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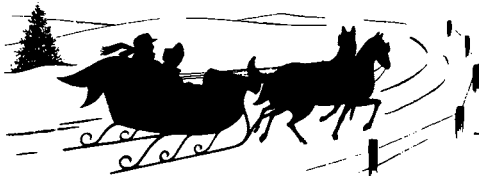
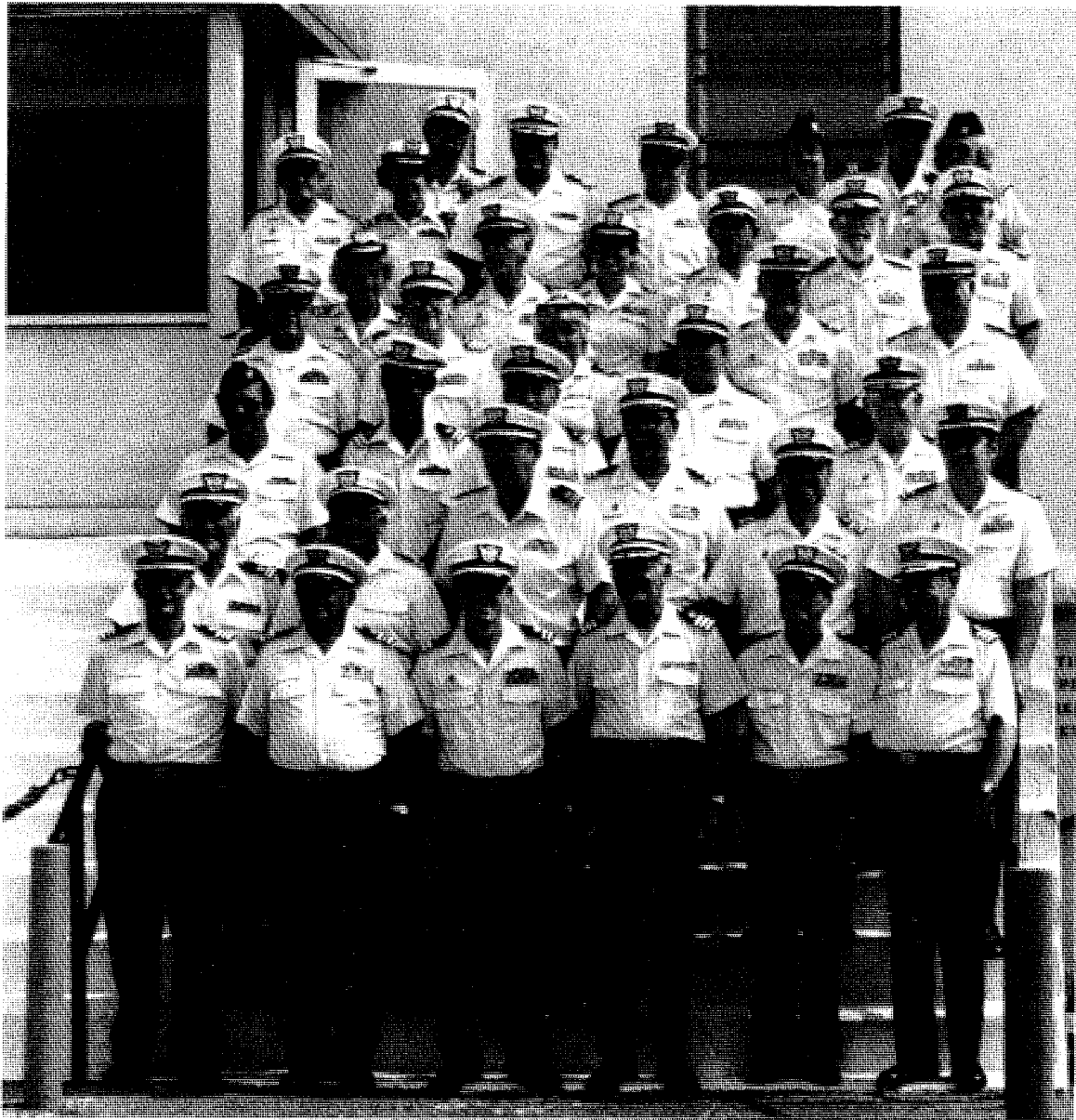


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Published Quarterly by the U.S.C.G. Auxiliary  
THIRD COAST GUARD DISTRICT (SR)  
c/o Coast Guard Base Gloucester City, NJ 08030

☆☆☆☆

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Chief of Staff..... CAPT. R. L. JOHANSON  
Chief of Boating.....  
Safety Division..... CAPT. M. SHYTLE  
Director of Auxiliary (3SR)..... LT. COLLIN S. CAMPBELL  
Asst. Director of Auxiliary (3R)..... LT. WILLIAM M. CHERRY

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RICHARD L. RAUDABAUGH..... Vice Commodore (VCO)  
WALTER MOULDER..... Rear Commodore - Central (RCO-C)  
GEORGE J. SMYTH..... Rear Commodore - West (RCO-W)  
ALEXANDER M. LEWIS..... Rear Commodore - East (RCO-E)  
WILLIAM PIERCE..... President, Past Captain's Association  
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### FRONT COVER:

3rd Southern Auxiliaries who attended Awards Presentation  
at CGBase Gloucester City on August 9, 1984 in recognition of  
participation in the Tall Ships "Operation Sail"  
See other pictures and article elsewhere in this issue  
Picture - Topside Staff

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

## DIRAUX UPDATE . . . LT. Collin S. Campbell, DIRAUX



Dear Director:  
My mail indicates that there is still a considerable segment of our membership who does not understand how or why the Boat Crew Qualification Program (BCQP) came about. Some of the questions I receive are:  
Who is forcing this program on us? Who is THEY?  
Why did the program come into being?  
Have we been such poor sailors in the past?  
Why is the Manual so huge if only a small portion of it applies

to the BCQP? Its intimidating. Why do our requirements keep changing? Are you asking or telling me? Who is forcing this program on us? First of all, no one is ever forced to do anything in the Auxiliary. As volunteers you are of course free to choose where and how you participate. America is like that. But if it's important to put an author's name to the program then use the Commandant of the Coast Guard. For it is he who has the ultimate responsibility for the operation of the Coast Guard, the Coast Guard Reserve, and the Coast Guard Auxiliary. If it is important to you to know who THEY is, it's a single man, not very much different from us, charged with the well being of the 92,000 members of our family.

Why did the program come into being? I've spoken to many people concerning this question. I've been fortunate enough to talk with some of the Coast Guardsmen and Auxiliaries who were in on the beginnings of this program. This is what I've learned. Several years ago, the Government Accounting Office (GAO), the investigative arm of Congress, started a hard review of all our programs. Originally, some say, with an eye toward doing us mischief, by eliminating the Coast Guard. What GAO found concerning injury and damage claims and the level of training in the Coast Guard and Auxiliary was an embarrassment to our service. As it pertains to the Auxiliary, members could literally join today and receive patrol orders tomorrow as agents of the federal government. The GAO indicated that this was asking for disaster and bordered on negligence on our part. There were no national standards of acceptable knowledge or proof of skill required to patrol. What was worse was that the boating public was being led to believe in the superlative skills of the Auxiliary through training when in fact the training was an adjunct and totally dependent upon the individual auxiliary.

The Commandant then ordered an internal review and recommendations to resolve the situation. Reasonable standards of proficiency and training had to be established if we were to retain our reputation and more importantly, safeguard our members and the public. The Headquarters staff and the National Auxiliary National staff jointly put together the Boat Crew Qualification Program. Now, let me stress jointly. Based on my inquiries, the Auxiliary National staff did the lion's share of the work. In fact, at our training session at Port St. Lucie, Florida, the instructors were Auxiliaries, not Coast Guard.

Have Auxiliaries been unsatisfactory sailors for the past X years? Some have. Some have been superlative and continue to be. Will we lose these fine people while we try to improve the poor ones? We'll lose some. Change is a frightening thing and it is compounded by the feeling that "I'll be tested." The fear of failure or the embarrassment of not knowing will simply scare a lot of fine people who would have no difficulty if they only tried.

(continued on page 3)

## FROM THE BRIDGE Update . . . . . Robert L. Wecker, DCO



As the clock winds down on my two year term as your District Commodore, I want to take this opportunity to thank my fellow elected officers, my staff and most importantly each of you, the members of the Great Third Southern for the outstanding cooperation and support given me in carrying out all of our assignments and programs to completion during my term of office. The past two years has presented many changes and

challenges and you the active membership have met and dealt with these changes in true Third Southern fashion by supporting and incorporating these changes into our current Auxiliary Agenda.

Both Neva and I will never forget and will cherish the close associations and warm friendships extended by each of you during our visits to your Divisions and Flotillas during these past two years.

My heartiest congratulations to all our incoming officers, District—Divisions and Flotillas, and best wishes to you and our entire membership for every success in all future activities.

Finally, a most safe and joyous holiday season to all.  
Bob Wecker, DCO, 3SR

### DIRAUX Update . . . . . Continued from page 2

Why is the Manual so huge if only a small portion applies to BCQP? The Boat Crew Manual is an attempt to have one book accomplish many purposes. And that is an awesome task. First, the manual contains all the information necessary to complete the BCQP. Secondly, it contains the text for four Operational Specialty Courses (OSC's). The hope was, since so many of the topics are inter-related, that we could save money by doing away with several text books and provide one, single comprehensive manual. The Boat Crew Manual is formatted after the Coast Guard's Boat Crew Seamanship Manual but the content of the two is quite different. Obviously, there are parallels between the two manuals, but the regular component does not have 70% of its bulk dedicated to OSC's.

It's intimidating. If you concentrate on the size of the BCM, as many seem to be doing, you're doing yourself a disservice. Start with the little book, the U.S. COAST GUARD AUXILIARY BOAT CREW QUALIFICATIONS STANDARDS MANUAL, COMDTINIST M16798.9. The name of this thing is bigger than the book itself. Let's call it the Standards Manual. Read the tasks for Crewmember and Operator and if you feel most are too difficult for you to learn, then perhaps the program is not for you. But I'd bet that if you've been on the water for a while, about 90% of the stuff is routine. Some brush up needed? Some new things to learn? Sure, but we believe our obligation is clear. We should provide you the level of training that will give you the minimum tools needed to accomplish the mission and safeguard the public and yourself. Anything less is folly.

Why do our requirements keep changing? We keep being told "this is the last change." It is blatantly unfair and incorrect for any of us to imply to the membership that all change will cease. Our programs, every last one of them, are under constant review from many segments. If you look at the National Directory, you will see many talented and concerned Auxiliaries whose responsibility it is to keep our programs responsive to the public, the Auxiliary and the Coast Guard. How many of these National Staffers still participate at the flotilla level? The vast majority.

Now personally, I don't care for change. By the time I figure out how to do something, some bright, ambitious individual has figured out a better way and I'm back to square one. The changes are always improvements but I'm still left a bit frustrated. I chalk this up to human nature. Take a deep breath and move on. I have said in these pages, that I intend to keep regional change to a minimum. I still believe that change must be carefully weighed, but I don't for one second want you to believe that I'd rather be in a horse and buggy than a car. Will change cease? No. At least not if we want to continue to be recognized as the most dynamic, unique, and challenging volunteer organization the world has ever seen.

I hope you believe that I've leveled with you. See, nothing up my sleeve. I also hope that you now have a better understanding of how BCQP came about. Are we asking or telling? I guess that depends on how you WANT to look at it. The great thing about the Auxiliary and about America is: Freedom of choice. When you make your choice, make it an informed choice.

LT C. S. CAMPBELL, DIRAUX, 3SR

**MAKE YOUR RESERVATIONS NOW!**  
**WINTER CONFERENCE - JANUARY 25, 26, 27, 1985**  
**VALLEY FORGE HILTON - KING OF PRUSSIA, PA**  
**ATTEND THE VE AND OP SEMINARS - GET YOUR INFORMATION FIRSTHAND**





# NOGI

Notes Of General Interest



**C. S. CAMPBELL, DIRECTOR**  
**ROBERT WECKER, COMMODORE**

Quotes  
Topside, Winter 1984

**ELECTIONS.** Hearty Congratulations to the newly elected District Officers for 1985. They are: DCO-Richard Raudabaugh, VCO-Alexander Lewis, RCO-E-William Pierce, RCO-C-Nancy Davis, RCO-W-George Smyth. (Also, District Commodore Bob Wecker was unanimously voted as the Immediate Past District Commodore. Congratulations Bob.)

**MORE ELECTIONS.** Please, please let DIRAUX know who your elected and staff officers are as soon as possible. You must submit 2 forms: a) 3SR-ADMIN 3 STAFF OFFICER APPOINTMENTS (Rev. 12/83). This form should be submitted typed. It will be copied and appear in the 1985 Directory just as you submit it to us, so neatness counts. Should we not receive it in time for printing, a blank form will show your unit title. These forms are available from your MA, Appendix A of the Policy Manual, and ANSC. b) ANNUAL UNIT OFFICER REPORT - CG-2738A. This AUXMIS form must be submitted by 20 December 84. Use only the abbreviations as shown on the reverse of this form. AUXMIS will not accept NSBW Chairman, etc. Also, remember AUXMIS will only show three (3) jobs on your printout even if you hold four positions. c) Submit both forms to the Director's office.

**SNOWBIRD SEMINAR POLICY** - For those Auxiliary members who will be out of the region for the entire seminar period, the following seminar policies will apply. **VE SEMINAR** - Members shall receive the mandatory seminar from an Auxiliary unit in the vicinity of where they are staying. The seminar leader shall prepare a SEMINAR ATTENDANCE REPORT, CG-5163 indicating completion of the seminar. The member is responsible for ensuring that this report reaches the Director's Office prior to 31 March 1985. Upon the members return to this region, his FSO-OP shall advise the Director's office by rapidraft letter of the completion of the 3SR supplemental material including the member's name and member number.

**ADVANCED SCHOOL GRADUATES** - We would like to compile a list of members who have graduated from advanced schools. If any of your members are graduates of ADVITS, SAR, AUXLAM, CE, etc., please send us a rapidraft letter with their name, school attended and the date of attendance.

**CHANGE OF ADDRESS** - Remind your members that when they move they must submit a CG-4948, Auxiliary-Change of Member Information Report. AUXMIS does not accept U.S. Post Office Change of Address cards.

**A BRAND NEW FORM!** -CG-2736 (revised 2-84) - AUXILIARY CERTIFICATION OF VESSEL FACILITY INSPECTION AND OFFER OF USE REPORT. This form replaces the old CG-2736 and previous editions **MAY NOT** be used. The new form combines the facility inspection and the CG-2746, Characteristics Report into one form. Also, you will now be able to update the value of your facility each year. See, we are reducing the paperwork. These new forms are now in stock at ANCS. So order now! For 1985 Facility Inspections, only two forms have to be submitted: 1. CG-2736 (rev. 2-84) and 2. CG-4951 Vessel Facility Inspection Check-off Sheet.

**FILE NUMBERS** - When you write to us, be sure and use the file numbers on your letters. You can find the numbers in Appendix C of the Policy Manual. It not only is a big help in our filing but in the extremely remote possibility that we don't take the right action, you can pass to us the file number and we can retrieve the letter. Like magic. Otherwise there's just a few places the letter could be, such as; the flotilla file, the division file, the member jacket, the general file, the correspondence file, the day file, the file file, the round file, the single file, etc.

**AUX LEADERSHIP AND MANAGEMENT COURSE (AUXLAM)** - AUXLAM was introduced at the National Conference in Portland this year. Prior to the conference, two members from each district were trained to act as primary instructors in passing on these new skills to other potential instructors in their district. This course is the culmination of many efforts over the last three years and the first of its kind in the Auxiliary. It is designed to orient and train the Auxiliary Officer in the fundamentals of leadership and management, and provide the basic tools which will enhance their ability to carry out their duties and tasks. Auxiliaries who have participated in this program feel that it is a most worthwhile experience. Implementation in our region will commence with the training of a cadre of AUXLAM instructors who will commit themselves to actively training our elected officers. It is desirable that all candidates for AUXLAM instructors have experience or training in one or more of the following areas: Auxiliary Instructor, Advanced Instructor Training (ADVIT), Industry or union training in Leadership and Management, or an educational background in these areas. All members desiring to train as AUXLAM Instructors should submit a letter to the Director by 15 December, stating their qualifications and willingness to participate. Training will take two days and is tentatively planned for January.

**NATIONAL CONFERENCE** - Remember, none of the agenda items passed at the National Conference take effect until the Commandant approves them. But here's the summary. a) Change insignia for DCO Admin Assistant to 2 1/2 stripes. Approved. b) PDCO's will not have to pay National dues. Allow Districts, Divisions, Flotillas to exempt PDCO's from dues if so voted at each level. Approved. c) Have a silver "s" authorized on the appropriate ribbon to indicate a graduate of National Instructor or CE school. Approved. d) Develop a tie tack for each advanced school. Approved. e) Make IS a mandatory staff position at each level. Approved. f) Allow women to wear approved shorts as part of the summer work uniform. Approved. Note: All uniform recommendations must: (1) be approved by the uniform board at HQ (2) be approved by the Commandant for service-wide use (3) be approved by each District Commander for use in his district. g) Change the VDS requirements to coincide with Federal Requirements but each vessel must still have some suitable day and night distress signal. Approved. h) Adopt new CME requirements as printed in AUX 204 (draft) booklet. Approved. Note: This is a new streamlined system. It looks very promising at removing the technical jargon. i) Create the staff office of Chaplain at the National and District levels. Approved. *Since this copy was prepared for Topside - the Commandant has approved all items except f. and i. which were disapproved.*

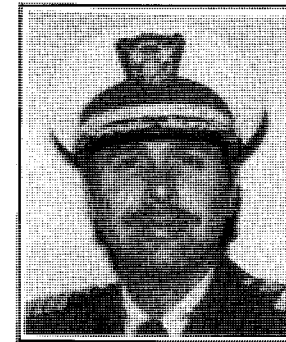
**WE DID IT AGAIN** - 3SR's guidelines for the duties of AUX State Liaison Officers is being sent to all the Directors by HQ as an example of a squared away program. PDCO Bob Carson and RCO-C Walt Moulder worked with Delaware's Boating Law Administrator George Stewart in their development.

**WELCOME ABOARD** - Our Gloucester city office has a new yeoman. A warm welcome to YN3 Mike Wilson. Mike is going to be on the Facilities Desk and the perennial Bob Fothergill is moving to the AUXMIS Desk. Stop crying Bob. Mike is from South Carolina, so you may have to ask him to repeat things a few times. Ya'll know what I mean?

C. S. CAMPBELL

## FROM THE BRIDGE Update . . . . . Richard L. Raudabaugh, VCO

**SEMPER PARATUS**  
The motto of the Coast Guard *Semper Paratus* meaning *Always Prepared* places a significant responsibility upon each of us in the Coast Guard Auxiliary. First being part of the Coast Guard family, it is our motto as well and each of us has a responsibility to uphold the tenants of this philosophy and to enter into each task, job or position being fully prepared.



As a new year approaches, many of you in the Auxiliary will be taking new positions. Being prepared to assume these new responsibilities will require some extra effort to learn the requirements and how to fulfill these new positions.

If you will be an elected officer in a flotilla or division, then attending the Elected Officers Workshop on January 12th in Pennsville, NJ or January 19th in Reading, PA are a must. There you will learn how to accomplish the required tasks as well as how to be an effective leader. Emphasis will also be placed upon directing staff personnel and the ultimate goal of "Having a successful year."

In 1985, you may be an appointed staff officer in your flotilla, division or district. Here again being prepared is paramount to success in these positions. To do so you will first want to be sure of the job responsibilities by checking the

Auxiliary Manual, the District 3SR Policy Guide, or your appointment letter from your appointing officer. Next contact your predecessor to arrange a convenient time and place to turn over the materials of the office, like the manuals, files, records, etc. This would also be a good time for the past and present staff officer to discuss his/her experiences and how to implement the program. Finally, now is a good time to establish communications with the next levels of the Auxiliary organization, and remember to do so both up and down the Chain of Communications. This is highly important to give perspective to where we fit in the organization and who we'll be talking too.

Being prepared is also an individual responsibility and as Winter Conference approaches, January 25-27, the opportunity to renew our individual qualifications in Vessel Examinations and Operations by attending these Annual Seminars is a real necessity. This is the ideal place to satisfy these annual requirements. In addition, workshops in Membership Training, Publications, Information Systems and Legal (tax deductions) will be offered, making this a very worthwhile conference and one I'm sure you won't want to miss.

Whatever your involvement in 1985, there are many opportunities to become prepared for your position during the next several weeks. Take full advantage of these opportunities and you will have a new confidence and feel good about your new job, knowing that you are prepared to do your best. In doing so, you are doing your part to maintain our Coast Guard motto, *SEMPER PARATUS*.

Richard Raudabaugh, VCO, 3SR

## FROM THE BRIDGE Update . . . . . William M. Cherry, Asst. DIRAUX

Since reporting aboard 30 July 1984, I have had the pleasure of traveling somewhat extensively . . . and the privilege of speaking at the September District Board Meeting in Cape May, the October Western Area Meeting in Lancaster, and at various division and Flotilla meetings. Those of you who have already heard my "background briefing" should skip the next paragraph—but, for those of you who have not, I offer the following.

I joined the Coast Guard 25 May 1970 since the first ever draft 'lottery' produced a number for my birthday of 35 . . . and I have always preferred boats to boots! My intent was to serve my 4 years and get out; but, the 'hackles' on the back of my neck and the 'pounding' heart whenever I hear the National Anthem, *Semper Paratus*, etc., has made that choice an impossibility for me. I steadily advanced to the rank of Yeoman First Class and then attended OCS in the spring of 1978. My enlisted assignments included tours of duty at Cape May (a boot), Cleveland and Honolulu District Offices, and Coast Guard Group/Base Detroit. Upon completion of OCS on 1 September 1978, my first assignment was as Assistant Director of Auxiliary, Twelfth Coast Guard District, San Francisco. My next tour of duty was in the Second Coast Guard District as Executive Officer, Coast Guard Base St. Louis. From St. Louis, I was transferred to Harrisburg . . . my second "choice" of assignment; but, an "error" on my detailer's part for which I will be forever grateful! Pennsylvania is beautiful and the people I have met are among the friendliest on Earth!

Since joining the Third Coast Guard District family, my staff and I have been busy. We have completely reorganized the office, moved it from Room #204 to Room #303 (at the same address), and instituted office procedures to ensure prompt, courteous, and effective support for all Auxiliarists. Some of

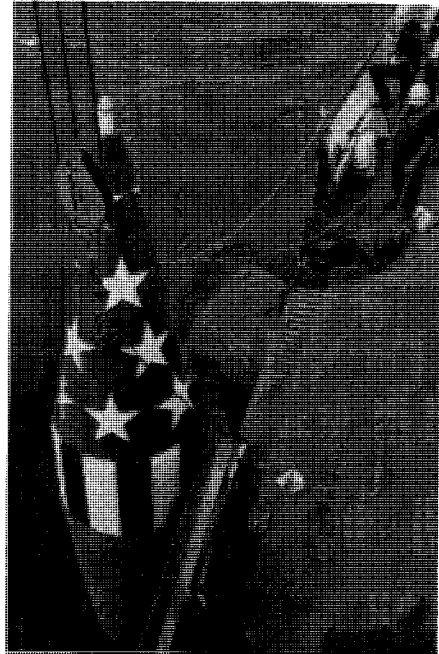
our goals are to process all incoming paperwork within one to three days of receipt, to keep elected/appointed officers and members advised of the status of Director actions impacting on them, their members, or the various Auxiliary programs, to provide prompt recognition for member accomplishments, and to do everything in our power to increase Auxiliary membership and participation in the Third Southern Region. More succinctly stated—our goal is to provide the same high level of service and support to the Auxiliary as the Auxiliary provides to the Coast Guard every day of the year!

In closing, I would like to say that I am extremely pleased and proud to have the opportunity to work with the Auxiliary again. I have seen the Auxiliary in action during most of my 15 years of service and I am firmly convinced that there is no finer volunteer organization in the entire world. A saying that hangs on the historic walls of old Coast Guard Station Port Huron, Michigan goes "The Coast Guard has done so much, for so many, with so little, for so long—that we are now qualified to do ANYTHING with absolutely NOTHING!" The Coast Guard Auxiliary has played a vital role in the traditions of our organization which inspired this saying and I believe that there is no higher praise to be had anywhere.

W. M. Cherry, LT, USCG, Asst. DIRAUX, 3SR  
P.S. Hopefully, as far as the Auxiliary is concerned, we can continue to improve on the 'NOTHING'!



**LEST WE FORGET**



Several years ago on a business trip to the Baltimore area, I was privileged to have extended to my wife and me, an invitation for a mission of the United States Coast Guard Cutter *Red Birch*. This new 157 foot coastal buoy tender has overall responsibility for the 430 buoys within the Chesapeake Bay from the mouth of the Potomac River north to the C & D Canal.

These buoys are serviced on an annual basis including verifying their exact position, painting, repairing the illuminating and mooring equipment. Every six years they are replaced and returned to the Coast Guard Yard at Curtis Bay, MD. The ship was under the command of LT David W. Mackenzie, USCG, and his three junior officers, all most gracious and knowledgeable as were also the *Red Birch's* 28 enlisted men—providing us with many interesting aspects of the ship and her function.

She is one of three such vessels having been commissioned February 16th, 1965 arriving in San Francisco in November of that year. On July 12th, 1976 her home port was changed to Baltimore, MD.

These coastal class buoy tenders were designed by CG Engineers and built at the USCG Yard, Curtis Bay, MD which, by the way, is the only yard in the country exclusively owned and operated by the service. West Coast and gulf coast ships are maintained by private facilities.

For those of you who are interested in statistics, the *Red Birch* (Numbered WLM687) is 157 feet long, has a 31 foot beam and has a draft of six feet seven inches, making it well suited to the shallow estuaries and tributaries of the Chesapeake Bay. She has a displacement of 525 tons with two 900 HP *Caterpillar* diesels driving her at 14 knots top speed. The fuel capacity of 17,000 gallons and 25,942 gallons of water gives her a cruising range of 3,000 miles at 11.6 knots. The main crane has the lifting power of 20,000 lbs. and the whip crane has a lifting power of 8,000 lbs. The engineering highlights include twin controllable pitch propellers, five feet in diameter, a 36 inch diameter bow thruster to provide precise side to side control during maneuvering, a reinforced hull for light ice-breaking and a new method of steerage. The conventional ship's wheel is absent, being replaced by a simple tiller. The hydraulic steering system provides a change from full left to full right rudder in a mere six seconds.

On Monday, June 2nd, at approximately 0930—the weak but determined sun was piercing the haze coming up from the warm waters of the Bay and as we came up the gang plank, we could feel the throb of her 1,800 horses warming up below. Welcomed aboard by the duty officer we were escorted to the officer's mess and served coffee and doughnuts—then up the companionway to the Bridge. The crewmen were at their respective positions and upon a whistle signal from the second officer, lines were cast off and taken in, the Union Jack was smartly struck and the powerful starboard bow thruster eased the *Red Birch* out into the channel at which time the diesels took over.

The quartermaster cautioned us to hold our ears as he sounded three blasts to open the railroad bridge ahead of us. Soon past, we were on our way to the spot where Francis Scott Key had witnessed the shelling of Fort McHenry and was inspired to compose the *Star Spangled Banner*. Key, a lawyer wrote the song during a most troubled time indeed, as is commonly known across the country. In September of 1814, a Dr. Beanes was taken prisoner by the British and held aboard a ship in the Chesapeake Bay. When they discovered this, the Americans asked Key and an associate, John S. Skinner to board the *Flag*, an American cartel ship, and visit with the enemy under a flag of truce.

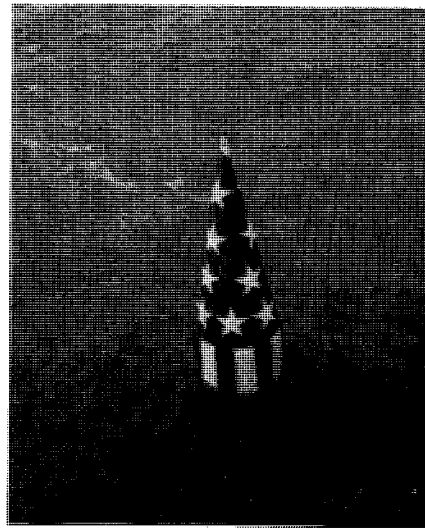
Their task was to arrange an exchange of prisoners. Upon reaching the British fleet, which was anchored near the mouth of the Potomac River, the two were taken aboard the man of war that Beanes was on. Key and Skinner learned of the

impending bombardment of Fort McHenry, thereby resulting in their own detainment. When the British fleet reached the mouth of the Patapsco River, the three men were allowed to return to the *Flag*, which had anchored alongside the spot where the Francis Scott Key Bridge is now located. The British vessels were approximately one mile up the river when the attack commenced on Monday, September 12th, under the observation of Key and his companions. The battle lingered on until the daylight hours of Wednesday morning, contributing to the climax of the War of 1812. Key saw that our flag was still waving over the fort, and it inspired him to write a song commemorating the event, the *Star Spangled Banner*, which became the national Anthem. Francis Scott Key died on January 11th, 1848 in Baltimore, and was buried in Frederick County, MD.

Our mission this June morning was to set a special purpose buoy at this spot — Latitude 39° 13'26"N, Longitude 76° 31'43.8"W to commemorate the event. The buoy is a conical shaped buoy approximately 21 feet overall with an anchor of 4,500 lbs. The cone, topped with a white light, painted a blue and covered with white stars with the lower portion striped vertically by red and white bars. "*The Star Spangled Buoy*" — truly an impressive sight as it bobbed gracefully in the waters of Chesapeake Bay. My sincere thanks to the Dundalk-Patapsco Historical Society for this fine biographical sketch.

To see, at first hand the competence and expertise displayed by the *Red Birch's* company on this mission, gives one a sense of real pride to be a member of the United States Coast Guard Auxiliary.

Howard Farrer, ADSO-MTX, 3SR



**FROM THE WEST Update . . . . . George J. Smyth, RCO-W**

Let me start off by saying congratulations to all our newly elected officers for 1985. To those of you who were not successful in seeking an elected office, let's all pitch in and help those who did succeed. Remember, we are all working for the same thing, "Assisting the Coast Guard in all Phases of Recreational Boating."



I would like to thank all of you for your assistance and support during the past year and I look forward to another great year in '85. Thanks for asking me to serve as RCO (W) again. With your help we will have another successful year.

The heading of this article says it is an UPDATE FROM THE WEST; actually, this is coming to you from the South. At the time of this writing I am on the Intracoastal Waterway heading South. I am assisting a fellow Auxiliarist

in taking his vessel to Cape Coral on Florida's West Coast. I expect to be back in 3(SR) country in early November. Sorry you can't all be along on this trip; we are having a great time. So far the weather has been great; we have had fog a few mornings; we were delayed a bit by Josephine. At the present time we are at St. Simons Island, Georgia; that's about 835 miles down, from our departure point, Baltimore Yacht Club on the upper Chesapeake. Still about 600 miles to go. Making about 125 miles per day. We departed on Monday, 21 Oct. This has been a wonderful experience so far, I just couldn't pass up this opportunity to make the trip. I hope I haven't missed too many meetings or affairs. My camera seems to be operating okay, so I should have a few photos to record some of the sights on the trip. We are on a 41' Chris Craft Motor Yacht. It sure beats my little ole 25 footer back home. I just don't see how I can get along without something like this. Anyone want to give me one for Christmas? I'll hurry on back home and wait for it. I'm not going to hold my breath waiting for it though.

Bye, Bye. See you all at the Winter Conference in January.  
George J. Smyth, RCO-W, 3SR

**FROM CENTRAL Update . . . . . Walter Moulder, RCO-C**

**AUXLAM IS HERE**

The Auxiliary Leadership and Management Course (AUXLAM) was introduced at the National Conference in Portland, Oregon this year. Prior to the conference, two members from each district were trained to act as primary instructors in passing on these new skills to other potential instructors in their district.

This course is the culmination of many efforts over the last three years, and the first of its kind in the auxiliary. It is designed to orient and train the auxiliary officer in the fundamentals of leadership and management, and provide the basic tools which will enhance their ability to carry out their duties and tasks. Auxiliarists who have participated in this program feel that it is a most worthwhile training experience.

Implementation in our district will commence with the training of a cadre of AUXLAM instructors who will commit themselves to actively participate in the training of our elected officers. It is desirable that all candidates for AUXLAM instructors have experience or training in one or more of the following areas:

- Auxiliary Instructor
- Advanced Instructor Training (ADVIT)
- Industry or Union training in Management and Leadership
- Educational background in Management and Leadership



All members desiring to train as Auxlam instructors should submit a letter to the Diraux by December 15, 1984, stating their qualifications and willingness to actively participate in the program. Selection will be made by a steering committee consisting of the: Director, DSO-MT, RCO Moulder and Commodore McIntosh. The training of Auxlam instructors will be accomplished on two consecutive days and is currently planned to take place in mid January 1985.

Walt Moulder, RCO-C, 3SR

**WINTER CONFERENCE — NEW YEAR, NEW COORDINATOR, NEW VALLEY FORGE HILTON - Y'ALL COME**

The Winter Change of Watch Conference will be held on January 25, 26 and 27, 1985, at the ALL-NEW Valley Forge Hilton.

All-New beds, carpeting, some new rooms and the pool is now heated and enclosed for those of you who must pass their crew swim requirements, and those who just want to enjoy. New chefs and a new fantastic, catering coordinator who guarantees us only the best in food and drink. A new double deck parking lot, with main building access in case of bad weather (*It wouldn't dare!—remember last year!*), a new 24-hour Coffee Shop and Lounge as well as a new, beautiful night club.

Now is the time to get the VE and OP seminars behind

you and for the first time, a Legal Workshop on Tax Deductions. For the new and the old IS officers a workshop you shouldn't miss. Remember IS might be a mandatory staff position by the time we meet. Also workshops in publications and member training. Come and learn new techniques. This is Commodore Dick Raudabaugh's first "affair" — let's all get behind him and be in attendance at the new Hilton to help maintain the Third Southern as the best district in the nation.

Now please do yourself and the committee a favor—fill out and send in your reservation at once before you forget. See you there!

M. Philip Stamm, NEW Conference Coordinator 3SR

## FEDERAL INCOME TAXES AND AUXILIARY MEMBERSHIP

The time is rapidly approaching when each of us must take pen in hand and prepare to explain to the Federal Tax Collector why it is that our income is not nearly as great as it appears to be and that our deductible expenses throughout the year have been grossly understated right from the beginning. In that artful process, members of the U. S. Coast Guard Auxiliary will undoubtedly want to discuss their unreimbursed expenses on behalf of the Auxiliary and Coast Guard. With that thought in mind, I thought you might find useful the following information relating to the tax status of the Auxiliary.

By letter dated December 1, 1980, the Internal Revenue Service determined that the "Coast Guard Auxiliary is exempt from Federal Income Tax by virtue of the fact that it is an integral part of the Federal Government. This exempt status extends to all administrative subdivisions of your organization including Districts, Divisions and Flotillas." Having been held to be an integral part of the Federal Government, contributions to the Auxiliary would be tantamount to contributions to the U. S. Government and therefore deductible under provisions of Section 170 of the Internal Revenue Code. Internal Revenue Code Section 170 provides in part that contributions to or for the use of the United States would be qualified charitable deductions for Federal Income Tax purposes if those contributions are made for exclusively public purposes. In this context, the contribution of property or cash and the unreimbursed expenses incident to the performance of services for the Auxiliary are deductible as charitable contributions.

As noted in the *Auxiliary Manual*, no deduction is allowed solely for the contribution of services. However, expenditures made by an Auxiliarist incident to the performance of Auxiliary services, if those expenditures are not reimbursed, are deductible. Accordingly, the following expenses should be deductible to the extent you are not reimbursed from any source:

1. Purchase and maintenance of a uniform and uniform items, provided these have no general utility. (This should certainly include all dress uniforms. You will have to exercise some personal judgment for work uniforms.)

2. Out-of-pocket transportation expenses, including gasoline, oil, parking fees and tolls.

3. Reasonable expenditures for meals and lodging if those expenses were necessarily incurred while you were required to be away from your home overnight. The home to which reference is made in this instance is your tax home for purposes of your Auxiliary services. The discussion of your "tax home" is much too detailed for purposes of this article. Suffice it to say that I do not anticipate any difficulty with this particular rule for members of the Auxiliary. If a question is raised on audit, you will need the advice of your per-

sonal tax adviser.

4. Unreimbursed expenses relating to the use of your facility in the performance of patrol duty or other volunteer services for the Auxiliary or the Coast Guard.

The foregoing is not intended as an exclusive list of deductions but merely is a representation of the types of deductions that may be allowable. In any event, none of the foregoing will be allowed to the extent you have been reimbursed, either by the Auxiliary or the Coast Guard or from any other source. However, to the extent your reimbursement did not cover all of the expenses incurred, the excess expenses should continue to be deductible by you.

With reference to the expenses allowed for the use of your automobile or facility, you should keep in mind that the allowable deduction is for out-of-pocket expenses incident to the donated services. As noted, these include such items as oil, gas, parking fees, tolls and the like. It would not include premiums for automobile insurance, depreciation or any part of general repair and maintenance expenses. If your vehicle or your facility is damaged while performing services for the Auxiliary or the Coast Guard, you may be able to deduct the unreimbursed cost of repairs. However, in such cases you may want to confer with your personal tax adviser concerning the specific circumstances.

In lieu of the deduction of actual nonreimbursed automobile expenses, you may elect to deduct the standard mileage allowance. If so, it is important that you note the difference in the allowable deduction for the standard mileage allowance for a charitable contribution and that for a business expense. The mileage allowance for a charitable contribution is only 9¢ a mile. Deducting the standard allowance would be a deduction in lieu of gas and oil expenses. It would not include parking fees and tolls which would continue to be separately deductible items.

When determining your deduction relating to Auxiliary service, it is vital that you keep in mind that the law requires you to be prepared to substantiate any deduction you claim. There is no specific statutory description of the types of records required. However, it is obvious that the better your recordkeeping the more probable that your

deductions will be allowed on a tax audit. In this context, the best possible evidence supportive of your deductions would be receipts for expenditures incurred. While this may get burdensome at times, especially when traveling on some of the New Jersey toll roads where you are required to periodically deposit quarters, it is recommended that every effort be made to obtain and retain all receipts possible. In addition, it is recommended that you keep a log in which you itemize your activities and expenses you intend to deduct. The log should be reasonably detailed relating to the expense and the record should be made at the time the expense was incurred. If the record is not made contemporaneously with the expenditures for which deduction is sought, the Internal Revenue Service may reject your records and your claim. Having painstakingly collected all of the receipts you can and made appropriate entries in your Auxiliary expense log, you should retain those for at least three years. While there are a number of exceptions to the rule, generally, any audit of your tax return by the Internal Revenue Service will be within three years of the date on which you filed your return.

In addition to the foregoing, the *Auxiliary Manual* mentions the possibility of taking a deduction for the contribution of property transferred to the Auxiliary or the Coast Guard. This is a transaction which is much more complex than the discussion in the *Manual* would make it appear. If you have made or anticipate making a contribution of property to the Auxiliary or the Coast Guard, you should consult your personal tax adviser. It is highly recommended that you consult him before you make any such contribution if you want to be certain to qualify the contribution for the appropriate income tax deduction.

Having determined that you have an appropriate deduction for Federal Income Tax purposes, you must next determine the manner in which you will claim the deduction. Under recent revisions of the Internal Revenue Code, provision has been made for claiming a limited charitable contributions deduction without the necessity of itemizing deductions. You will need to determine whether the deductions to which you think you are entitled exceed those limits sufficiently to warrant filing the long form 1040 together with the Schedule A, Itemized Deductions.

The foregoing should be considered as information to be used as a guide in considering any expenses you think may qualify as a Federal Income Tax deduction. This is not intended as specific legal advice with reference to any particular circumstance of an

*Continued on page 23*

## FROM THE EAST Update . . . . . Alexander M. Lewis, RCO-E



We have just completed our 45th year as an Auxiliary, and we are rapidly approaching the half-century mark of service. In this time, many changes have transpired, much of which have pointed the way of broadening our fields, and for increasing our potential and our professionalism, which allow us to perform like a well-oiled machine *with a brain*.

We can be proud of our development through these years. Our founders knew well what they were doing when they based our structure on the four cornerstones—strong, solid, and meaningful.

The Auxiliary growth is progress, and to be progressive is to accept, to learn, and to work with change. If we do not do this—we would still travel with horse and buggy, Henry Ford would have his bicycle shop, and Marconi would be a

master electrician.

We have to accept change and progress as the way we can do our work better and more efficiently, our work in advancing and promoting boating safety and water safety.

Sure, we have problems—which need to be corrected in order to increase our worth, enthusiasm, and productivity. A part of the problem seems to stem from a lack of communication, and forgetfulness that the oars are being pulled down at the Flotilla level. This is where the buck starts and the work is done.

The new programs are highly acceptable and very palatable. Sure, there are rough spots. Everything new needs to be honed in and the rough spots polished.

Communicate. Voice your questions. Speak your minds. Don't say, "The heck with it," and pick up your marbles and go home. If you don't say what's on your mind, how can a problem be recognized, a rough spot smoothed, or a procedure simplified? As you ride down the turnpike, imagine how it would be with horse and buggies, or Henry Ford's Model T.

*Alexander M. Lewis, RCO-E, 3SR*

### NEW DIVISION BOUNDARIES

At the District Conference in Cape May, New Jersey, on 29 September, the District Board approved new Division boundaries. The new boundaries will effect seven divisions. The changes, as subsequently approved by the Director, are:

- Division I** Delaware—All of Newcastle County.
- Division V** Pennsylvania—Comprised of the counties of: Tioga, Lycoming, Union, Snyder, Perry, Cumberland, Franklin, Fulton, Dauphin, Northumberland, Schuylkill, Columbia, Montour, Sullivan, Bradford, Susquehanna, Wyoming and Luzerne.
- Division IX** Pennsylvania—That area of the Third Coast Guard District West of a North/South line formed at the Eastern borders of the following counties: Potter, Clinton, Centre, Mifflin, Juniata, Huntington, and Bedford. The Western boundary being a line from the Southern Pennsylvania State line North Longitude 79°-10' W to Latitude 41°-10' N thence East to Longitude 78°-55' W and thence North on that Meridian to the Pennsylvania Northern State Line.
- Division X** Pennsylvania—Located in North East Pennsylvania comprising the following counties: Wayne, Lackawanna, Pike, Monroe, Carbon, Northampton, Lehigh, those portions of Bucks and Montgomery North of US Rte. 202 and that portion of Susquehanna East of Interstate 81.
- Division XI** Pennsylvania—Located in Eastern Pennsylvania and comprised of the County of Berks.
- Division XIV** Pennsylvania—located in Southern Pennsylvania and comprised of the Counties of Adams, York, Lancaster and Lebanon.

Note: These new boundaries will be reflected in the next change to the Third District, Southern Region Policy Manual.

*LT Colin Campbell, DIRAUX, 3SR*



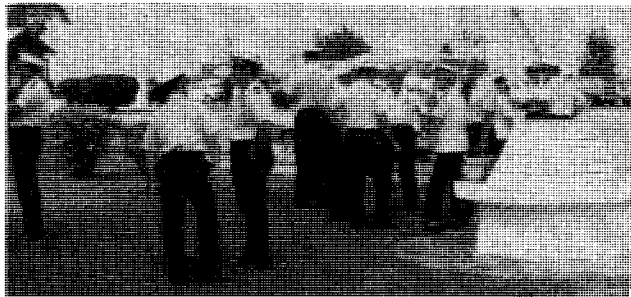
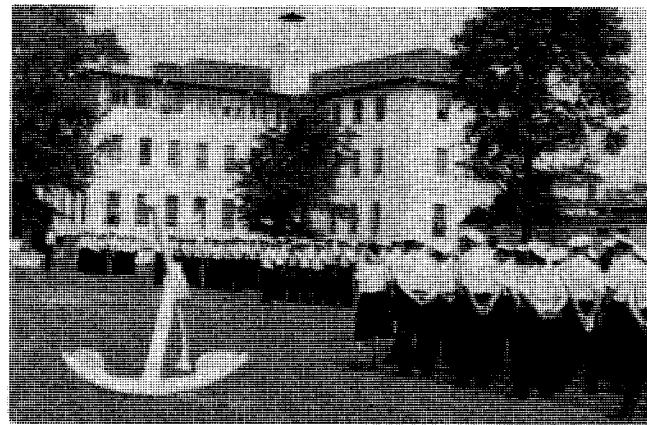
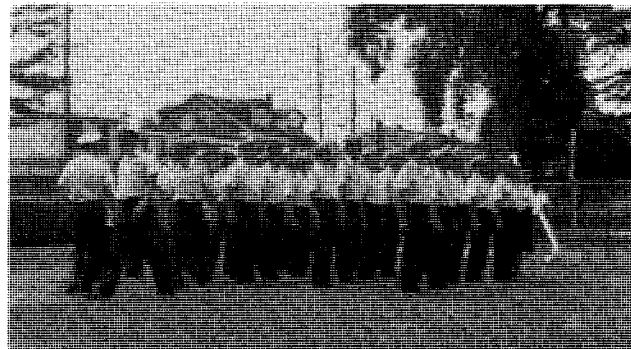
### DIVISION II SPENDS AN EVENING ON THE DELAWARE

Roy Sharples, DCP-II, came up with an extremely different location for the Division II September Meetingplace. Over thirty members attended the meeting which took place during the dinner

cruise of the Delaware River cruiseship *Spirit of Philadelphia*. The food was great, the meeting was short, and the fellowship was most enjoyable. Among those who attended were the former RCO-E and past captain of Division II, George "Spence" VanDyke and his lady "Grayce" (see picture below). If you haven't enjoyed this delightful way to spend a few hours, we can highly recommend it (the Rivercruise we mean—not the meeting—No offense, Roy). Congratulations Roy on a very successful evening.



**3SR AUXILIARISTS - LOOKED SHARP - ACTED COOL - AND WERE VERY PROUD!  
TO TAKE PART IN THIS AWARDS PRESENTATION**



**POSTER CONTEST WINNERS**



Proudly holding their certificates and ribbons, are the winners of the Poster Contest-1984, in the District, Division and Flotilla.

Shown above are winning members of the Junior Girl Scout Troop No. 225 Saint Joseph Church, Lancaster, PA.

The presentation was made by Vice Captain Division XIV, Frank J. Taylor.

Father Lawrence Gross is the pastor of Saint Joseph Church, and also a member of Flotilla 14-1 in Lancaster, PA.

Frank J. Taylor, VCP Div XIV, 3SR

Members of the 2nd Grade, Thomas Jefferson School, Washington Township School District, Turnersville, NJ are shown above after receiving awards for Poster Contest Winners in their area.

Awards were presented by Joseph O'Brien, Sr., SO-PA, Division XIII and school teacher, Mrs. Flemming.

The winners shown are Patricia Herron, 2nd place; Matthew Sowers, 1st place; and Alicia Ojeni, 3rd Place.

Joseph O'Brien, ADSO-FN

**DIVISION XII - HOST TO CENTRAL AREA MEETING**

For the first time, a Central Area meeting was held in Division XII, at the "Flagship" restaurant in Seaford, DE on August 25th, with a record number (66) in attendance. Among those making that long drive down were LT Collin Campbell, DIRAUX, CWO Joseph Kalista, Indian River CG Station, George Smyth, RCO-W, Alexander Lewis, RCO-E, Richard Raudabaugh, VCO, Walt Moulder, RCO-C, and William Pierce, President, PCA.

Along with the good fellowship and good food, DSO-CM Weldon Vogt, made "good communication practices" a very entertaining and instructional demonstration, with the help of volunteers, Charlotte Hunt, SO-IS DIV XII, Sandy

Sandstrom VCP XII, Joe Kennard, FSO-GR 12-8, and Jack Cunningham, DCP, DIV I.

It was an extremely rewarding trip for all those who attended this meeting in a most unusual restaurant housed in a grounded ship. In addition all those attending were "piped aboard" so to speak by the Seaford high school band members. It was a "first" for them also, and they enjoyed being part of the welcoming committee.

Thanks to Division Captain of XII, Hank Rowe, and all the members who assisted in making this meeting a rousing success.

Arlene Armstrong, SO-PA, Division XII

Shown below are a few of the scenes during this "Royal Welcome" occasion.



**Division VII Auxiliast Exceeds 10,000 Watchstanding Hours!**

Manny Greenwald (pictured at left), member of 3rd Southern Region-Flotilla 7-12, started his first Communications Watch at the Beach Haven Coast Guard Station on May 6, 1974. On September 8, 1984, Manny exceeded 10,000 hours standing Communications Watch, all at the same station. Manny is retired from the garment industry in New York City. He now lives a short distance from the Beach Haven Station on Long Beach Island, New Jersey.

In 1982, Manny was awarded the Coast Guard Meritorious Commendation Award with Operational Distinguished Device by the Coast Guard for the part he played in preventing a catastrophe when the 300 foot tank barge *Michele F* ran aground carrying 3 million gallons of fuel oil.

Manny does his share of teaching Communications in the Safe Boating classes and is a Past Commander of Flotilla 7-12.

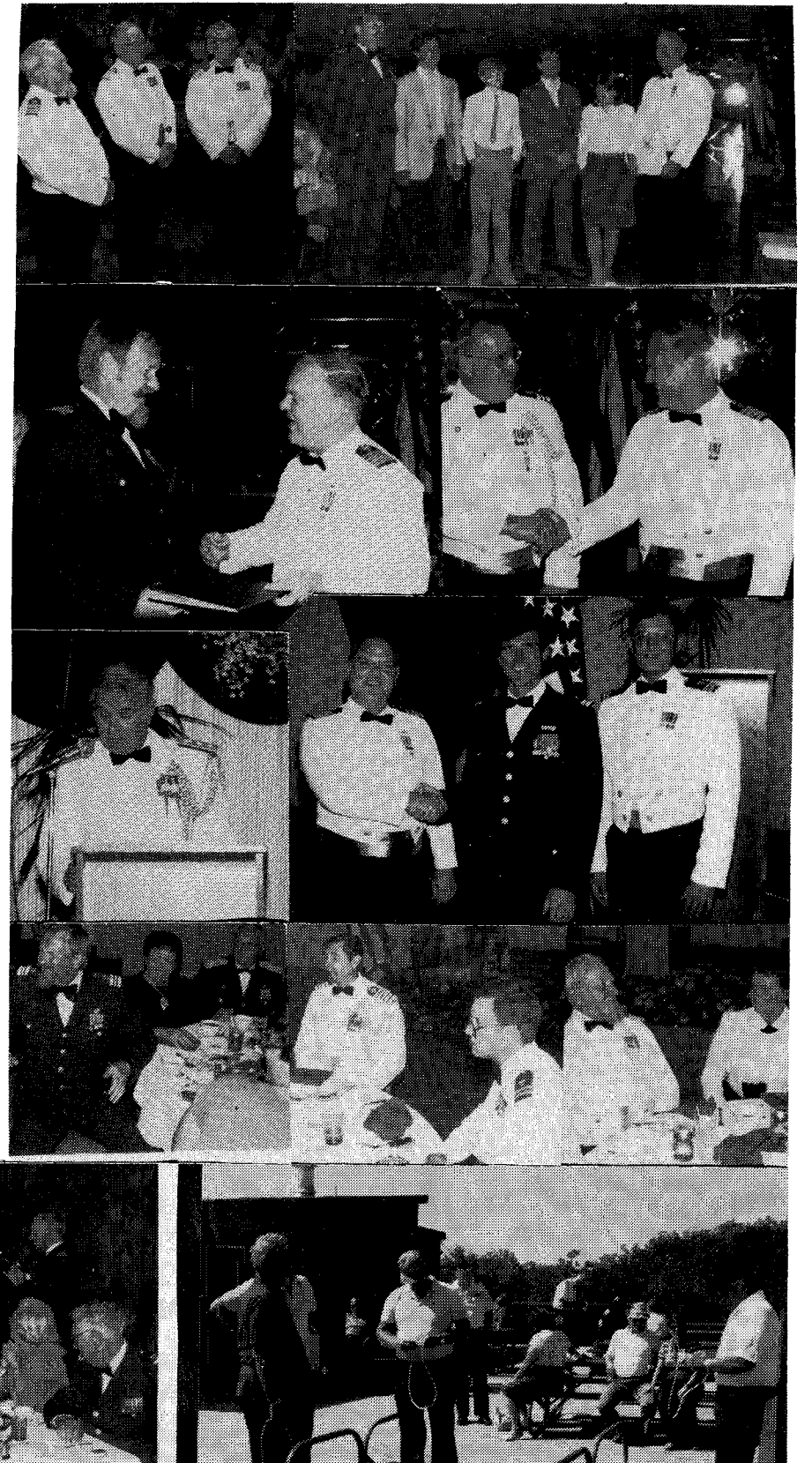
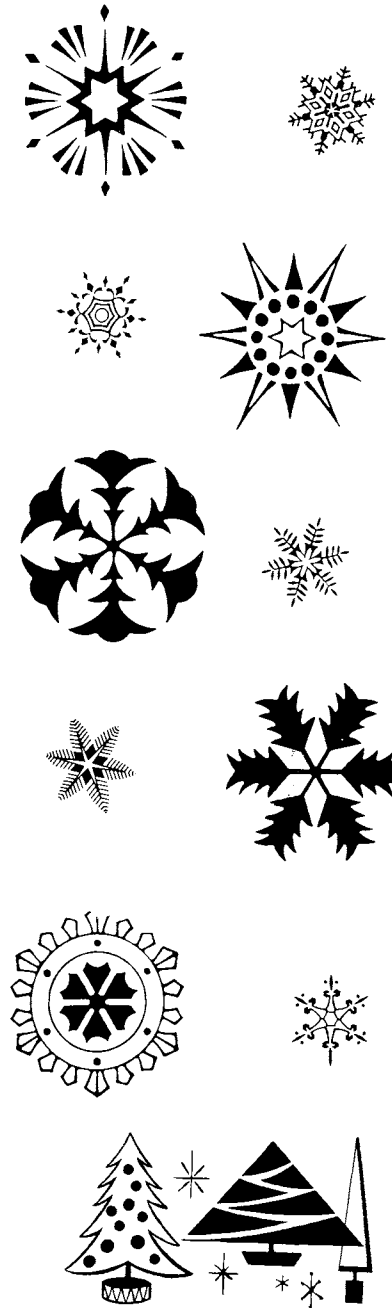
PHOTO: F.G. MacDonald, DCP-VII





**SCENES FROM THE FALL CONFERENCE - CAPE MAY, NJ - September 1984**

You say you missed the fall conference? What a shame! These two pages give you a glimpse of some of the many activities which took place. The board meeting and elections, the workshops, the picnic and marlinspike contest, the banquet and awards presentations. Can't you tell by the happy faces that everyone had a wonderful time. Mother Nature cooperated - and it was a memorable weekend. Don't miss the next one - maybe your picture will be included next time!



"You've come a long way, Baby!" A familiar slogan? Perhaps, especially in regard to the AUXMIS system both nationally and in the Third Southern. Since this is the last issue of TOPSIDE for the year, I thought it would be useful for all of us to stop worrying about GAP, error rates and sloppy handwriting on forms. Instead, let's use this time of year to gain some perspective. AUXMIS is now about eight or nine years old since it was conceived as an aide for the management of the vast amount of paperwork used in the Auxiliary. Remember, that's what AUXMIS means—AUXiliary Management Information System. Now this means that it should be an Information System for Management. But, this is a unique system in the world of computers. I know of no other MIS which relies on forty-thousand (untrained) operators for its input data. As a result of this, AUXMIS soon became a system for managing information; in fact, many Auxiliarists (including some DSO-IS's) still think this is its purpose—a electronic filefolder! As little as four years ago—when the IS officer was introduced into the Auxiliary—AUXMIS was still in this state of affairs. It had even replaced the weather, the EXCOM, your FC and your Mother-in-Law as the favorite complaint. Most of the complaints can be traced to the original problem, forty-thousand people inputting information into the system without any real training. The error rate in those days was such that nearly 25% of all input was in error. At the National level, AUXMIS was under the control of Federal programmers—a single change needed to the programming could take as much as six months to be implemented. Since that time the Auxiliary has taken over more and more of the responsibility for AUXMIS. Auxiliarists are now responsible for the programs, for the design of the input forms, for the content of reports, and for monitoring the input documents. Several years ago, the Third Southern began the policy of having the FSO-IS check the input for errors and the SO-IS became responsible for correcting errors that did slip through. Our error rate has fallen to about 4%—it can still be improved, but "We've come a long way." The 'Auxiliary AUXMIS Member Guide' is now in every member's library and many flotillas hold MT sessions showing members how to enter the data onto the forms—we are getting to be 40,000 trained operators. New forms being issued will even include a ripoff page of instructions. We have now reached the stage where we can start using AUXMIS for the purpose it was originally conceived—a system of information used to manage. Now we have to start training our staff and elected leaders how to make the best use of AUXMIS while we continue to improve the integrity of the data. We have come a long way and we still have a long way to go. I think we'll make it! Have a happy holiday season and best wishes for 1985.

Joe Sowers, DSO-IS, 3SR

## RIVER TRAGEDY



The Sunday afternoon was hot and humid, a typical July day in our town. Boaters are out and people are skiing and swimming and the tubers have taken to the water. We who have lived along the river all our lives are ready for problems that come only on weekends. Our boat is ready at the dock, equipped with a radio from our local fire company for river emergencies.

At 1540, the alert sounds for a river rescue at the Lambertville Falls. Our boat is alive in a matter of seconds, the throttle is jammed open full for the five miles up the river. You keep pushing throttle faster, faster, but the engine is running full out. The time seems long, around each bend with eyes glued straight ahead, you near the dam. You are the first rescue boat on the scene; the river is high and the waves are huge and people are waving and pointing up-river; you try to run the huge waves and search at the same time.

If your engine should fail now it would be the end for your boat. You see someone waving frantically and pointing to the water. The screaming you hear above the roar of the falls, but you are too late. You search and pick up people from the rocks and get the story from a crying young tuber.

You tell the smaller rescue boats to go back, the waves are too high, but they lost their power and your boat hook pulls them from a group of trees. Your faithful outboard never missed a beat as you look back at it briefly.

As you head for the landing downstream in calm water, the survivors' faces tell the story to the people standing on the beach, one is missing.

The police get the story and the search begins. Day 1, Day 2, Day 3 and 4, hours of searching, every log, every bush, every island must be checked in the 16 miles to Trenton.

The victim's father keeps asking, "What's being done?" "We are out every day, sir, we are doing all we can." Day 5, Friday, the 13th. The boat is launched at 5:30 AM. The sun rises over the trees as you slowly run at idle speed. The water is calm now because you are many miles downstream. Your years on the water tell you that it is time, why can't we find him? Suddenly a quarter mile ahead, you see that it is not a log floating there in the water. Your search has ended and all the years in rescue never change that sick feeling. Tears come to your eyes; a young life there in the water wasted; the search was over on that Friday the 13th. If he had only worn a life jacket, this story might never have been written.

Jim Abbot, VFC-64, 3SR

Member of Union Rescue Squad, Titusville, NJ

Friday, July 13, 1984

As all of you know, election time is here, not only for our National organization, but for our District, and our own individual Flotillas. As an individual voting member, your choice of good leadership is vital to maintain healthy Flotillas. Once our leaders have been selected, we must give them our cooperation and our support.

Each newly elected officer faces the monumental task of selecting staff officers for the coming year. I implore each elected officer to give a great deal of thought in selection of a Growth and Retention Officer. Historically, even though this is a mandatory staff position, many of the people appointed to this position have little interest in "selling" the Auxiliary to prospective members, or in helping retain the interest of present members. Often the newly appointed staff officer has been told that there is no program connected with GR and really nothing to do but to hold the title. I firmly believe that this attitude has resulted in the decline in membership of the Auxiliary for the past few years.

Please when selecting a Growth and Retention Officer, read the Auxiliary Manual so that you are familiar with the duties of the office and also bear in mind the following:

GR needs an *enthusiastic* staff for the Auxiliary and the Auxiliary work.

GR needs a *friendly* staff who can walk up to a fellow boater and introduce themselves and the Auxiliary.

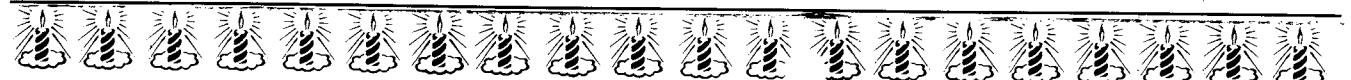
GR needs a staff who are ready to help make meetings *interesting and fun* for all members.

GR needs the help of every member of the Auxiliary.

GR is a sales position and we've got a great product—the United States Coast Guard Auxiliary, and safe boating. Let's sell it!

### Can Your Flotilla Meetings Pass This Test?

1. **Advance Publicity.**
  - a. An interesting speaker, program or training session is arranged for, then publicized well in advance in flotilla bulletin, reminders, flyers, local newspapers, division publications.
  - b. "They all know when the meeting is . . ."
2. **Room Arrangement.**
  - a. Comfortable, attractive. Displays show pride, activity, planning. Future events publicized. Host to greet members and guests at door.
  - b. "We are all long time members and know each other (clique?) We don't need a fancy room; we can just as well use my boat or the dock. There are only a few of us anyway." (Wonder why?)
3. **Program.**
  - a. Meeting takes no more than two hours, and one half of this is spent on training and entertainment appropriate to Auxiliary. The meeting is planned to appeal to members, prospective members, guests and students from the classes.
  - b. "We are all friends and would rather talk. We don't have time for a program; the business and staff reports take up all the time we have." (Reason for separate staff meetings.)
4. **Business Session.**
  - a. Restricted to pertinent reports from elected officers and committee chairman. Long winded discussions are referred to committee, staff or executive meeting. (That's why they exist).
  - b. "Everyone has right to participate in decisions . . ."
5. **Overall Meeting Tone.**
  - a. One of enthusiasm, fellowship, learning, voluntarism. Members are proud of their meetings, bring friends and guests.
  - b. "Same old arguments, complaints, long reports and poor attendance . . ."
6. **If more than one "b" answer, you have problems!**  
Nancy Davis, DSO-GR, 3SR



## ARE YOU DOING YOUR JOB CORRECTLY?

This is the time of elections. By the time this message is being read, we shall know who will be the President of the United States of America for the ensuing four years.

Presumably, however, TOPSIDE will be published before you vote for your next Flotilla Commander. What qualities will you look for in the one to lead you in the Coast Guard Auxiliary? Does he or she compare favorably with your idea of a good leader? Think of those who have been at the helm of your Flotilla through the years. The leaders are generally more successful, over the long pull, than the Drivers and accomplish their aims with greater finesse and less commotion.

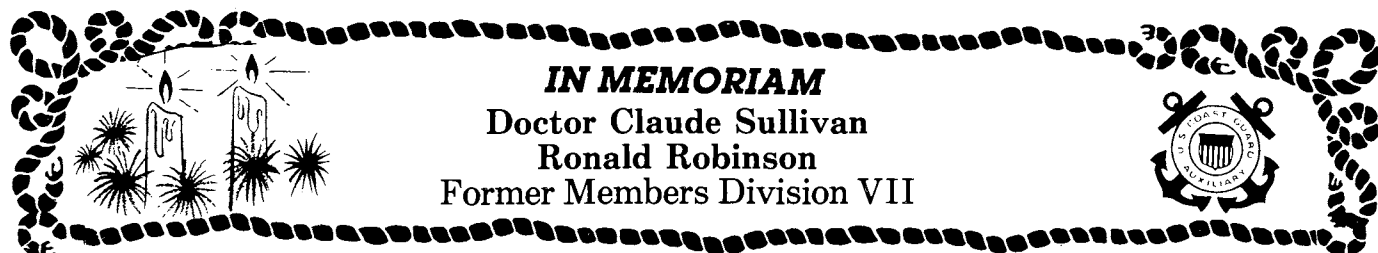
How about you? There are Fourteen staff positions in your Flotilla. Will you accept the responsibility for one of them and do the necessary work to make a success of that particular program? If you don't help, it is unfair to criticize someone who tries.

With 15,000,000 boats and 40,000,000 people in boating, there is plenty of material out there for us to augment our

membership. Have you spread the word about the Auxiliary? Have you asked anyone to join? Have you invited him/her to your meeting?

Let's tell the boaters how good we are!!!! The Coast Guard knows. Vice Admiral Austin "Red" Wagner, USCG (Ret.) knows. He is now a Division Captain in the United States Coast Guard Auxiliary. The Coast Guard recently awarded a Unit Citation which includes a ribbon for uniform wear. Over one hundred Auxiliarist were included in the award to Coast Guard Base, Gloucester City, N.J. for the outstanding job which was done during the Philadelphia Century IV Celebration, from 15 to 18 June 1982. The award, officially, is the COAST GUARD MERITORIOUS UNIT COMMENDATION and was given for the Commandant by W. E. Caldwell, Vice Admiral, U. S. Coast Guard, Commander, Atlantic Area.

John E. Johansen, PDCO, 3(SR)



**IN MEMORIAM**  
Doctor Claude Sullivan  
Ronald Robinson  
Former Members Division VII





## COAST GUARD TRIVIA

Did you know that a Coast Guard Cutter bears the name of our illustrious Director of Auxiliary?

The keel for Cutter Campbell (WMEC 909) was laid in August 1984 in Middletown, Rhode Island. It is the sixth vessel to bear the name Campbell. The first was commissioned in 1830 and operated in the Chesapeake Bay; the second, commissioned in 1834, operated in the Gulf of Mexico; the third commissioned in 1848, saw service on the east coast; the fourth was commissioned in 1853 and served on the northeast coast and the fifth was commissioned in 1936. Prior to World War II, she participated in the neutrality patrol, then joined operations with the Navy in 1941 where she was used as a convoy escort.

Campbell is the fifth vessel in a series of nine 270 foot medium endurance cutters being built at the Middletown facility. The new cutters are designed for multi-mission duties that include Search and Rescue, Law Enforcement, Marine Environmental Protection and Military Readiness. The cutters feature sensors to detect, track and identify vessels at long range. They also have flight decks for helicopters. The new Campbell is scheduled for delivery in 1986.

Russ Appler, ADSO-OPA, 3SR

### Member Training ..... Gene Pester, DSO-MT

Since this is the last M.T. article for 1984, I would be remiss if I failed to thank all of the super SO-MT's with whom I worked this year. They were very cooperative and helpful and made my job as DSO-MT infinitely easier.

Forgive my bean counting, but all indicators show us ahead of our 1984 G.A.P. goal year to date. If all goes well and we continue our M.T. programs, we will meet and/or exceed our goal by year end. I am very proud to be associated with such an M.T. team. They have done a truly magnificent job. Our M.T. programs and workshops were well received. My thanks to my aides, Louise Sowers, Bud Farrer and Doris Miller who were a great help to me. I am looking forward to working with them again in 1985. Yes, you read correctly, I offered my serices to our D.C.O. elect, Dick Raudabaugh and he has given me my old job back as DSO-MT. We had an excellent 1984 and I am looking forward to an even bigger and better 1985. Member Training will be greatly involved with the Boat Crew Manual Training and also the new Leadership and Management (AUXLAM) training program. I am looking forward to this one and hope to be traveling around the District assisting with the training. We also have some new ideas for some of our 1985 Workshops but we still need your input as to what you would like to see presented.

One idea we are considering is to conduct an all day Instructor Qualifying training session for those Auxiliarists interested in becoming instructors. This training session would be held at Winter Conference if there is enough participating interest. All SO-MT's please provide me with the names, Flotilla and Division numbers of anyone interested in signing up for this training. (We will give the final examination at the end of the session.) I must have the registration information on or before 31 December.

See you all at Winter Conference; meanwhile, enjoy the holidays and may 1985 bring us all much happiness, success and good health.

Gene Pester, DSO-MT - 3SR

## WE NEED YOU!

Air operations in Third Southern is in need of pilot and participate in ordered operational patrols to carry out assignments in Logistics, Environmental Pollution Control and Search and Rescue as required by our parent organization, the Coast Guard.

We also need qualified air observers to assist in manning these aircraft.

Both pilots and observers need to study the air operations text and manual and be prepared to successfully pass the written exam provided in each category. Then, flights will be provided for orientation and training purposes until fully qualified.

A qualifying, mandatory seminar will be scheduled sometime prior to April 1985 at Cape May Air Station which will be educational, satisfying, exciting, and enjoyable. In order to participate in this seminar, you must have successfully passed your written pilot or observer exam. Arrangements will be made by contacting ADSO-OPA Russ Appler at POB 535, Valley Forge, PA 19481 or 215-935-0319 for you to take this exam at a mutually agreeable time and place. Come fly the friendly skies of Third Southern.

Russ Appler, ADSO-OPA, 3SR

## SECURITY AFLOAT

With the increase in boat thefts, the words of John Paul Jones, "Don't give up the ship," have never had more meaning. Boat owners must take preventative measures to reduce the threat of boat theft.

### Watercraft Profile

A record of the watercraft must be maintained. Should the vessel or equipment aboard be stolen, this record will aid in recovery and/or insurance settlements. Color photographs of the craft should be taken and the hull identification number (H.I.N.), state registration number, and vessel name should be recorded. An inventory of all equipment and accessories aboard should also be a part of the profile. All equipment on board, such as radios and depth finders, should be engraved with the owner's social security number to aid in identification and recovery should they be stolen.

### Deck Security

When selecting a dock or marina to moor a vessel, choose one which is supervised. For overnight mooring, the dock area should be well lighted.

The craft should be secured to the dock and the key removed when unattended. Other precautions include hidden ignition switches, fuel line cut-off valves, or the removal of the batteries. If possible, gear and accessories should be removed.

### Trailer Security

When storing boats on trailers, it is best to secure the craft in a locked garage. If storing the boat in an open area, the trailer should be equipped with a coupler lock so that it and the boat cannot be hitched to a vehicle and towed away. The removal of trailer wheels should also be considered.

By utilizing these preventative measures, you may not have to give up your ship.

Daniel J. Benny, Private Detective  
Member USCGA Flotilla 5-1, 3SR

## ADVITS '84

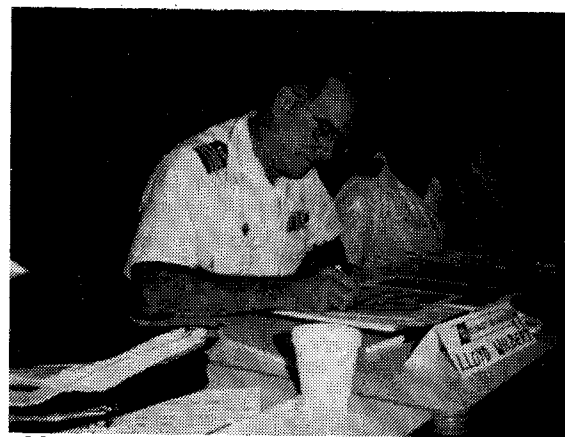
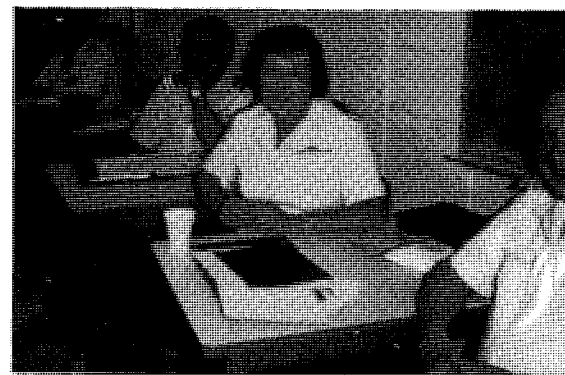
Once again the Third Southern has shown the superior quality of its members. Mary Sweitzer of Division IX and Lloyd Wilbert of Division V were selected to represent the District at Advanced Instructor School. This year the School was held at the Naval Air Station—Memphis, TN during August 19-25. Mary and Lloyd did a terrific job! They distinguished themselves amongst their peers with their performance and willingness to share their ideas with the other students. (See pictures at right)

Students who attended this year's School were charged with the mission to share methods, techniques and ideas that they discovered at ADVITS with instructors in their flotilla, division and district. Every day at the School was filled with classroom sessions as well as some evenings—but I'm sure that both Mary and Lloyd will agree that the experience of ADVITS more than made up for all of the work. This year's participants of ADVITS not only received training in advanced techniques to be used in the classroom, but also training in workshop design so that they could effectively teach the information they obtained at ADVITS to those instructors at home. Because of their ADVITS experience, Mary and Lloyd can now exchange ideas with the other 23 instructors from all over the country who also attended ADVITS, and share these ideas with instructors in their area.

Division IX and Division V, you're LUCKY! These two graduates live close by. Division Captains and Flotilla Commanders invite Mary and Lloyd to your meetings to share what they learned at ADVITS with your instructors. Give them a chance to carry out the mission they were charged with at ADVITS.

To Mary and Lloyd—A job well done!

Louise Sowers, BC-TSS



Mary and Lloyd hard at work in their classes

## DIVISION III-BCQ REQUIREMENTS

On a threatening, cloudy, dismal Saturday morning when you have six boats, 29 very apprehensive people and six QE's what do you do? If you are a member of Division III you gather at Hancock's Harbor on the Cohansey River and get busy with Boat Crew Qualifications.

Standing by, just in case, were members and equipment from the Greenwich Fire Department. The fire was lighted in the tub and everyone had an opportunity to try his hand at seeing how a fire extinguisher really works. No call for the Fire Department experts except to relight the diesel fuel each time one of our shaky fire fighters doused it.

When that was over, the pumps went into action on the dock. Energetic Auxiliarists tried to dewater the Cohansey but the pumps couldn't quite accomplish that. Our people now know how fast those pumps can do the job—once they get started.

Then it was into the boats. The river was alive with stern tows, side tows and radio comms. All this worked up an appetite so of course we had a break for lunch and fellowship at the Bait Box.

The inner man (and woman) taken care of, it's back to the boats. We anchor, weigh anchor, transfer pumps and naturally during all this comes a man overboard action.

A long, active day but so much was accomplished. Most of the group are now finished with the Crew requirements. A few must still do the swim, but one brave (another word might be used here) decided to do it all. Fortunately, a warm trailer and hot coffee were waiting for him as he crawled out of the frigid water. No pneumonia yet.

A day of work, learning why things didn't work, and a feeling of pride when they did. It was worth it! We are all glad we could be a part of it.

Rhoda Davis, SO-PA, DIV III, 3SR

## NATIONAL SAFE BOATING WEEK

Although the boating season for the most part is at an end for this year, it is not too early to make plans for National Safe Boating Week 1985, which begins June 2nd. This is the time to get your committees together, make your plans, and get working on some of your ideas.

From the looks of all reports, the National Safe Boating Week activities for 1984 were excellent, and I thank you all for your efforts in this undertaking.

Excellent material was sent out for 1984. This material is to be kept and used again, and the theme for 1985 remains the same, "Alcohol and Boating Do Not Mix."

If you are not continuing in the position of SPO-NSBW for your Flotilla/Division, please be sure to pass this material on to the person succeeding you. There is much valuable information in the literature, and many good ideas.


Happy holidays.

Muriel G. Lewis, ADSO-PA, 3SR

**GET YOUR ARTICLES IN . . .**

**Next Topside Deadline**  
**January 31, 1985**

**Beat the deadline**  
**Get your articles in early**





**Vessel Examination** . . . . . George Brouse, DSO-VE

I have been advised that the 1985 seminar guide should be in every CE's hands soon after the deadline for this article.

To the elected officers, Division and Flotilla, please let me know who your SO and FSO Vessel Examiners are for 1985.

To the SO-VEs and FSO-VEs that were held over, you know the District had a bad year in the CME Program. That was 1984. 1985 is another year and a new ball game. Be prepared to do your job and get things moving or move over. I know you need the help and cooperation of the Division Captains and Flotilla Commanders. Let's get them involved and doing a little moving and shaking.

The same applies to newly appointed officers. If you don't want to put the effort in the CME program, don't take the job. We are not here to win a popularity contest, but to get a job done for the boater and the Auxiliary.

Some of the changes that are proposed will help to solicit more boaters for Courtesy Examiners and hopefully make your job easier. There are many ideas running around in my head. Like my wife always said she "can see the wheels running."

I have proposed a written calendar for SO and FSO-VEs to use as a guide line. This will be sent out when it's ready. In it I will propose a month for facility inspections. Also, a month in early summer as "CME" month and everyone make a concentrated effort to go all out. Another thing is "flying squads" to go into areas of large concentrations of ramps and marinas that are not well covered, but with permission of that Division. The CE program being pushed more at boat shows, advertised in articles and in booths, more public lectures about the CME program, more ideas from the troops about how to improve the program. Remember, this is your Auxiliary, too!

My ADSO's for 1985 are: West—Len Shuffstall  
East—Ed Rearick

They are very vocal and not bashful. If you have a problem or suggestion, contact one of us. We need your help. Let's make this a banner year. Always remember, the impossible we do immediately; a miracle takes a little longer.

I will have a workshop at every conference or maybe more like a question and answer program. If space is not available, we'll have it in my hotel room.

George Brouse, DSO-VE, 3SR

**Communications** . . . . . Weldon Vogt, DSO-CM

The Auxiliary National Communications Staff has been working on various systems configurations that will employ digital communications to speed communications, improve accuracy and reduce on-the-air time. This is a forward looking program to insure that we will still be able to communicate effectively on the frequencies we now have with an anticipated 300% increase in the number of vessels using the currently allocated channels. As an adjunct and as a means of gaining practical experience I would like to hear from our members who are also amateur radio operators and who have an interest in packet communications. The objective is to set up a packet repeater network on 143.28 MHz and use this as a test to evaluate various software programs and canned messages.

Important note to All Members

The Coast Guard has requested the FCC to amend the rules to prohibit radio checks on Ch 16. This request has been published by the FCC as a notice of proposed rule making and final action is expected during 1985. Until this rule goes into effect Auxiliarists are requested not to call the Coast Guard for radio checks and not to respond to request for radio checks from other vessels.

Weldon Vogt, DSO-CM, 3SR

**Division XI "Plays With Fire"**

As a result of a "hands on" fire extinguisher and flare demonstration, approximately 40 members of Division XI, and the current PE class, now have a first-hand knowledge of actual fire extinguisher and flare handling. This worthwhile and informative demonstration was arranged by Joan Siegfried, SO-GR, Larry Whiskeyman, SO-VE, and Clifford Hevalow, SO-MT. It was an enlightening and educational experience, especially for those of us who never had the actual need to use them.

The fire extinguisher portion of the program was conducted by Tom Sebastian, FSO-MT 11-07. Tom explained the chemistry of fires and methods of extinguishing them.

The flare portion was conducted by Larry Whiskeyman, SO-VE, who explained the various day/night flares required and the purpose of each. Larry also demonstrated the correct handling of each to avoid personal injury and/or material damage.

Following the presentation, everyone had the opportunity to launch or light a flare and extinguish a controlled fire. This was done in cooperation with the Reading Fire Department and the Air Traffic Controllers at the Reading Airport.

As a result of this "hands-on" training, all Auxiliarists in attendance feel more competent and confident in the use of this emergency equipment.

Submitted by: Patricia A. Lauer, SO-PB Division XI

**SOMETHING NEW IS BEING ADDED IN THIRD SOUTHERN!**

Something new is coming to 3SR. A pocket-size program directory for 1985. The booklet, in addition to containing a complete list of EXCOM, Staff Officers and Division Captains, will contain other informative material and an appointment calendar page for each month with important dates to remember already recorded.

It is currently being compiled and will be printed and available at Winter Conference. It will be presented FREE to all who register for the conference.

Any excess quantity will be made available for sale after the presentations are complete to conference registrants.

Register for the conference early and be one of the first to obtain one of these handy booklets.

**CGAAUX Official Seal and Emblem**

Commandant Instruction 16799.3 dated 19 July 1984 establishes the criteria for use of the Coast Guard Auxiliary official seal. The following paragraph (3.b.) completely describes its authorized use.

"3.b. The Coast Guard Auxiliary emblem, as depicted in enclosure (1), is derived from the Coast Guard emblem, and is used on multiple Auxiliary items and insignia such as the Auxiliary member collar device, cap device, and the Auxiliary aviator and AUXOP devices. It is intended to be widely used within the Auxiliary for official and quasi-official purposes and its use by commercial concerns for jewelry, stationery, etc., will be authorized by the Commandant (G-BAU).

Reproduction, however, for any purpose, of the Auxiliary cap device insignia with this emblem is strictly prohibited." (Ed. Note: Some of you are stilling using copies of the hat device that were inadvertently included in pasteup books, and later rescinded, please substitute the regular seal for this illustration.)

Enclosure (1) to COMDTINST 16799.3 is as follows:

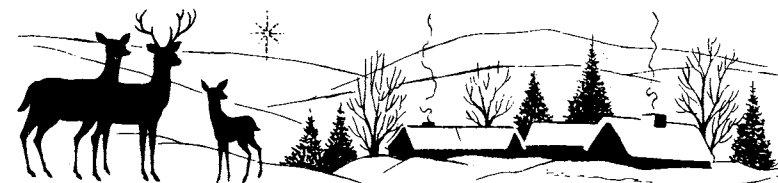
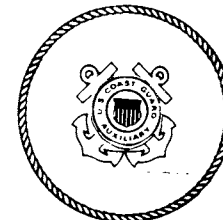
**Coast Guard Auxiliary Seal**

- The specifications for the Auxiliary official seal are:
  - The Auxiliary emblem on a light blue disk encircled by a silver rope rim.
  - On a white disk the shield of the Coat of Arms of the United States, circumscribed by a white annulet edged and inscribed "U. S. COAST GUARD AUXILIARY" in blue (PMS281), all in front of two crossed anchors with stock, arms, and flukes in slight perspective in silver; superimposed upon a light blue disk (PMS297) with silver rim. The outline and the chief of the shield are blue (PMS281), the 13 stripes alternate, 7 white and 6 red, (white stripes on the edges).

**Coast Guard Auxiliary Emblem**

- The specifications for the Auxiliary emblem are:
  - On a disk, the shield of the Coat of Arms of the United States circumscribed by an annulet edged and inscribed "U. S. COAST GUARD AUXILIARY," all in front of two crossed anchors.
  - The emblem in full color is described as: Solid blue anchors, white ring outlined in blue, letters blue, white area within ring; shield with chief and narrow outline of blue, and alternating 7 white and 6 red stripes, (white stripes on the edges). Blue (PMS307). Red (PMS 179).
  - Variations of this design using same dimensions may include:

- (1) Two color, substituting blue for red. (2) Two color, reversed, using white in lieu of blue and using blue for field color. (3) Two color, on Auxiliary pennants and burgees, substituting color of pertinent flag as the field color and the color for the seven alternating strips which begin at edge of shield. All other components to be blue or white as specified in the Auxiliary Operations Policy Manual, COMDTINST M16798.3 (Series).



**A Very Happy and Healthy Holiday Season to All**  
From the Topside Staff, Elsie and Bob Nichols

**Publications** . . . . . Elsie Nichols, DSO-PB

There is some space left for me this time! Thought I should tell all you repeating PB officers, as well as any newly appointed PB officers, that the upcoming PB workshop to be held at winter conference will provide many helpful suggestions in the accomplishment of your positions as publications officer for your unit.

Many of you who will be repeating have had several years (or more) of experience and can pass on information to others. Remember this is a workshop — all can participate and share ideas with others.

To those of you who will be new to the job—come out and learn what you have let yourself in for when you accepted the job.

We will discuss the basic guidelines, the mandatory requirements, and some of the rewarding parts of being a publications officer.

There will be a new seminar workbook for those who attend—repeating the old information and adding some new.

Unfortunately, we are scheduled at the same time as the Member Training workshop; so if you wear two hats, it is a difficult decision.

To all current PB officers, remember to mail copies of your 1984 publications to me by the 20th of January (if you have not already done so) so they can be included in the judging for the 1984 Publications Awards to be made at the Spring Conference. Thanks to all of you who have been mailing them to me regularly — I do enjoy reading them.

Happy Holidays to all, and a healthy and prosperous New Year.

Elsie Nichols, DSO-PB

**Tax Deductions (Continued from page 4)**

individual Auxiliarist. The final determination of whether any particular expenses you may have incurred is deductible for Federal Income Tax purposes and the extent of this deduction should be determined upon consultation with your personal tax adviser. If you do not choose to discuss any particular item with your tax adviser, you should be cautioned that innovation and creativity are not always admirable traits in the preparation of income tax returns.

Welton J. Fischer, DSO-LP, 3SR



**Next Topside Deadline**  
**January 31, 1985**  
**Beat the deadline**  
**Get your articles in early**

**NEW FLOTILLA — 5-16 — CHARTERED IN MERCERSBURG, PA**  
 Congratulations to the new flotilla which was chartered in Division V in the Western Area on Saturday, October 27th.



Receiving the Charter from DCO Robert Wecker (left) is newly elected Commander of 5-16 — Gil Miller. LT William Cherry (center) read the Charter. Colors and yardarm in background were presented by Flotilla 9-1, Altoona.  
 PHOTOS: Fred Ramsey, FSO-PB, 5-16

DCO Bob Wecker congratulating members of newly chartered Flotilla 5-16 Mercersburg, PA. RCO-E Al Lewis seated to DCO's right. Approximately 50 people attended the chartering from such places as New Jersey, Delaware, Philadelphia, Altoona, Harrisburg and many stops in between.

**THIRD DISTRICT SOUTHERN REGION  
 TENTATIVE CALENDAR—1985**

January 25, 26, 27 - Valley Forge Hilton, King of Prussia, PA  
 April 19, 20, 21 - Treadway Inn, Lancaster, PA  
 July 12, 13, 14 - Great Oak Landing, Warton, Maryland  
 September 27, 28, 29 — Grand Hotel, Wildwood, NJ

*Happy  
 Holidays*



**DISTRICT AREA MEETINGS**

**CENTRAL AREA**

March 9, June 1, August 24, November 30

**EASTERN AREA**

March 2, June 8, August 17, November 23

**WESTERN AREA**

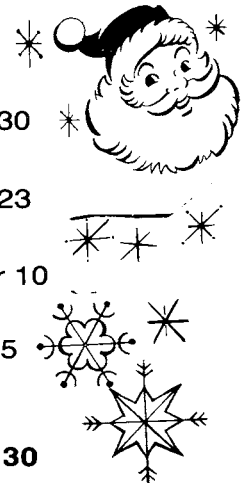
March 19, June 18, August 20, December 10

**NATIONAL**

Eastern Area Conference - March 3, 4, 5  
 National - September 19, 20, 21

**TOPSIDE DEADLINES**

January 31, April 30, July 31, October 30



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APPROVED



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