

# t pside



VADM JAMES STEEL GRACEY  
COMMANDANT (SELECT)

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THIRD COAST GUARD DISTRICT (SR)  
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**FRONT COVER:** Vadm James Steel Gracey  
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## A VIEW FROM THE BRIDGE



This issue should contain all of the information on the Summer Rendezvous (11 - 13 June, Great Oaks, Maryland). The facilities are nice, and the Past Captains Association has worked extremely hard to make this a fun weekend. The only missing ingredient is you. Make your reservations early, and plan to bring the family and enjoy a fun weekend.

The 1982 Auxiliary National Conference is scheduled for the week of 20 September, in Norfolk, Virginia. Have you ever wondered what goes on at these meetings? How policy is made? The procedures that your National Board goes through? Well now is your chance. Norfolk is about a 7 hour drive from Philadelphia, so why not take a week of your vacation and attend. This is the year for the election of National Officers, so I expect a fun and busy time. The National Conference is not often scheduled this close to us, make your plans now. I am sure you will enjoy meeting auxiliaries from other districts, and learning how things are done elsewhere. Complete information should be in the next "Navigator".

Closer to home is our Fall Rendezvous, (10 - 12 September) in Lancaster, Pennsylvania. Again, the Past Captains Association is in charge of the plans, and if the Summer Rendezvous is any indication, they will have plenty of activity and sightseeing available.

Make your plans now and enjoy the Fourth Cornerstone at these three affairs.

J.H. Davis  
Director of Auxiliary 3(SR)

## THE TALL SHIPS OF PHILADELPHIA

by Lee McClellan

The upstart colonies, newly formed into a sovereign nation, had a tenacious hold on the eastern seaboard of their continent, and their fortunes were tied to the Atlantic by geography and necessity. The fledgling America was destined to develop a rich and enduring maritime tradition in a day when the size and strength of the national fleet meant economic and military security. From the craggy coast of Maine to the tranquil coves of the Florida shoreline, the sight of a tri-masted merchant vessel or a trim man-of-war was routine, and the terminology of the mariner became part of the universal language.

Modern America, with her nuclear Navy and massive oil tankers, is far removed from the days when taut canvas meant power and a steady breeze ensured prompt delivery of cargo. But those years before the mast will be revived this summer when Philadelphia's Century IV celebration invites tall ships from all over the world to drop anchor at Penn's Landing, The Quaker City's new commercial and cultural center skirting the Delaware River.

(Continued on page 13)

## UPDATE...Walton Porter (RCO-C)

Integrity, as defined in part, is a soundness of moral character-honesty. We as Coast Guard Auxiliary should, at all times, exercise a high degree of integrity. I recall a sentence from the prologue and pledge for new members that reads: "Remember, that at all times, your conduct reflects on the image of the Auxiliary and the Coast Guard itself."

The prologue for elected officers starts with: "The pledge you are about to take admits you to an office of great honor." Farther into the prologue is a sentence that reads: "You, as a leader, are charged with maintaining high standards in all Auxiliary programs plus membership training and facility inspections, *never compromising honesty and integrity.*"

As in all organizations there are those in the Auxiliary that hesitate to realize the seriousness of their position. When I see a CME decal on the office door of a marina or on the brief case of an Auxiliarist, I realize that honesty and integrity are being compromised. A CME decal should only be in one of two places, on a *properly examined* boat or in the examiners kit. A properly examined boat means one that has been properly checked for *all* requirements. The decal is affixed only if all requirements are met.

Member training should never be compromised, to do so will only cause the member to lose respect for the instructor and the organization. The instructor should do everything possible to help the member learn, and when the test is given, it should be given in a professional manner. I'm sure that all of us put a much higher value on something we earned than on something we had handed to us.

To become a Basical Qualified Member, an applicant must meet the general eligibility requirements for membership, be approved for enrollment by the Director, and satisfactorily pass the Basic Qualification examination and practical demonstration. To pass the Basic Qualification examination and practical demonstration is quite a challenge to the new member, and the seriousness of the challenge should in no way be diminished.

COMDTINST M16791.1 Flotilla Elected Officers Manual gives one reason, among several, as to why Flotillas fail, that is: weak leadership. The leader does not understand or use the principles of leadership and administration. Anyone falling into either of the categories mentioned is absolutely not using the principles of leadership and administration. I sincerely hope there are very few among us.

## UPDATE...by IPDEO Bob Carson COUNTING BEANS

Due to awards programs, gap quotas and auxiliary quotas in the past three years, all levels of the auxiliary have been counting beans. It is my belief that this cannot be considered until after the job is done. It is also my belief that other than the auxmis forms and elected officers, no one else other than FSO-IS officers should count beans or points on the flotilla or division levels.

It is the duty of the SO's and FSO's to present our members with new ideas and instructions in existing programs without constant repetition of past points quotas.

This should also apply to DSO's and ADSO's when counting beans or points. Emphasis should be given to new programs, in-

struction in these fields and updated reports on past projects which can all be passed on to the two lower levels.

In essence, the counting of beans, points, should only be done by elected officers, IS officers, district staff and national staff.

The primary goal of flotilla staff officers and division staff officers should be in instructing their members in existing programs; not counting beans.

Having traveled throughout the district for nine years, and attended between 70-90 meetings per year on all levels of the auxiliary, it has come to my attention that stating points has become 80% of our general meetings, but at the same time very little has been concerned with the upgrading or revision of programs, instruction in existing programs or how to approach the public with any given program.

It is my feeling, having participated on all levels, that the auxiliary at present date in this district is getting further and further away from the basic principles for which the auxiliary represents.

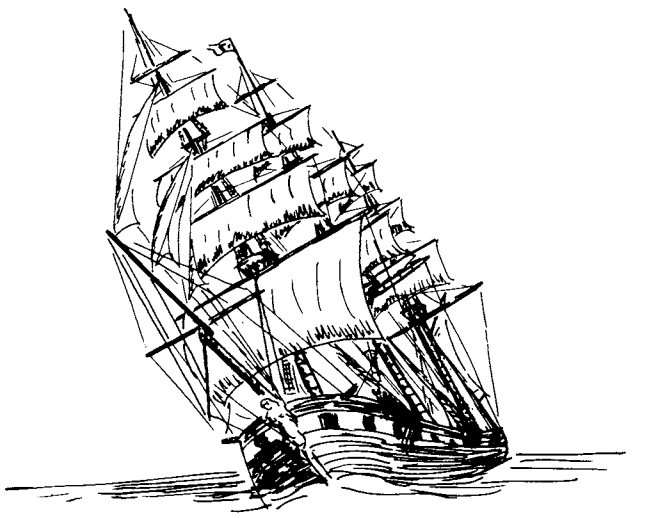
We, all members, joined for the following reasons; to learn, to advance, to pass on and share knowledge and to keep current with all boating safety programs - not to count beans or points.

Again, it is the job of our elected officers and IS officers to keep us advised of what we need as a flotilla, division or district as to awards, programs, etc. It is the job of flotilla division staff officers to keep us updated and professional with our programs.

It is the purpose through our SO's and FSO's to keep us motivated with new ideas, updating in view of past or present performances to make us want to be involved and want to attend flotilla and division meetings.

It is quite boring for our members, especially those new to the auxiliary to become interested in a flotilla or division meeting if the agenda is only concerned with the point system.

In conclusion, any businessman or professional will tell you that points cannot be counted until you have completed the job.



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

Reporting — As I have said before reporting, is the life blood of the Auxiliary! We cannot operate in a vacuum. At the beginning of each new year we seem to start out well, but as time goes on, reports drop by the way side. The reports are still needed, so what's happening? For one thing, the negative report seems to get lost. Remember, a negative report is important to your commander and your staff counter-part. It tells him you, the reporter, are in there, but more than that, it tells him where in his organization he may need to look for trouble. It may well be at times there is nothing to report, but most of the time it could signal a need for assistance to get things going. No report at all can be very misleading, maybe you forgot, maybe it got lost, maybe you are just late, and worst of all, maybe you haven't been doing your job. The report is not to put anyone on the spot, rather put the spotlight on an area that might need help. Positive reports, of course, are always welcome and ease the pain for the Commander or Captain. He knows what is going on and, better yet, he knows that you know too! One big failing, as I see it, is: Most reports are only success stories, rarely do they expose problems. If you have a problem, say so, and also say what you are doing about it. Maybe someone else has had a similar problem in the past or has a suggestion for you. Yes, continue to blow your horn, but at the same time, don't forget the problems. Let's not have a small problem develop into a big one for lack of attention. Now, don't forget the carbon copies. Inform staff and officers both up and down!

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

### HOW TO GROW AN AUXILIARIST

It is apparent that there are many alternatives in approaching the subject of recruiting new members. The purpose of this article is to examine just a few possibilities for consideration.

One of the most popular recruiting methods is to develop interest among public education students. Here a unique opportunity exists to show off our organization, to develop rapport between auxiliaries and students, and to evaluate their potential as members. The BS&S and SAS courses fulfill some of the instructional requirements for membership. We can use either the 6/7 lesson core course or the 13 lesson variety; however, extra sessions of B.Q. (basic qualification) curriculum will be required if the former is utilized as background training. Of course, the completion of a public education course is not a requirement for membership; but, without public education, all seven (7) B.Q. courses and exams must be completed to be eligible for membership.

Philosophically, there exists a diversity of opinion regarding the solicitation of public education enrollees. Some prefer the shotgun approach to actively induce as many people as possible to become members. The concept that everyone has something to offer or that those with marginal interest or ability will fall by the wayside sooner or later prevails in this concept. In fact, at times, entire public education classes are solicited to be taken through B.Q. and become members. Others prefer a more selective approach to recruiting and advocate that people should join "Only if they want to work in Auxiliary programs", or "We only want those who have something to offer the Auxiliary".

A divergent approach to the above recruiting methods involves the direct solicitation of persons to become members based upon

their existing qualifications and/or their potential. This type of recruiting is usually done on a one to one basis. Individual potential such as knowledge and experience in boating or as a qualified instructor are some obvious areas of Auxiliary interest; while others may offer leadership, finance, or military experience, just to name a few. Additionally, facility owners (vessel, aircraft, radio) are solicited for membership so that the member and their facility can be utilized in Auxiliary programs.

Other recruiting opportunities abound at boating safety booths, Courtesy Marine Examination (CME) stations and boat shows. The "Auxiliary" can be "sold" here on a one to one basis where potential members can be solicited and their qualifications evaluated. Here our members must have a thorough knowledge of the Auxiliary, know what types of prospects make the best members, have an ability to instill confidence and impart the desire for membership to those being solicited. The greatest inhibitor to this type of solicitation is the lack of confidence of our members in their ability to "sell" membership on a one to one basis. However, certain fundamentals of salesmanship exist: the more frequently one tells the "Auxiliary Story", the easier it becomes to do so; the more people you ask to join, the greater the number who will say "yes"; and the worst response you can receive is for someone to say, "no".

In conclusion, it is evident that there are many ways to GROW AN AUXILIARIST, enough so that we can each pick and choose which method will work best for each of us. In addition, to be effective in recruiting, we must realize that this responsibility rests with each member of our organization. It is not acceptable to relegate this responsibility to our Growth and Retention officers, for they are the administrators of our growth programs, while each one of us are the workers. Remember, in recruiting new members, we cannot SUCCEED without U!!!

## UPDATE...Lt. M.E. Swigert

One of the many functions of the Director's office is answering requests from the boating public for information on Auxiliary Public Education Classes. During the past January and February, my office answered between five and ten requests daily.

For the Auxiliary to gain the most benefit from the Director's office contact with the public, several things must be considered:

First, the Director must have notification of the course. Many people who call before the notification is received do not call back later to see if a class has been scheduled. The earlier the announcement is received, the earlier we can tell the public about it.

Secondly, if the class meeting night or meeting location is changed, please let the Director's office know. People who arrive at a Tuesday night class to find the building dark and the doors locked are usually too mad to call for further information. The same thing would apply for courses which have been cancelled.

One additional thing to consider. Evaluate your area and see if there is a need for a summer course. Many people buy a boat during the boating season and then try to find a course on how to operate it safely. Since many Auxiliaries are out in their own boats during the summer, the basic core lessons or the three lesson courses might be in order.

To best meet the Auxiliary goal of educating the boating public each flotilla must tailor its public education program to meet the needs of its area and then ensure that the public is aware of what the Auxiliary is going to offer.

## PAST CAPTAIN'S ASSOCIATION

by William Pierce, PPCA

For 1982, the PCA has dedicated itself to the Auxiliary's 4th Cornerstone, FELLOWSHIP, and it is to this endeavor that Commodore Weaver has given us the project of hosting the Summer Rendezvous at Great Oak Landing, Chestertown, Maryland. Before I elaborate on this upcoming event, I would like to share with you my feelings of what the 4th cornerstone is all about and what it means to me.

Without fellowship on the flotilla level, we would have no operations, no vessel examinations and no public education courses, because it is through fellowship that we get the flotilla member interested in wanting to be involved in the other 3 cornerstones. If we do not have fellowship on division and district levels, all we have are a lot of flotillas working within themselves, and this can cause stagnation. Through district-wide fellowship, we not only meet and cultivate friendships with people from other areas, but we also share important ideas which can be brought back to our divisions and flotillas. On a one-to-one basis, we can learn about other flotilla's problem areas and how they've solved these problems, and in some instances, our own constructive input might prove beneficial to them. We can learn what they do at their flotilla meetings to keep their membership actively involved and attending meetings, thereby enhancing firstly retention of a good member, one you've counted on in the past, and secondly, good growth, not just card-carrying members. Active flotillas mean a strong division and strong divisions mean a great district. And at the base of all of this is the ever important 4th cornerstone, FELLOWSHIP.

In the relaxed atmosphere at Great Oak Landing, the 3rd SR will once again come together in both fellowship and comradeship. This rendezvous will afford us the opportunity to actively participate in "fellowship" on a district level, and I am especially proud of the PCA's efforts to make this occasion meaningful to each of you. Activities are planned to bring out our competitiveness (golf tournament and marlinspiking contest), our Auxiliary mindedness (practicals), our fun-loving spirit (fashion show and picnic) and our time for togetherness (cocktail parties and dinner). And the children's presence will be encouraged through planned activities (miniature golf and life jacket drills) and an awards banquet. We'll be sharing this time with our families and our fellow auxiliaries, and I believe it will be truly a time of fellowship. I hope that you will read more about the details of the rendezvous Topside Jr.

Above all, I hope that together we can strengthen our 4th cornerstone, and in doing so, the 3rd SR can continue to stand out as a truly great district.



## SPO — NATIONAL SAFE BOATING WEEK

This is the week that occurs in June every year, and gives us the golden opportunity to promote safe boating. The dates for this year are June 6 - 12, 1982. However, you are not restricted to or limited to these dates. Safe boating goes on all year long, and you can celebrate it at any time.

Start your plans now at Division and Flotilla levels. Local proclamations, boat parades, courtesy examination stations, water safety demonstrations, public education classes, boating safety booths — and many more, can be organized to make an outstanding demonstration for those whom we want to reach.

This year's theme is **DON'T GAMBLE WITH SAFETY**, and many ideas can be formed from this.

Many Divisions will be participating in a celebration at Penn's Landing, and I have been asked to let you know that there will be a decorated boat parade on Sunday, June 6th, at 3 p.m., with trophies awarded for best theme decoration, best all-around decoration, etc. If you are interested (and we hope you are) in being part of this parade, please contact George Sanderson, Franklin Institute, 20th and the Parkway, Philadelphia, Pa. 19103.

Muriel G. Lewis, SPO-NSBW

On his mantle stands a collection of sand-glasses, sometimes mistakenly called hourglasses. The latter, he points out, were used in churches to time hour-long sermons. But there were hundreds of other glasses that measured intervals of time.

On a windjammer, for instance, there was often a sand glass for each sail to specify the time allotted to hoist it. By using the glass, a sailor could judge his performance. There was also a glass to determine the speed of the ship. It was usually timed to 11, 14, or 23 seconds. One sailor operated the glass. Another cast a knotted line overboard and, holding onto it, allowed it to feed naturally out to sea. The ratio of elapsed time to number of knots that passed through the sailor's hands established speed. To this day, nautical speed is measured in knots rather than miles per hour.

'Colonial Homes' March - April 1982  
Eric Sloane — "Remembers America"  
by Alma Jones Waterhouse

Submitted by  
Howard Farrer, SO-ON VII

# DISTRICT PRESS

**INSTRUCTORS** — Please pass the following information on to your PE students:

Local Notices to Mariners are available from Coast Guard District Offices:

Local Coast Guard units do not supply this publication

Local Notices to Mariners for Delaware River:

Commander (oan)  
Third Coast Guard District  
Governors Island  
New York, NY 10004

Light Lists and Coast Pilots are available from Marine Supply stores and not from the Coast Guard.

**OSC** — Please note — Once you have passed an OSC exam, you are not permitted to take the exam again.

**UNIFORM CHANGE** — Effective 12 April 1982 the Uniform of the Day will be Tropical Blue Long.

**DIRECTORY CHANGE** — Delete DCO Weaver's business phone number.

**BQ PACKAGES** — We expect to have a revised BQ package in the field by approximately May - June 1982. In the meantime, existing stocks of the old BQ package at ANSC are very low. While we cannot justify a \$7000.00 reprint of the outdated package to provide a three-month supply, it is well to note that 12 - 15000 packages were shipped in 1981, and only 3000 new members were BQ'd. Therefore, flotillas requiring BQ packages in the next three months are requested to check with Auxiliary sources within their own districts to ferret out excess materials which may be available.

**MINIATURE MEDALS** — Auxiliarists should be informed that the new method of wearing miniature medals without overlap has been deferred for the Auxiliary until 1 October 1982. The new edition of the Auxiliary Manual, now being distributed, details this new manner of wearing mini-medals. New mountings are now available through the Auxiliary National Store.

**AIM PAMPHLETS** — 15,000 AIM pamphlets have been printed for this year's supply. Budgetary constraints preclude printing more than this, so please urge judicious use of these pamphlets so everyone will have enough to go around.

**AUXMIS CORRECTIONS** — Members and Flotilla Commanders are reminded to review the Annual Member Summary letter. Corrections or changes should be sent in writing to the DIRAUX office. Missing or incorrect data can be detected, through the course of the year, by reviewing the quarterly roster.

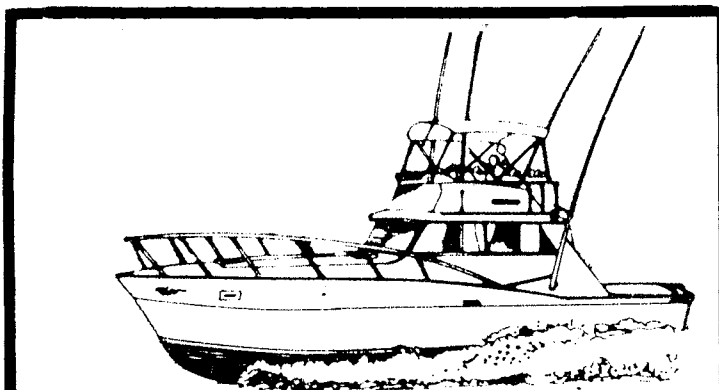
**CG 3615 UNIT MEETING REPORT** — All old editions of this form may be used until your present supply is depleted.

**TALL SHIPS** — There will be a meeting, mandatory for the skipper or representative, on 13 June at 1300 at Base Gloucester. Information and patrol orders will be distributed at that time.

**TALL SHIPS (con't)** — There may be a need for patrols on 16 June, as well as 17 June, interested skippers should contact the Area Coordinator RITA KRATZER.

**COAST GUARD INSTITUTE** — has changed their mailing procedures. Material can no longer be sent to Post Office Boxes. Please be sure if you apply to the Institute for a course that you provide a home address.

**V.E. SEMINARS** — All FC's have received COMDINST 16794.8 which outlines seminar procedures. All V.E.'s have received current Hot Lines and VE's and Instructors received an outline of the IRNA 1980. Therefore, qualified members who attended VE seminar at Winter Conference are authorized to conduct VE Seminars. The 1982 Seminar Guide should be out shortly.



**The Auxiliary  
Ensign**

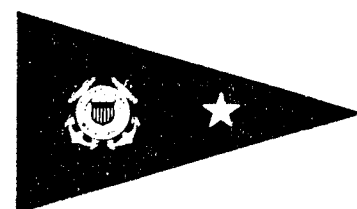


**OFFICIAL NATIONAL STORE  
U. S. COAST GUARD AUXILIARY**

**THREE FLAGS BELONG  
ON YOUR BOAT**



**The National Ensign**



**Your Officer's  
Pennant or Burgee**

## DSO-ON

Aids to navigation systems of the United States and its territories are established, operated and maintained by the Coast Guard to assist the mariner in locating his position, determining a safe course from that position, and to warn him of nearby dangers and obstructions.

Seafaring men for centuries have relied upon the reports of those who have sailed before them for navigational safety in unfamiliar waters. Navigational information, whether concerning shoals, depths, landmarks or sea serpents, were first noted by some lone navigator and meticulously recorded in his log or journal. Reports of these experiences were passed on for benefit of others. As the years passed, other ships and other navigators confirmed or denied the original information and added more data based upon the results of their own sailing experiences.

Voluntary observers of the USCG Auxiliary, in reporting their observations and discoveries to the charting agencies, are providing a valuable service, not only to themselves, but to all who are associated with the sea. The quality of nautical charts and related publications has constantly improved over the years. The reports and constructive criticism by you, the voluntary observer, have contributed much towards making these improved products possible.

Reports made to the Coast Guard via radio, telephone or mail, a written report shall be made on NOAA — Form 77-5, and shall be submitted to NOAA through the auxiliary district staff officer. The written report shall contain the reporting member's name, member's number, address, telephone number, the nature of the discrepancy, also very important, the time and date of the observation.

Let's all take an interest in this program. Thank you.

Joseph C. Hickey, DSO-ON

## DSO — VESSEL EXAMINATION

Our season is fast approaching us. Are you ready? We have big goals this year. I know you are all anticipating this season and making plans for stations and booths. Don't forget to make your plans now for National Safe Boating Week. This is the time to plan for it. It will be here before you know it.

Last year there were 115 CEs who missed staying qualified by only two or three CMEs or facility inspections. Requalify — don't let this happen this year. We need all the CEs every flotilla has, plus new ones. The more boaters we reach with the one to one, the less problems in the long range. Be counted with all of us — do at least your ten plus. There is no better program than CE in the Auxiliary for reaching the boating public.

The national award for 95 CMEs, a metal spring action clip board, is well worth working toward. I am sure we will have many recipients as we did the buckle/medallion awards.

You are all super stars and the boating public knows this and appreciates it as I do. Courtesy examiners all have the three Cs — CARE, COMPETENCE AND COURTESY.

Lillian Lieberum DSO/VE

## DSO - MEMBERSHIP TRAINING

In recent years, the role of the Coast Guard Auxiliary has become more and more involved in the overall scope of the Coast Guard.

As budget cuts have affected the Coast Guard, so have they also affected the auxiliary, by increasing the demands on our time and upon our facilities, to provide additional search and rescue and safety patrols.

In order to properly prepare ourselves to meet our commitment, we must strive to improve our knowledge and skills. Operational specialty courses are the means to this knowledge, and although the division and flotilla training officers conduct these courses, it is up to the individual member to seek this information.

We hear complaints that there are faults with the course material and that some of the exam questions are ambiguous, but on a whole, they offer excellent knowledge, and the fact that many members do pass them is proof that it can be done.

In 1981, the third Southern attained the Coast Guard goal in member training and had a final total of 3850 member training hours. We achieved this goal through the leadership of Ed Morton and the help of many. But for 1982, we are asked to do even more. The auxiliary goal is an increase of 4% or 4004 hours, and the Coast Guard goal is an additional increase of 39% on top of that, or 5565 member training hours.

Those figures may sound staggering, but if each division and flotilla would spend one hour a week in member training, we can accomplish our goal.

Harry L. David, DSO/MT

## TOPSIDE DEADLINES

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

(Press Run 10 days after deadline)

## DSO — OPERATIONS

○ = The head of operations; the individual and staff who develop policy in support of Coast Guard needs and who oversee the operations program; DSO-OP and ADSO's.

∨ = The individual who coordinates patrol activities in response to Coast Guard needs, utilizing all available resources; area coordinators.

∧ = The individuals who commit their time and efforts in response to Coast Guard needs; skippers and crew.

| = The individuals who through training programs specific to local needs, insure the availability of trained skippers and crew; one who inspires, encourages and perhaps prods others to become involved in operations; SO-OP, FSO-OP, SO-MT, FSO-MT.

⊥ = The body of operations can only fully function in the equal presence of all parts. No part is more or less important than the other. If one part is missing or weakened for any reason, the entire body suffers and in time loses life.

The 1982 boating season is here. Let us all commit ourselves to maintaining the body of operations. Let us also commit ourselves to strengthen the 3 (SR) body of operations through the cooperation, communication and through effective on-going training.

P.L. Valentine, DSO-OP

## DSO — PUBLIC AFFAIRS

Every Auxiliarist is a committee of one to spread the Auxiliary story and enhance the Auxiliary image. What better time than now, with the approach of the boating season? As courtesy examiners, you come in contact with many boaters. Don't just examine their boat and give them the decal if they have a safe boat. Tell them about the Auxiliary, about our Public Education classes, about our safety patrols and regatta patrols, the lives and property saved — all through the untiring efforts of the Coast Guard Auxiliary.

Many would be favorably impressed, and ask to take a course, to participate in Auxiliary activities, to become a part of our very vital and stimulating organization.



Your Public Affairs Officers stand ready to help you at all times in any undertaking that will spread our story to the public. Take advantage of their abilities and capabilities.

The Public Affairs goals for 1982 have been received, and are listed below:

	3rd Southern	Aux. %	CG %
Lectures	494	6%	38%
News	2194	4%	38%
Radio/TV	115	3%	38%
Booths	866	7%	38%
Total PA	3669		

It is not too soon to get started on meeting the above goals. With a little extra push and effort, these can be met. Remember that the Public Affairs goal is a total of the four items listed above, not in each one. If you don't make it in news stories, you can increase some of the others, and get the total that way. Let's go over the top this year!

Muriel G. Lewis, DSO-PA

## DSO-MATERIALS

We have a few new items in District Store. They are the following: Stock No. 2238 — 10" gavel and strike plate for \$11.50. We also have pens with a logo, made by Cross at a price of \$14.50. The stock number will be issued at a later date.

There will be a new price list effective 1 May, 1982. It will be issued as soon as I can get it ready.

BQ packages are out of stock and the new ones will be changed. There are quite a few BQ packets out in the field because there were about 12 packets issued for every new member taken into the Auxiliary. They are out there somewhere. If you need them, look around!

3514 and 3575 — Light Configuration Posters are to be issued to Flotillas only.

There are a few M16790.1 (Old 305) still left at National Store.

AIM Program literature: CG4316 Consent forms will be issued 10 to a flotilla. AIM pamphlets will be issued 75 at a time, to flotillas only.

The new Auxiliary Manual M16790.1 is not being issued until everyone has been mailed the new edition. In the future, it will be issued 4 at a time to flotillas only.

Fed. Requirements for Motor Boats is out of stock and is to be rewritten.

The Chapter 5 supplements to the SAS & BS&S books can be ordered from District Materials **only** (if they are available).

When ordering material from ANSC, the order form calls for your member number. Put in your number (03S-00-00-000). Do not, I repeat, do not just check these spaces.

Please destroy all old ANSC order forms used by Flotilla & division.

George Brouse, DSO-MA

## LAMENT OF THE NOVICE INSTRUCTOR

As the first instructor of the evening begins his lecture, panic surges through me. I find that my palms are damp and my knees have to be held to control the shaking. "What am I doing here? How did I ever let them talk me into this? It's ridiculous — I am NOT an instructor — I'm not even interested in teaching — in fact, I HATE teaching!!! I can't get up in front of all these people — how come last week there were only 39 in this class and tonight I'd swear that there's over 500 in this little room. NO! NO! NO! I absolutely refuse to teach!! One of the flotilla members is standing by the door — do you think he knows how scared I am and is expecting me to attempt an escape? That's really not such a bad idea, let's see, maybe he'll walk across the room to help a student and then I can just quietly slip out the door. So what if they disenroll me from the flotilla, at this point, who cares?! I know, I'll quit, just plain out-and-out quit the Auxiliary!! Oh no, it's my turn now. I CAN'T — I'm so sick to my stomach and my legs won't work. Please, tell me this isn't happening, that it's just a bad dream and I'll soon wake up. I can't believe it but I'm actually walking up to the front of the class. Please, just let me get through this awful experience and let me remember all the subject matter. And the minute it's over, I'll resign, I PROMISE!!"

"Hello, I'm your instructor and tonight we'll be talking about 'Rules of the Road'."

"Smile and don't let them know how nervous I am. Oh darn, I wish my hands would quit shaking."

"As we begin our class tonight . . ."

"It's over — it's actually over and I'm still standing. I can't believe it!!! I feel like I've had cold water thrown on me, I'm even a little light-headed and I honestly can't quit smiling. It wasn't all that bad, in fact, it was almost fun. I'm so exhausted but my mind won't stop — let's see, next time I want to devote a few extra minutes to elaborating on distress signals and I'm sure I can come up with a few visual aids. And next time, I won't hold on to the desk quite so tightly — my pillar of strength, or so it seemed!!"

"Yes, Commander, I do think it went well, in fact, a lot better than I anticipated. Oh, and before I forget, I'd like to talk to you and the VE officer about possibly teaching both 'Rules of the Road' and 'Legal Requirements' next time. Goodnight everyone."

"Who knows, I may just end up being the best instructor they ever had!!"

Carolyn Pierce, FSO/PB 35

## DSO-OPERATIONS

We have received a letter of congratulations from Jim McBride BC-VPE for our performance in this department for 1981.

It states our examinations given in 1980 were 23,636 and in 1981 26,833 for an increase of 3,197 which equals 13½%. You beat the national average increase which was 9.9%.

We also in 1980 had 847 courtesy examiners. It increased to 864 in 1981. This is an increase of 2% whereas the national average increased 2/10 of 1%.

## FLOTILLA 14-03 (Lebanon, PA)

Lebanon Flotilla 14-03 was invited to the Palmyra Middle School, Palmyra, PA on March 5, 1982 to conduct a Youth Program on Water Safety. They showed slides, films and lectured. The program was to prepare the 7th graders for their annual spring trip to Camp Swatara, where boating is part of the program.



Pictured is Mike Deitzler FC and 2 students. Mike was assisted by Frank Kuhn VFC and Sandi Deitzler PB.

Submitted by  
Sandra L. Deitzler, FSO-PB 14-03



You see you are all super people. I don't need letters from National to tell me this. I've met many, many of you and I'd throw bouquets of flowers to you all if it were possible.

Our goals are higher this year than ever before — however — I know we will give it a good shot to accomplish them.

Remember to keep working on acquiring new CEs to this program. Let them know the fun we have on stations — the social aspect of talking to the boater and helping him to understand the importance of this program. Nowhere is the opportunity to extend our hand to other boaters anywhere than right where we are.

Lillian Liberman



## DSO — PUBLIC EDUCATION

The use of Teaching Aids by an Instructor while conducting a Public Education class is a definite asset many times in conveying otherwise difficult explanations to a student in a simplified manner.

Although we are not authorized at the present time in the 3rd (SR) to have a Public Education Assistant District Staff Officer teaching aids, we certainly encourage their use.

During my visits to the various Divisions and Flotillas throughout the District, I have observed many different types of aids that were designed and built by our members. Some of similar design are used by a number of Flotillas when presenting their classes. However, there are also a number of these aids that are very *original* and *unique* in design and have proved to be most beneficial in their use, but are only being used by one Flotilla. Upon viewing these latter aids, I asked myself the question, since we are primarily concerned with giving our students the best possible training while attending our classes, what would be the best possible means of giving every Flotilla in the District the opportunity of building and using these aids. With this in mind, I approached Commodore Weaver with the request that space be provided in Topside for sketches and/or instructions for building at least one of these aids in each issue. The Commodore agreed this would be beneficial to our Public Education program and stated space would be provided.

The one thing left to make this idea a reality is *your participation*. I am, therefore, requesting that each of you who have given of your time and talents in designing and constructing these valuable teaching tools, share them with your fellow members. Submit your sketches and directions to the Editor of Topside:

Richard M. Garmize, DSO-PB  
27 Yorktown Road  
Mountaintop, PA 18707

To ensure proper recognition for your input, be sure to include your name and Flotilla number.

I am certain that your efforts will be not only appreciated by your fellow members, but also by every member of the boating public who is privileged to share in their use.

Your individual participation in this program will again be proof that sharing our thoughts and accomplishments is the prime factor in making our Public Education Program in the 3rd Southern an ever continuing successful endeavor.

We'll be watching for *your* input in the next issue of Topside.

Bob Wecker, DSO-PE



## TWO AUXILIARISTS HONORED BY COAST GUARD



Harry Kurkian

Emanuel Greenwald

On Tuesday, February 16, 1982, Auxiliarist Emanuel Greenwald from Flotilla 7-12, and Harry Kurkian from Flotilla 13-5, were honored along with about 20 U.S. Coast Guard men from Barnegat Light and Beach Haven Coast Guard Stations, being presented the Coast Guard Meretricious Commendation Award with Operational Distinguished Device, by Captain Richard DeCorps.

Mr. Greenwald worked from the Beach Haven Coast Guard Station with Communications and Mr. Harry Kurkian was cox-wain on the CG-44355 cutter. The regular Coast Guard, A.V. Lee, U.S.C.G. Reserve and Auxiliarists were commended for the part they played in preventing a catastrophe when a 300 foot tank barge ran aground off Little Egg Inlet.

The barge, the Michele F, was carrying 3 million gallons of fuel oil as it traveled near the Brigantine National Wildlife Refuge. Early in the morning of January 5, 1980, the barge lost rudder control and called the Coast Guard, as a heavy snowstorm cut visibility to near zero.

Station Beach Haven personnel responding in motor lifeboat CG-44355 rescued two trapped crewmen from the barge, in the face of driving snow and twenty-foot surf. This was accomplished through daring seamanship and courage of two crewmen who tied themselves to the bow rails of the CG-44355 to recover the victims. The rescue was unprecedented under such adverse conditions and demonstrated extraordinary heroism. Beach Haven personnel conducted extensive beach patrols and five sorties in CG-44355 totalling 43 hours. These sorties were conducted in extremely cold weather and in excess of normal requirements for crew rest due to the urgent situation. Station Beach Haven's efforts contributed to the successful refloating of the Michele F, and on January 8, 1980, its return to New York for repairs with minimal environmental damage and no injury to personnel.

This is the ultimate example of the Coast Guard family, regulars, reserves and auxiliary working on a mission as a team.

Submitted by  
F.G. MacDonald, FC 7-12

## 1982 DISTRICT AWARDS

PRESENTED AT  
FORTIETH ANNUAL WINTER CONFERENCE  
20 FEBRUARY 1982

- **INDIVIDUAL AWARDS**
  - 1.1.1 District Courtesy Examination Awards  
Greatest number of CME's  
in District . . . . . Henry Wanner 14-03
  - 1.2.1 District Operations Award  
Greatest number of operations points  
exclusive of support missions and  
chart corrections . . . . . Walter Smith
  - 1.2.2 Assist Award  
Greatest number of assists . . . . . Walter Smith
  - 1.2.3 Chart Correction Award  
Greatest number of  
chart corrections . . . . . Walter Smith
  - 1.2.5 Support Mission Award  
Most hour performing  
support missions . . . . . Emmanuel Greenwald
  - 1.3.1 Instructor Award  
Greatest number of points in the field  
of education . . . . Fred Gilbert, DCPV (deceased)
  - 1.4.1 Topside Photograph Award  
Best photo published  
during 1981 . . . . . Rubert Hoover 2-76
  - Publications Award . . . . . 2-76
- **FLOTILLA AWARDS**
  - 1.6 Past District Commodore's Trophy  
Most active flotilla in District . . . . . 7-12
  - 1.6.1 Past District Commodore's Plaque  
Winner of 1980 Past District  
Commodore's Trophy . . . . . 7-12
  - 1.6.2 District Board Award  
Most points per member. . . . . 7-10
  - 1.6.3 Courtesy Motorboat Examination Award  
Greatest number of  
vessel examinations . . . . . 14-03
  - 1.6.4 William Ross McDonald Award  
Most points in public education. . . . . 13-03
  - 1.6.5 Operations Award  
Most points in operations . . . . . 7-12
  - 1.6.6 Support Mission Award  
Most points in support missions . . . . . 7-12
  - 1.6.7 Membership Award  
Greatest Increase in growth. . . . . 7-10
  - 1.6.8 Growth Award  
Greatest percentage growth . . . . .
- **JOHN R. MASSMAN AWARDS (DIVISIONS AWARDS)**
  - 1.8.1 John R. Massman Memorial Award  
for Performance  
Greatest number of points . . . . .
  - 1.8.2 John R. Massman Memorial Award  
for Activity  
Greatest number of points per member . . . . .
- **SPECIAL AWARDS**
  - 2.1 Personal Service Award 1981  
Outstanding service to  
Director's Office. . . . . Lou Sweigart DCP XIII
  - 2.4 Director's Administrative Award  
Flotillas meeting specific program goals. . . . .
  - 5.0 Amos Hope Award  
Most outstanding assist (Provided by  
Div. VI) . . . . . Phillip Spielman
  - Host Division Award . . . . . XIII
  - Division Attendance. . . . . DIV. II
- **INDIVIDUAL AWARDS WITHIN THE DIVISION**
  - Female — Largest number of  
W & Kids . . . . . Carol Clark 1901 - 6-2
  - Male — Largest number of  
W & Kids. . . . . Charles Tier 4270 - 7-1
  - Training Aid Award:  
Type I . . . . . FL 42  
Type II . . . . . 63  
Type III . . . . . 12-1  
Type IV . . . . . none submitted





Recently at a meeting of Flotilla 42, U.S. Coast Guard Auxiliary, held in Trevoze Federal Savings Bank, Drexel Hill, Orlando Maiocco (left) Flotilla Commander 42, presented the Commander's award, to James C. Robertson (right). This award is presented to a member for Outstanding Achievement in the Auxiliary's mission of Promotion Recreational Boating Safety in the waters of 3 (SR) Coast Guard District.

J.C. Robertson, SO/PB IV

## FLOTILLA 10-2 (Allentown, PA)

Flotilla 10-2 of Allentown, PA had the privilege of participating in the radio promotion of the Allentown Boat Show on February 18. Charles Solomon, Flotilla Commander, was a panelist on WSAW radio's Nightline program that featured the Boat Show. Bob Peters of Peter's Marine was the other panelist and Bob Grayson was moderator. Nightline opened its microphones to the public, and Flotilla Commander Solomon was able to explain some of the safe boating goals of the Auxiliary. The Flotilla sponsored a Boating Safety Booth at the four day Boat Show.

Doris M. Vanderslice, FSO/PB



**SAFE Boating Pays Off!**



*Division VIII 3rd (SR) boating safety booth displayed at the Atlantic City Boat Show from January 30, 1982 thru February 7, 1982. Booth was a great success, with all members of Division VIII taking part. Some two thousand visitors were logged in, and many thanks to Flotillas 81, 82, 83, 84, 85 and 86 for their help in making it a success.*

Harry Juckett, DCP VIII, 3SR

## WHAT IS A NEWS-LETTER?

### COMMUNICATIONS

The primary function of human organizations — whether private or public — is COMMUNICATIONS. Individual human beings are brought together in one place, or a number of places, to do something that involves their joint cooperation; performing a mission, or a public service. As our flotillas become larger and more active, a point is reached where oral communication between members becomes more difficult. At this point, the flotilla may consider that an internally circulated news-letter will help establish a medium for communication that will supplement oral communication, or other written communication, such as letters, notes, NOGI and memoranda.

### What is the news-letter supposed to do?

What do we want it to do, or accomplish, for the flotilla? Once the news-letter objectives have been decided on, they should be written as clearly as possible, disseminated within the flotilla for review, discussion and acceptance.

Without clearly stated and agreed objectives, the news-letter wanders as precariously as a ship without a rudder.

May I suggest 4 essential objectives —

- (1) To give information on flotilla activities, Coast Guard policies, and internal problems.
- (2) To draw members into closer contact with the flotilla.
- (3) To help members feel they are part of a single organization.
- (4) To help members understand each other.

## HISTORY DIVISION XII

Thirty years ago, the State of Delaware was Division IV and had one flotilla, Flotilla 41. It had previously only three flotillas at its greatest development.

Then came Oliver Cross, the great developer. Being from Newcastle, Delaware, most of his activity was in the northern part of the state. Eventually came the time when there were enough flotillas to make a Division. Flotilla 41, Wilmington, became the

nucleus of Division I, the number designation being changed to Flotilla 11. The Division (I) spread down-state and, on 3 June 1966, Division XII was chartered with three Flotillas: 12 - Rehoboth Beach, 13 - Dover, 16 - Milford, and a newly formed Flotilla 12-4 at Seaford. The Division (XII) became full strength with the addition of Flotilla 12-5, Dover, on 16 February 1967. This tabulation shows what it was and is:

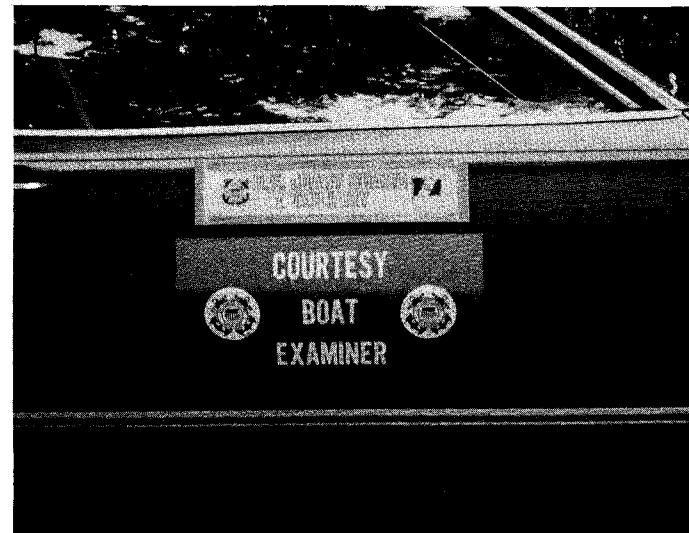
Flotilla #	Was	Location	Chartered	Disestablished
12-1	12	Rehoboth Beach *	20 Apr. 1956	
12-2	13	Dover	28 May 1956	1973 ****
12-2		Georgetown	24 Nov. 1979	
12-3	16	Milford **	24 Sept. 1958	
12-4		Seaford	June 1966	
12-5		Dover	16 Feb. 1967	
12-6		Smyrna	**** 1973	1974 ****
12-7		Lewes	**** 1974	
12-8		Harrington	14 Nov. 1978	
12-9		Dagsboro ***	12 Dec. 1978	

- \* Rehoboth Beach became North Dover
- \*\* Milford became Bowers Beach
- \*\*\* Dagsboro became Indian River
- \*\*\*\* Date and month not known to writer

Where dates and months are missing in the tabulation, the source of the information, usually from past District Directories or from past issues of TOPSIDE, does not give them.

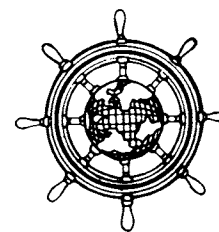
The terms "last Friday, last week or last month" mean nothing to a historian at a later time.

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



*New magnetic signs are now displayed on the automobiles of all Courtesy Examiners of FLOTILLA 83, Division VIII 3rd (SR), during the boating season, and when engaged in Courtesy Examinations and CME stations.*

Harry Juckett, DCP VIII  
Flotilla 83, Wildwood, N.J.



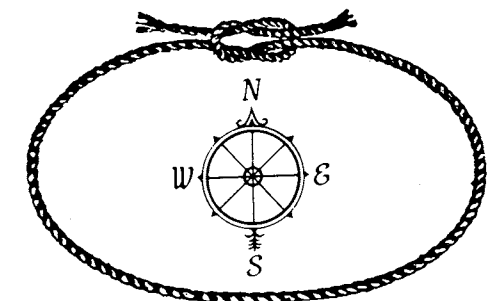
### How often should a news-letter appear?

The question of frequency will relate back to the written objectives. In a growing flotilla there not only is the need for a frequently appearing news-letter, but there also is usually enough going on to furnish readable material for its pages. In flotillas that are growing slowly, or not at all, it may be more effective to publish less frequently, but to make some real effort toward high quality. For a quarterly to be effective, it almost always has to achieve good graphics, high editorial impact, since the time lag between issues is too great to sustain member interest.

### COMMUNICATION is the key!

Good meetings, good staff activity, and well-written meaningful news-letters are essential. In a volunteer organization such as ours, people do not have to do anything asked of them. We perform as we are motivated to and as communications deliver the reasons for us to perform.

James C. Robertson, SO/PB IV 3CGD (SR)





UNITED STATES COAST GUARD AUXILIARY  
DEPARTMENT OF VESSEL EXAMINATION

**CE HOT LINE**

FOR THE IMMEDIATE ATTENTION OF ALL COURTESY EXAMINERS

FROM: CHIEF, DEPARTMENT OF VESSEL EXAMINATION 16796/01-82  
DATE: 01/07/82  
TO: ALL VESSEL EXAMINATION STAFF OFFICERS  
ALL COURTESY EXAMINERS

SUBJ: USE OF UNDERWRITERS LABORATORIES (UL) LISTED FIRE EXTINGUISHERS

**INFORMATION.** Title 46 of the Code of Federal Regulations requires carriage of Coast Guard approved portable and/or semi-portable fire extinguishers. The regulations also specify the required number, type, sizes and location of the extinguishers to be carried aboard each type of vessel.

**DISCUSSION.** Underwriters Laboratories (UL) monitor the manufacturer's quality control program through laboratory inspectors at the manufacturer's production line. The need for two testing and rating systems has been justified by the differences in the Coast Guard approval criteria and the UL listing criteria. However, recent review by the Coast Guard suggests that the differences have been greatly reduced and recognition of the commercial ratings is appropriate. It has been decided that maintaining a separate approval program is no longer cost effective. Revised regulations are being prepared which contain tables of extinguishers by extinguishing agent and size, from which appropriate extinguisher selection is to be made.

**ACTION.** In the interim, suitable UL listed fire extinguishers as described below may be carried as equivalent to Coast Guard approved fire extinguishers. All Type B and B/C extinguishers must bear an Underwriters Laboratories 5-B:C or higher rating. Vessel examination staff officers at all levels shall disseminate this information to courtesy examiners as soon as practical.

DRY CHEMICAL	CARBON DIOXIDE	HALON 1211 OR 1301	FOAM	CORRESPONDING COAST GUARD CLASSIFICATION	
			TYPE	SIZE	
2 LB	5 LB	2 1/2 LB	1 1/4 GAL	B	I
10 LB	15 LB	10 LB	2 1/2 GAL	B	II
20 LB	35 LB	NONE AVAILABLE	12 GAL	B	III
2 LB	5 LB	2 1/2 LB	NOT ACPTBLE	B/C	I
10 LB	15 LB	10 LB	NOT ACPTBLE	B/C	II
20 LB	35 LB	NONE AVAILABLE	NOT ACPTBLE	B/C	III

Submitted by:

Approved by:

*[Signature]*  
HAROLD STAR, JR.  
Department Chief  
Department of Vessel Examination

*[Signature]*  
JAMES G. GLASGOW  
Captain, U. S. Coast Guard  
Chief Director, U. S. Coast  
Guard Auxiliary

UNITED STATES COAST GUARD AUXILIARY  
DEPARTMENT OF VESSEL EXAMINATION

**CE HOT LINE**

FOR THE IMMEDIATE ATTENTION OF ALL COURTESY EXAMINERS

FROM: CHIEF, DEPARTMENT OF VESSEL EXAMINATION 16796/00-82  
DATE: 01/04/82  
TO: ALL VESSEL EXAMINATION STAFF OFFICERS  
ALL COURTESY EXAMINERS

SUBJ: ADMINISTRATION OF THE CE HOTLINE INFORMATION

**INFORMATION.** In keeping with a previous policy, the 00 Hotline is hereby released. It discusses changes that affect previously issued Hotlines, distribution of future Hotlines, and lists all Hotlines that remain in effect.

**DISCUSSION.** The purpose of the CE Hotlines is to advise courtesy examiners of matters of an urgent nature affecting the overall vessel examination program. They will continue to be issued on a case-by-case basis. CE Hotlines are printed in THE NAVIGATOR and Chief Director/NACO News.

Staff officers are responsible for the effective management of the vessel examination program. Keeping every CE advised of changes to the program is part of that job. This Hotline officially assigns the DSO-VE, SO-VE and FSO-VE the responsibility of insuring that all courtesy examiners understand each CE Hotline. This responsibility is shared equally among the VE staff officers who should encourage each CE to maintain a personal file that includes, among other things, all CE Hotlines that are in effect.

The Hotlines will continue to be mailed to individual courtesy examiners when they contain information that requires immediate attention. Continued distribution through THE NAVIGATOR and Chief Director/NACO News will meet the requirement for individual mailings in most circumstances.

The Hotlines listed below remain in effect. All others are cancelled and/or superseded.

2-81 Changes to the Liquefied Petroleum Gas (LPG) Requirements of the CME Program  
3-81 Olin VDS Recall

**ACTION.** Vessel examination staff officers at all levels shall disseminate this information to courtesy examiners as soon as practical.

Submitted by:

Approved by:

*[Signature]*  
HAROLD STAR, JR.  
Department Chief  
Department of Vessel Examination

*[Signature]*  
JAMES G. GLASGOW  
Captain, U. S. Coast Guard  
Chief Director, U. S. Coast  
Guard Auxiliary  
Office of Boating, Public and  
Consumer Affairs

DEPARTMENT OF TRANSPORTATION  
U.S. COAST GUARD  
DIRECTOR OF AUXILIARY 3 (SR)  
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