Understanding, mutual agreement, and identification with respect to the primary task; Open Communications; Mutual Trust; Mutual Support; Management of Human Differences; Selective use of the Team; Appropriate Member Skills and finally, LEADERSHIP.

AMOS will measure and recognize the level of accomplishment in Mission Objectives as determined by the FC and/or Flotilla in concert with DIRAUX, District Planning Group and Division Captain. Attainment of the Mission Objective will in turn satisfy the needs of various levels of the organization in a full team effort. It will also measure and recognize the level of accomplishment of the individual member in line with satisfying the member's specific needs: recognition, education, training or fellowship.

The question arises: "Suppose we lose our PE Instructor or CME Examiner mid-year, would the goals be modified?" The answer: "Unless there are really significant changes in the premises on which the original goals were based, it is unwise to make too many changes. After all, the challenge for managers when the going gets rough is not to give up but to find other means of reaching the agreed upon goal/s."

The need for an ongoing and reevaluation of each unit's performance in relation to their objectives is most important. This should be done monthly by the unit.

In conclusion, the system is a two sided one — one technical and the other human. They are both closely related. One cannot and must not concentrate on performance goals and forget about the delegation of authority, the dialogue, and most importantly, the INDIVIDUAL'S DEVELOPMENT AND FULFILLMENT.

You can maximize the return from AMOS by showing INTEREST in its PRINCIPLE!

Russell Appler, RCO-Central Elect - 3SR

NOTE: TO ALL PB OFFICERS

If you have not sent the copies of your newsletter to me to be included for judging for the 1986 award, be sure and do so immediately. Must have them by February 15th to be included.

The awards will be presented for both Flotilla and Division Best Publications at the spring conference in Lancaster.

Thanks to all those who have already included me on your mailing list - but if you have not - please see that I get your copies before the above deadline.

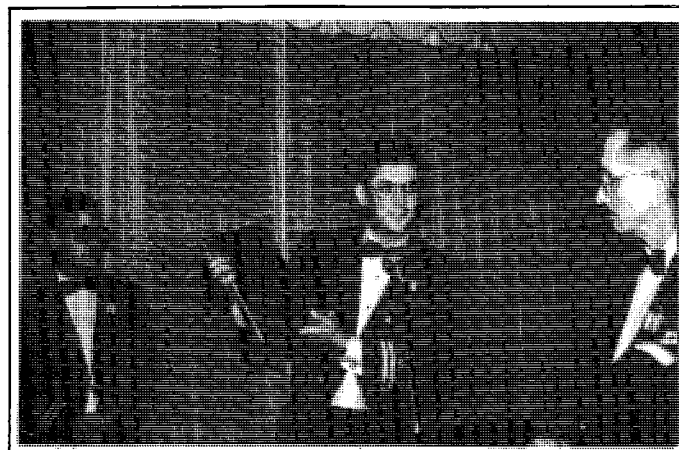
Elsie Nichols, DSO-PB, 3SR

Fall Conference, Ocean City, NJ

It was a great weekend! Shown below and on the following two pages are photos of some of the events which took place.



LT Collin Campbell received the Coast Guard Commendation Medal from RADM Passmore



Felix and Chris Mendla received a Coast Guard "B" Award for their efforts in towing a burning boat to open water to prevent injury or loss of life which could have resulted from this disaster.



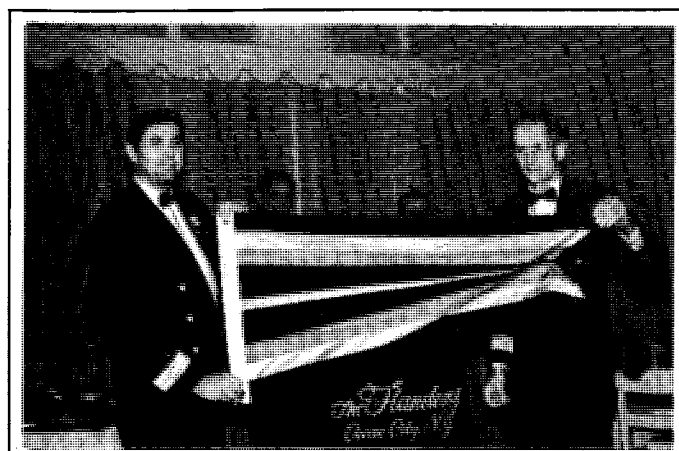
RADM Passmore presented the Coast Guard award and pennant to DCO Richard Raudabaugh for Third Southern's participation in Ops Sail 86



NAVCO-Elect Henry Pratt presented Harry Bickel, Division IV with the National Award Trophy for his training entered for judging at the National Conference in Denver, Colorado.



Commander William Griswold presented pins to four more Third Southern Coxswains - l. to r. Jake Lincoln, Division VIII; Louise Sowers, Division XIII; Gilbert Miller, Division V; and Herbert Reid, Division VII.



District 3SR has two new AUXOPS whose pins and certificates were presented by RADM Passmore — left Roy Sharples, Division II and center Dan Maxim, Division VI.



Lenore Roush, DSO-PA, received a Coast Guard Administrative Award for her outstanding efforts in connection with the Public Affairs Program



Katherine Slayback, ADSO-MA, received a Coast Guard Administrative Award for her outstanding efforts in connection with the Materials Program



DCO Richard Raudabaugh presented to Elsie Nichols the Honorable Mention Award for Best District Publication which was awarded at the National Conference



Fall Conference Social Activities

The opportunity to socialize and accomplish our fourth cornerstone was evident throughout the conference. Two events particularly were enjoyed by everyone.



Shown above l. to r. Muriel Lewis, FI 2-76, and Jim Davis our former DIRAUX, presenting the prize for the best boating connected "T" Shirt to Alice Stamm, DSO-PE. In the right picture are l. to r. Rick Dotterer, DCP X; Margie Goodwin, Division II; and James McCabe, IPDCP X/DSO-MT who split the prize for the Best "T" Shirt in the general category.



Shown above and below some of the participants in the Third Southern Talent Show. The pictures speak for themselves. The participants were great. MC Gil Miller and Song Leader Horace Jones are to be congratulated for putting on a great show. We hope it won't be the last. Sorry folks the streaker got by too fast and it was too dark to take a picture.



Conference photos by: M. Philip Stamm, Conference Coordinator and Elsie Nichols, Topside



MEMBER TRAINING COURSE INFORMATION (As of 1 October 1986)

COURSE & CODE #	TEXT	STUDY GUIDE	INSTRUCTOR GUIDE	VISUAL AIDS	COURSE TIME	CURRENT EXAMS ¹
Basic Training:						
Basic Qualification 481	M16794.9-1 (1982) M16790.1A (1982) (CH-1, -2, -3)	M16794.9-3 (1982)	M16794.9-2 (1982)	—	16 hours	Edition 5 (Rev. 5/86) ² Open Book—3 hours Passing Grade: 90%
Intermediate Training:						
Instructor Qualification 488	CG-336 (1977)	CGAUX 488-2 (1977)	CGAUX 488-3 (1977)	—	12 hours	Edition 2 (Rev. 2/81) Open Book—3 hours Passing Grade: 90%
Courtesy Examiner Qualification 489	M16796.2C (1985) (CH-1)	M16796.2C-1 (1986)	M16796.2C-2 (1986)	—	10 hours	Exam #5 (Rev. 6/86) Open Book—3 hours Passing Grade: 90%
Specialty Courses:						
Administration (AUXMIN) 492	M16790.1A (1982) (CH-1, -2, -3) M16791.1A (1982)	M16794.3-1B (1985)	M16794.3-2A (1984)	—	12 hours	Edition 5 (Rev. 1984) Closed Book—No time limit Passing Grade: 75%
Communications (AUXCOM) 493	M16798.8 (1983) CGAUX 493-1 (1974)	CGAUX 493-2 (1976)	None	—	14 hours	Edition 3 (Rev. 1/82) Closed Book—No time limit Passing Grade: 75%
Navigation (AUXNAV) A-495 B-496	M16798.12 (1985) M16798.8 (1983) ⁴	CGAUX 495-2 (1974)	None	—	32 hours	A: Edition 2 (Rev. 6/82) ³ B: Edition 2 (Rev. 6/82) Closed Book—No time limit Passing Grade: 75%
Patrols (AUXPAT) 494	M16798.8 (1983) M16794.2 (1978) M16798.3A (1982)	M16794.2-1 (1979)	M16794.2-2 (1979)	—	10 hours	Edition 4 (Rev. 6/82) Closed Book—No time limit Passing Grade: 75%
Search & Rescue (AUXSAR) 497	M16798.8 (1983) M16794.4 (1974)	M16794.4-1 (1975)	None	—	10 hours	Edition 3 (Rev. 6/82) Closed Book—No time limit Passing Grade: 75%
Seamanship (AUXSEA) 498	M16798.8 (1983) Piloting, Seamanship and Small Boat Handling by Chapman ⁵	CGAUX498-2 (1974)	CGAUX 498-3 (1974)	—	10 hours	Edition 3 (Rev. 3/82) Closed Book—No time limit Passing Grade: 75%
Weather (AUXWEA) 499	M16794.7 (1982)	M16794.7-1 (1982)	M16794.7-2 (1982)	35 mm Slides	12 hours	Edition 3 (Rev. 6/82) Closed Book—No time limit Passing Grade: 75%
Aux. Officer Training:						
Elected Officer Course (EOC) 500	M16791.1A (1982) M16790.1A (1982) M16790.2 (1982) (CH-1, -2) M16798.3A (1982) M16794.9-1 (1982)	M16794.11 (1984)	None	—	Unlimited	Edition 2 (1983) Open Book—3 hours Passing Grade: 90%
Aux. Leadership & Management (AUXLAM)	—	M16794.13.1 (1984)	M16794.13-2 (1984)	½" VHS Video Tape	7.5 hours	—
Additional Training:						
Navigation Rules	M16798.8 (1983)	P16798.11 (1985)	P16798.10 (1985)	Flash Cards	20 hours	Test 2 Closed Book—No time limit Passing Grade: 90%

Notes:

1. All applications for Specialty Course examinations must be made by the FSO-MT or FC using Auxiliary Operational Specialty Course Examination Request/Transmittal Form (CG-4887). Submit to DIRAUX following District procedures.
2. Candidate must be a graduate of USCGAux BS&S or S&S course within preceding two years. Candidate with extensive nautical background may elect to "challenge" current BS&S or S&S exam.
3. Successful completion of the Coast Guard Institute course in Piloting may be substituted for the Piloting "A" examination only.
4. Volume II, Chapter 2 — "Aids to Navigation" only.
5. "Chapman's" is available from a local book store or library. *Jim McCabe, DSO-MT*



1987 WINTER CONFERENCE
3rd DISTRICT SOUTHERN REGION — U. S. COAST GUARD AUXILIARY
23, 24, 25 JANUARY 1987
VALLEY FORGE HILTON, KING OF PRUSSIA, PENNSYLVANIA
SCHEDULE OF EVENTS



Registration Desk Lobby Friday 1700-2000
District Store—Room 211 Saturday *Open through Lunch* 1000-1600



FRIDAY, 23 JANUARY 1987

1830—2000 District Staff Meeting Revere Room
2000—2130 District Board Working Session Washington Room
2130—? Welcome Aboard Party Jefferson & Paine Room
Complimentary Wine & Cheese

SATURDAY, 24 JANUARY 1987

0800—0830 Opening Ceremony Grand Ballroom
0830—1130 District Board Meeting Washington Room
0830—1115 QE (BCM) Qualifying Private Dining Room No. 2
0830—0945 Member Training (MT) Workshop Adams Room
0830—0945 Information Systems (IS) Workshop Franklin Room
0830—0945 Public Affairs Workshop Hancock Room
0930—1100 Ladies Program Paine Room
0945—1000 Break
1000—1115 Public Education (PE) & Growth & Retention (GR) Joint Workshop Adams Room
1000—1115 Communications (CM) Workshop Franklin Room
1000—1115 Legal (LP) & Finance (FN) Workshop Hancock Room
1000—1600 District Store Room 211
1130—1245 Awards Luncheon Revere & Jefferson Rooms
1300—1500 Vessel Examination (VE) Seminar Adams & Franklin Rooms
Bring your CE Manual with Change #1 ENTERED or else NO CREDIT
1515—1630 Operations (OP) Seminar Adams & Franklin Rooms
1630—1700 CC—AN—MA "Ask your DSO" Curbstone Grand Ballroom Foyer
1830—1930 Cocktails—No Host Bar Grand Ballroom Foyer
1930—2200 Banquet Grand Ballroom
2200—?? Casino Night and Auction Ballroom

SUNDAY, 25 JANUARY 1987

0900—1030 Past Captains' Association Breakfast/Meeting Revere Room
(Members and Guests Only)

MENUS

LUNCHEON

Salad
French Dip
French Fried Potatoes
Apple Pie and Cheese
Coffee, Tea, Sanka
(\$12.00)

BANQUET

Macadoine of Fresh Fruit laced with Port
Tossed Salad - Choice of Dressing
Choice of Entree:
Top Sirloin of Beef w/Burgundy Sauce
or
Chicken Cordon Bleu
Raspberry Parfait—Coffee, Tea, Sanka

UNIFORM OF THE DAY



FRIDAY EVENING
SATURDAY

After 1800 -

SUNDAY
MORNING

Casual
Service Dress Blue or Appropriate Civilian Attire
Dinner Dress Navy Blue Jacket or
Dinner Dress Blue (White Shirt, Black Bow Tie,
Miniature Medals, No Name Tag) or
Appropriate Civilian Attire

Casual



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Assistant D-AA

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Manahawkin, NJ 08050
609-597-3118





THIRD DISTRICT SOUTHERN REGION CALENDAR—1987



DISTRICT CONFERENCES

January 23-25, Valley Forge Hilton, King of Prussia, PA
April 10-12, Treadway Resort Inn, Lancaster, PA
July 17-19, Wilmington Hilton, Wilmington, DE
September 25-27, Place to be announced

DISTRICT AREA MEETINGS

CENTRAL AREA

March 31 - New Castle, Delaware
June 8 - New Castle, Delaware
August 10 - New Castle, Delaware
October 29 - New Castle, Delaware

EASTERN AREA

March 14 - Cape May, New Jersey
June 16 - CG Base, Gloucester, New Jersey
August 18 - CG Base, Gloucester, New Jersey
November 21 - Location to be announced

WESTERN AREA

March 17 - Reading, Pennsylvania
June 8 - Harrisburg, Pennsylvania
August 18 - Harrisburg, Pennsylvania
November 17 - Lewistown, Pennsylvania

TOPSIDE DEADLINES

February 1

May 1

July 20

November 15

NATIONAL CONFERENCES

April 1-5 — Eastern Area Conference, Williamsburg, Virginia
September 16-19 — National Conference, Palo Alto, California

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



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