

# t<sup>opside</sup>

Hand Held Red Flares Page 10

## Merry Christmas and a Happy New Year

To all fellow Auxiliarists everywhere.

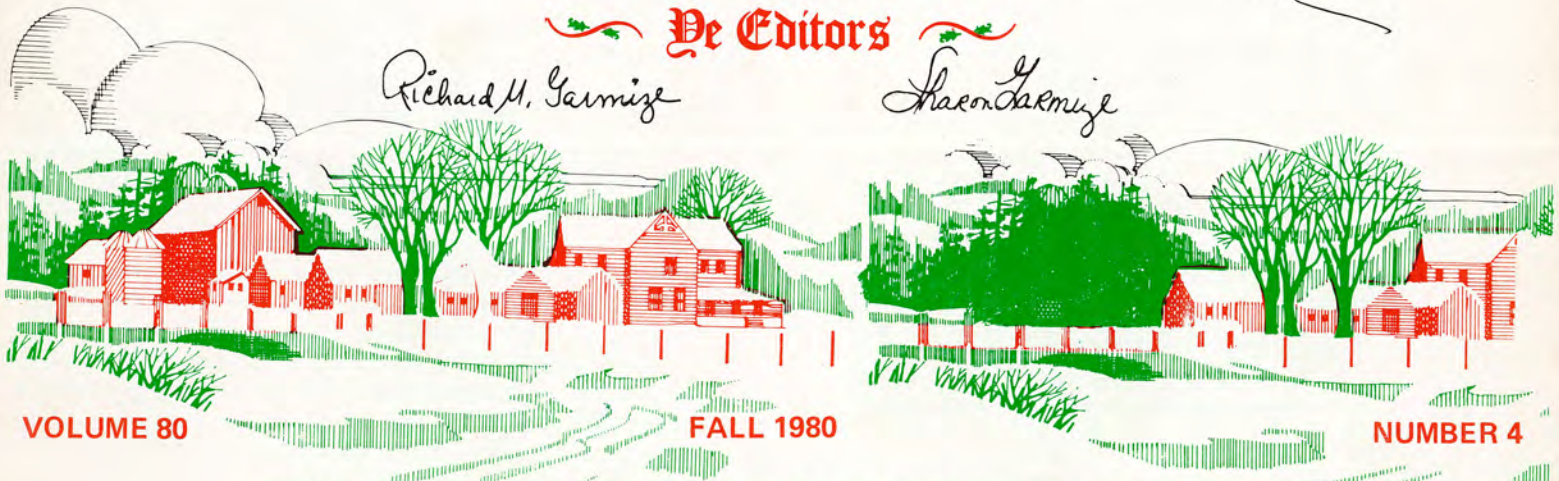
All of us in the Third Southern Region send our sincere  
personal greetings with wishes for your happiness and success.

*Dick Jackson*  
Have a Merry Merry Christmas  
*Lee B. Weaver* *Robert A. Carson*  
*DCP II* *John M. Guber* *L. L. Crossman*  
*Mike Sargent* *Paul [unclear]* *John McArthur*  
*Bob Wecker* *Seasons Greetings* *John McArthur* *Clair* *E. Holzapfel* *J. Davis*  
*Cliff McGraw* *Dick DeLoe* *P. Hodge* *Gene Rodgers* *Don L. Hager Jr. (POC)*  
*George S. Van Dyke, Jr.* *DCP-II* *Roger* *Gene Pester* *Bill Dischert* *Walter J. Moulton*  
*DCP I* *DCP DIV III* *Robert Whitley*  
*Donald R. Smyke* *DCP II* *Rodger B. Derr* *Edward C. Bitter*  
*Happy Holidays*  
*Rick Hartman (otm)* *Bill*

**De Editors**

*Richard M. Garmize*

*Sharon Garmize*



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VADM, ROBERT I. PRICE ..... District Commander  
CAPT. RICHARD CUERONI ..... Chief of Staff  
CAPT. ROGER P. HARTGEN ..... Chief of Boating  
Safety Branch  
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Director of Auxiliary Affairs  
LCDR JAMES DAVIS .... Director of Auxiliary (3SR)  
LT. MICHAEL E. SWIGERT ... Asst. Director of Aux.  
(DET) ENS. GENE ROGERS Asst. Director of Auxiliary

3rd District (SR) Auxiliary Officers

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ROBERT L. WECKER .... Rear Commodore (RCO-W)  
RICHARD B. HUDSON .. Rear Commodore (RCO-C)  
ROGER DERR ..... Rear Commodore (RCO-E)  
WILLIAM DISCHERT..... Immediate Past  
Commodore (IPDCO)  
CLIFTON McGRAW ..... President, Past  
Captains Association

Editor and Publications Staff Officer

RICHARD & SHARON M. GARMIZE  
P.O. Box 5096, STA. A  
Wilkes-Barre, Pennsylvania 18710  
Telephone: (717) 825-9000 (24 Hr)

Division Staff Officers-Publications

Division I .....  
Division II ..... Muriel Lewis  
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Front Cover:  
*Christmas Greetings to all members  
of 3RD Southern Region*

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A VIEW FROM  
THE BRIDGE  
DAMAGE —  
How About  
The  
Third Party?

To summarize the main points from my last article on damage as it applies to Auxiliary Facilities, the following is quoted:

"...where the damage, with or without negligence, is caused by the operation itself, the responsibility is that of the Coast Guard. Where the damage is caused by some defect in the facility or through the negligence of the Auxiliarist-owner himself, it is not considered to be the responsibility of the Coast Guard."

"...any reasonable doubt as to the cause of the damage should be resolved in favor of the Auxiliarist."

These are the principles by which we abide and, beyond being based on sound legal precedent, are fair to all parties.

Now, let us consider damage to other than the Auxiliary Facility, whether it be the assisted boat or a boat that is not involved in the operational situation (such as a collision with a boat enroute to the scene or at the pier during mooring of the assisted boat). Again, the Auxiliarist must be operating within the scope of official, specific duty orders for these rules to apply.

If a claim by a third party is made against the government (Coast Guard) alleging damage by an Auxiliarist or Auxiliary Facility and claiming payment for these damages, the Coast Guard treats this claim as if the damage had been done by a Coast Guard boat. The basis for this is that the laws under which the Auxiliary operates state that an Auxiliary Facility under official orders becomes a "public vessel." The Coast Guard may opt to pay or not to pay the damages, depending on the circumstances, but it is extremely unlikely that the Auxiliarist would be held liable. Now, if the Auxiliarist were found to be grossly negligent in the case, the Coast Guard could decide to investigate that aspect of the case and take other action against the Auxiliarist, as it might do in the case of a Coast Guardsman similarly involved. Such action, if justified, might include one or more of the following actions: reprimand, suspension from Operations for a period of time, suspension from all Auxiliary activity for a period of time, or, if very serious, disenrollment from the Auxiliary for cause. In my experience within the Third District, there has never been a case of negligence to warrant the above actions.

What if you are in a position to render assistance and you are not under official orders? In this situation, the concept that is commonly referred to as the "Good Samaritan Law" governs that situation. Basically, you are acting as a private citizen in this situation. The Federal Boating Safety Act of 1971 (Public Law 92-75) states, in part:

"The operator of any vessel involved in a collision, accident or other casualty...shall render...assistance. Any person who complies with this requirement..."who gratuitously and in good faith renders assistance at the scene...without objection of any person assisted, shall not be held liable for any civil damages as a result of the rendering of assistance or for any act or omission in providing or arranging... medical treatment...where the assisting person acts as an ordinary, reasonably prudent man would have acted under the same

(Continued on page 6)

UPDATE...LCDR James Davis

Let me begin by wishing everyone a safe and happy Holiday Season.

The year end totals should be out about 10 January and we can see what we accomplished this year. I know most of you did what you could and for that, the Coast Guard and I thank you.

The year end letters will also be out shortly. Once again, let me remind you that if you check the quarterly rosters, the year end letters will be correct. While thinking about AUX-MIS, let me say that the machine is alive, getting better and will probably survive the test of Directors and Auxiliarists. Therefore, it behooves all of us to become familiar with how this tin brain thinks and what it can do for us. I am asking the newly elected Officers to appoint an Information Systems Officer, have him trained and let him teach the Flotilla members how to use the system.

This reminds me — CONGRATULATIONS TO ALL THE NEWLY ELECTED OFFICERS. Your most important job is just around the corner, that of choosing your staff. Choose them carefully, train them supervise their output and you will have a capable, dependable staff. If not, please do not hesitate to change horses in the middle of the stream. Remember, a good staff is a tremendous asset to a leader.

The operations program for 1980 was successful but could

UPDATE...Lt. M.E. Swigert

I would like to say hello to the Auxiliarists in the Third Southern District. I have been able to meet a few of you in the four months I have been in Harrisburg. I am looking forward to meeting many more of you in the future.

I have been impressed by the hard work and dedicated effort I have seen displayed by the Auxiliary members in the short time I have been assigned to the Assistant DIRAUX

UPDATE...Ens. E.G. Rodgers

The paperwork that awaits a newly elected Flotilla Commander can, at first glance, appear to be awesom. It would seem, from this side of the fence, that many FC's spend a good deal of time acclimating themselves to the procedures of the office. By the time they get a handle on things a good bit of the year and their enthusiasm has slipped away. This is the problem that can be corrected. The DIRAUX office has put together a NEW FLOTILLA COMMANDER'S WORKSHOP. The NFCW combines the DIRAUX view of problems that arise for a newly elected officer with the suggestions passed to us by many past



UPDATE...R.A. Carson (DCO)

Winter is upon us again. Winter always seems dreary, dead, but we all know that winter is not a dead time at all. It's a time of change in nature, a time when nature's mechanisms are still functioning but are not as noticeable. So too it is with the Auxiliary. We change leadership during the Winter. And our activities change from the very important and highly visible Operations and Vessel Examination programs to the equally important but not as visible role of teacher.

have been much better. We both had problems; since we do not anticipate a change in policy, I hope the Third (SR) will be Number One in '81 in operations. This means that we need more of our members becoming operational and more of our operational members accepting patrols. Let me say at the outset we have more money that necessary in this program (that of course is in relation to the number of patrols we did in 1980), so let's get together and "Break the Bank" by doing more patrols. Two things have happened lately that reduce the amount of time it takes the Coast Guard to reimburse you for patrol expenditures. First is a streamlining of payment procedures. Would you believe it is now averaging about 24 days from the time I receive your completed patrol claim until I get word that your check is in the mail? That is outstanding, and a much needed relief. Secondly, some of you are now able to refuel at Coast Guard units rather than submitting a claim for reimbursement. This program will hopefully expand in the years to come. We will have our operations planning session in late January which means that by Winter Conference everyone should know what areas are available and who to contact about getting patrols. What does that mean to you? Don't wait until May to apply for a patrol area. The sooner you get your request submitted to the proper people, the better your chances of getting what you want. Let's set a goal of increasing our patrol craft days by 20%.

office in Harrisburg. I hope that during my stay here I will be able to provide the help and support needed to further the aims of the Coast Guard Auxiliary.

I wish to extend an invitation to those who may be in the Harrisburg area to stop at the office to meet me or my staff. I hope everyone has a safe and happy Holiday Season.  
M.E. SWIGERT

Flotilla Commanders. This year's version of the NFCW will obviously have some bugs in it. But we hope to meet the main objective, that is, to make the administrative aspects of the FC's job a little more understandable.

I would like to thank everyone in the 3rd Southern for their work and cooperation this past year. Special thanks to DCO CARSON for his help to me these past two years.

HAPPY HOLIDAYS TO ALL!!!!!!!

Our boats go into hibernation, but we don't. I must admit, it is much easier to get motivated to go on Patrol on a sunny July day than it is to plan a lesson in boat handling when there's a foot of snow on the ground. But, we manage. Yes, we manage quite well, thank you.

(Continued on page 4)



As I've already mentioned, winter is a time of change, and a major change effects me personally. On December 31st my two years as District Commodore come to an end. I must say I'll be somewhat relieved to be able to sit back and let someone else handle the problems that arise. But I've enjoyed being Commodore immensely. I think we've done some good things in this District in the past two years and I'm proud to have played some small role in our accomplishments.

I would like to thank the members of my staff for the tremendous effort they've put forth. The staff, at all levels, are the ones that make our organization run smoothly, and the District Staff has done a fine job in rejuvenating the parallel staffing concept, in generating and passing on ideas, in establishing and maintaining new programs; in short,

they've done everything I could ask of them, and more.

I also wish to thank the elected officers, particularly the members of the District Board, all of whom were open, industrious, and most importantly, effective in their dealings throughout my tenure in office.

Finally, I want to thank all you members who have been so hospitable to Toni and me during our visits throughout the District. Without you there would be no Auxiliary. We've enjoyed meeting you all, and look forward to seeing many of you in the future.

I would like to congratulate the new slate of District Officers, and I enjoin one and all to give Commodore Lee Weaver the same undivided support you gave me.



## UPDATE...Lee B. Weaver (VCO)

Our District elections have now ended and as I am sure you know by now, I will be your new Commodore. Linda and I will be traveling to many of your meetings, sharing ideas with you and learning from you. Not only will I be meeting 3rd SR members, but also members in the 5th District and 3rd NR as well.

Our new Officers and staff will soon be taking over their duties. We have many new faces on our staff. A team of varied individual styles, but we need to combine all our talents and assets to create a competent staff.

We all will need a period of adjustments, and we ask for your patience, cooperation and indulgence as we pursue our new obligations.

We will be presenting new ideas and new challenges and I hope all will be met with open - mindedness and diligence. As with any new endeavor, we can expect some disappointments, but I am confident we will be able to achieve numerous goals.

My congratulations to all elected officers. I look forward to working with all of you in the coming year.

## UPDATE...Rodger Derr (RCO-E)

As we move into the twilight of 1980, I can reflect on many things, most of them good, a few not so good.

When I think of the tremendous dedication of most of our Auxiliarists to the ideals and goals of our organization I nearly burst with pride for being associated with such a magnificent group. When I think of those many hours on patrol, sometimes cold wet and hungry, I wonder why - why you performed the way you did for so little pay. Notice I said little pay but you and I know the inner satisfaction we felt was greater than any monetary rewards we could have received.

When I think of all of those courtesy examinations made I am also amazed. Why would anyone enjoy climbing all over someone's boat, usually getting dirty or greasy to finally tell some boat owner you fail or you pass?

Did you get your satisfaction from the statistic or just another passing or failing examination? I'd rather guess you did not, but deep down inside you felt you had done a service for a fellow boatman. I wish our statistics could show how many lives have been saved because of your examinations and good advice to so many boaters. That's what makes me feel so good.

My reflection on Public Education is most amazing to me. Many of our Auxiliarists work all day and then are willing to rush home, grab a quick meal, change into a uniform and dash off to a class to talk safe boating.

I used to wonder "why" to most of the above but I think I know the answer. It's like the mountain climber when someone asked why he climbed all those tall mountains and he said, "Because they're there." You and I know how many unsafe boats and boaters are out there and we get satisfaction from trying to change these things.

This will be my last opportunity as Rear Commodore to thank my many friends in the entire District who have made my last two years so memorable.

As a leading advertising consultant once said, "Reach for the stars. You may not make it but you won't come up with a handful of mud."

I can assure you we won't have any muddy hands at year end in the Third Southern.

Shirley joins me in wishing the best of Holiday Seasons to each of you.

## UPDATE...Robert L. Wecker (RCO - W)

Congratulations to all our newly elected officers. These dedicated people in all levels of our organization have consented to accept the responsibilities to serve as our representative leaders during their term of office. However, our responsibilities as members DO NOT end with an election but our complete cooperation and support is a prime factor in enabling our leaders to successfully exceed the goals set for our many varied programs.

Remember, there is a job in our organization for every Auxiliarist who want to be active.

Let's all put our shoulder to the wheel and by working as a

## UPDATE...William Dischert (IPDCO)

In the evening of my tenure on the District Board I look back over the years to when I was first privileged to be a part of that Board.

The progress that has been made in that period is almost overwhelming.

The Public Education Program has been updated to where it is second to none in bringing safety information to the recreational boater. The Courtesy Examination Program has developed to a point where the examiner can take pride in the knowledge that every boat examined is a safe and properly equipped craft. The Operations Program has taken a large step forward and patrol captains and crews are performing with a proficiency that our parent organization looks upon with

team, we can make the year of 1981 the most successful in 3 (SR) History.

My association with the members of the 3rd (SR) while serving in the office of Rear Commodore West for the past two years has been a most pleasant and enjoyable experience. Your cooperation and warm friendship extended while visiting the various Divisions and Flotillas will be long remembered.

In closing, a most safe and happy Holiday Season to each of you.

respect.

All this has been accomplished by dedicated Auxiliarists interested in safe boating.

My years on the Board have been educational and pleasurable thanks to the cooperation and aid of the membership.

I wish you all a very Merry Christmas and many Happy New Years.

May the road rise to meet you, may the wind be always at your back, may the sun shine warm upon your face, may the rain fall gently upon your field, and may you be in Heaven one hundred years before the devil knows you're there.

## PAST CAPTAINS ASSOCIATION

The Annual Meeting of the Association was held on 2 December 1980 at Base Gloucester City, New Jersey at which time elections for 1981 & 1982 were held. The Officers elected are as follows:

President — Clifton McGraw  
V. President (E) - Philip Spielman  
V. President (C) - William Pierce  
V. President (W) - Richard Garmize

Past Captain Willard Rouse was appointed to serve as Secretary for the Association.

CLIFTON McGRAW — P-PCA



# ASK THE DIRECTOR

Dear DIRAUX,

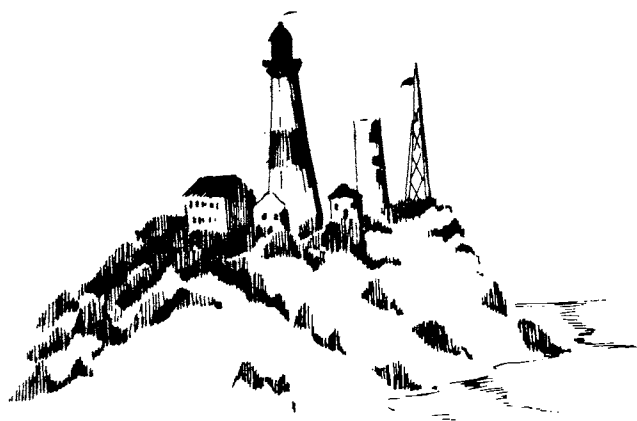
I think I'm ready for a 5 year award. How do I put in for it? Does it come automatically? Should I buy a ribbon and just start wearing it? I know other people have gotten a certificate concerning this award. Where's mine?

Signed,  
Five's My Number

Dear Five,

The 5, 10, 15, 20, 25 and so on years of service awards come from the Director automatically based on a monthly computer printout. When we receive the printout we prepare the certificates and letters which accompany the award and send them to your Flotilla Commander for appropriate presentation at a meeting or other Auxiliary function. The award is based on the exact Base Enrollment Date as indicated on the Quarterly Printout, which your Flotilla Commander and Division Captain get, and on the Annual Members Summary which you receive yearly around February or March. Now sometimes we have to be careful to not confuse the date you may have come into the Auxiliary as a conditional member (this type of membership no longer exists) and the actual date you became Basically Qualified (Base Enrollment Date). If you do deserve a 5 year award, it will be forthcoming shortly after your 5 year anniversary date. Of course, if a few months pass before you receive the certificate, then you should notify your Flotilla Commander concerning the matter and he/she will follow the chain of command to properly inform me, so appropriate action can be taken. Oh, and please don't begin wearing the ribbon until you do receive the certificate.

The presentation of this award in Third (SR) began early in 1978. A decision was made at that time not to make the award retroactive. Therefore, if you became a BQ'd member in 1972, you will receive a ribbon and a ten year certificate in 1982, but you will not receive a five year certificate. The ribbon is a one time issue. Members who became BQ'd prior to 1973 may wear the ribbon without a certificate. Precedence and manner of wearing this ribbon is contained in Chapter 2 of the Auxiliary Manual. (COMDTINST M16790.1)



## A VIEW FROM THE BRIDGE



(Continued from page 2)

or similar circumstances." Notice that it also includes medical assistance. The last sentence is the crux of most law/legal questions of this type. This general rule of liability says that individuals are liable for damage caused by their negligent action, and that they are held to follow a standard of care that would be followed by "the reasonably prudent man..."

"A person...who renders emergency care or emergency counseling to an injured, ill, or emotionally distraught person who reasonably appears to the person rendering the aid to be in immediate need of emergency aid in order to avoid serious harm or death is not liable for civil damages as a result of an act or omission in rendering emergency aid."

This statute does not, however, preclude liability resulting from gross negligence or reckless or intentional misconduct. It should be noted that all "Good Samaritan Laws" are based on State Statutes and may differ slightly from state to state.

The basic effect of this statute on those rendering emergency aid is to protect them from liability for negligent actions. This type of statute is meant to encourage emergency care by shielding those who render aid from liability. Any slight overreaction or omission that might commonly occur under the pressures of an emergency situation would be excused as a basis for liability by the terms of the statute. Coast Guard Auxiliarists, who have been trained in the proper administration of emergency care and who act in accordance with their training would in almost all cases be shielded from liability by the statute.

Again, I may have raised more questions than I have answered, but I hope that this information will ease your minds and let you know that the Coast Guard is behind you all the way.

R.A. DeCORPS, JR.  
Captain, U.S. Coast Guard  
Chief, Auxiliary Branch  
Third Coast Guard District

**PUT SOME SNAP**

**INTO YOUR UNIFORM**

With accessories from




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

**ORDER FROM YOUR OWN  
MATERIALS OFFICER**

## Meet Lt. Michael Swigert - Assistant Director (DET)

Welcome aboard to LT. MICHAEL E. SWIGERT, the new Detached Assistant Director of Auxiliary in Harrisburg, PA. Originally from Maineville, Ohio, Mike will be residing with his wife, Rosemary and his new daughter, Catherine in the Harrisburg area.

Mike graduated from the Coast Guard Academy in 1973. He has been stationed on the USCG Cutter Mackinow and the USCG Cutter Westwind, both icebreakers homeported in the 9th district. He has come to the Third Southern Region from USCG Base San Francisco, where he served as diving officer and executive officer.

New to the Auxiliary, Mike is looking forward to getting into the field to meet the people who serve in the Coast Guard's volunteer branch.

**WELCOME ABOARD!!!!**

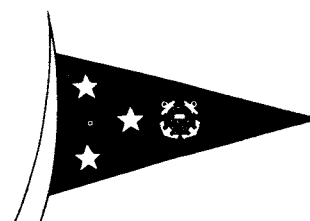
## A Timely Message From NACO...

I'm sure you have seen your copy of Marion Crawford's work on where we stand at present in our activities for 1980 and an approximation of where we will be at the end of the year if we continue our current activity. The same big problem areas continue to bother us; namely CMEs and PECs. Folks, we can "operate" and "publicize" till...freezes over, BUT if we don't "EDUCATE" and "EXAMINE," we are going to miss many chances of saving lives.

I know I sound like my good ole Methodist preacher or the local parish priest, but I just must ask that you make every effort for a bigger push the remainder of the year - and yet, I know from having been associated with most of you for a number of years that you are doing your best to do just what I have AGAIN asked for, and that's an extra effort.

PLEASE, for the sake of human life, push for that extra PEC course and "one more" CME this year. It would sure make more enjoyable "newspaper reading" for all of us in that I have been amazed at the great number of water-related deaths that have occurred within the past 60 days in and on the waters of our nation.

Dr. Horton



## Have You Hugged Your P.F.D. Today?

Hypothermia and cold weather drowning were the topics of the one-day seminar at Delaware Technical and Community College. Mr. Alexander, Director, New York City Red Cross, and Mr. Virgil Chambers, Pennsylvania Fish Commissioner, were the presenters. They provided an in-depth picture of hypothermia, its causes, types, and treatment. The provocative presentation of cold water drowning evoked these questions.

Do you realize that manual dexterity (ability to undo or tie knots) is seriously impaired in 20 seconds in 45°F. water?

Do you realize that drowning in cold water can occur in 10 seconds?

Are your P.F.D.'s immediately available?

How many seconds does it take you to put on your P.F.D. in the boat? How many seconds does it take you to put on your P.F.D. in the water?

Are all your P.F.D.'s the same?

What class P.F.D.'s do you have on board?

Have you checked the fasteners on your P.F.D.'s?

Have you safety-checked your P.F.D.?

How will you float with your P.F.D.?

How will you float, when unconscious, with your P.F.D.?

Have you ever tried the H.E.L.P. float position? (Heat Escape Lessening Position)

Have you ever tried the huddle float?

Does your P.F.D. fit?

**GET TO KNOW YOUR P.F.D.**

Royal F. Morris, IPFC 2-76 3(SR)  
Submitted by Muriel G. Lewis, SO-PR II 3 (SR)

**NOTICE**

**TO ALL OF YOU WHO**

**INTENDED TO MAKE 1980 A YEAR**

**OF OUTSTANDING PERSONAL**

**ACHIEVEMENT; YOU HAVE ONLY**

**A FEW WEEKS LEFT TO DO IT.**



# DISTRICT

**PATROL FORMS** - Patrol Captains are reminded of the following routine for reports involved in patrols.

CG4612 - White copy to order issuing authority within five (5) working days. (Group Baltimore for 5th District Patrols). Hard copy to Diraux that has your member records.

CG-4947 - Hardback to DIRAUX (3SR). Patrols orders and receipts to DIRAUX (3SR) or Group Baltimore (5th District patrols only).

**RADIO WATCH CREDIT:** - Chief DIRAUX/NACO Newsletter for September, 1980 gives a good definition of 'How to report Hours'. (Total hours on CG-4947 **must not** exceed total hours station is on air) i.e., two (2) people standing a one position watch for six (6) hours results in each member receiving three hours category 07 credits, or one (1) member receiving six hours category 07 and one member receiving six hours category 11.

**CG-4947** - Please note that some copies of this form are bound off center. Members should ensure that information on DIRAUX copy is within designated block.

**Reminder** - All AUXMIS input must be submitted to the DIRAUX office within thirty (30) days of the last activity.

**FCC** - Has recently monitored Auxiliarists on Channel 70 using their Auxiliary call sign. Auxiliarists are restricted to using Auxiliary Call Signs on the Coast Guard working frequencies. If you transmit on non Coast Guard channels use your FCC call sign.

**"ON SCENE"** - The National Maritime magazine published by the Coast Guard's Search and Rescue Division, has a limited Auxiliary circulation. This magazine is a good source of information and should be shared as widely as possible. Some articles would make interesting reading in flotilla and division publications.

**MEMBER CARDS** - Any Auxiliarists who do not have the blue member cards issued in 1978 may receive them by having their Flotilla Commander contact the DIRAUX office.

**AUXILIARY ANNUAL UNIT OFFICER REPORT (CG-2738A)** - This form should be submitted by the newly elected FC's & DCP's as soon as possible. It's suggested that each unit designate someone to **TYPE** to eliminate the numerous errors that happened last year.

**FLOTILLA ELECTED OFFICERS COURSE** - This office has been informed that Officers other than SO-MTs have been grading 'FEOC' tests and forwarding direct to the DIRAUX office. Please ensure that these tests are sent **SO-MTs only** for grading, record keeping and forwarding to the Director's office.

**MAILING ADDRESS** - Remind your members that the "send to" address is no longer printed on AUXMIS forms. Please check to be sure there is an address on mail to my office.

**THIRD SOUTHERN OFFICERS GUIDE** - We are now gathering information for change 1 to the guide. Please review the guide and let me know if you have changes, or if an item is unclear. (i.e., Facility Inspection deadline will be changed to read received by DIRAUX prior to 1 July). Change one will be published about 1 January.

**TRAINING PLAN** - ENS. RODGERS is writing a program to train FC/VFC in paperwork management. Please let him know if you have ideas to be included. We have target date of 1 December 1980 for a rough draft of this program. I anticipate having the training plan available for your review in December and published early in January. The program will be geared for easy presentation by your SO-MT. However, my staff will be glad to help if you can have your FC/VFC's at a given place and time (I suggest a Saturday). The program should take between 4 & 6 hours to present. Please let us know of any topics you want specifically covered.

**OPERATIONS** — This region has 1150 vessel facilities of which only 210 are operational facilities, of the 210 operational facilities only 120 participated in the operations program this year. I am asking the District Board to:

1. Push for an increase in the number of operational facilities.
1. Push for an increase in the number of operational facilities that accept orders.

The FY -81 budget is to say the least slim. However, I will have sufficient funds to cover all patrols scheduled. Let's see if we can make 3(SR) No. 1 in 81 operations.

**UNIFORM** - (a) October is the date we changed to the Coast Guard Dress Blue uniform. The Summer Uniform should no be worn again until April 81. (b) The short sleeve dark blue shirt is not authorized for Auxiliarists. (c) At the Conference in Nashville, the National Staff asked the Directors and elected officers to monitor the proper wearing of uniforms.

I do not intend to advise Auxiliarists when I notice someone wearing the uniform improperly, but I will point out discrepancies to Elected Officers and Senior Auxiliarists. I then expect you to monitor your own people. COMDTINST M16790.1 (Section C of Chapter 2) gives the details on how and when the uniform should be worn. If you have any questions just ask.

**SARATOGA** - Congratulations to all involved. A fine job well done.

# PRESS

**NEW DISTRICT ELECTED OFFICERS** - The elections for the 1981 EXCOM were held at the October District Board Meeting at Base Gloucester. The new officers are:

DCO - LEE B. WEAVER  
VCO — RODGER B. DERR  
RCO-E — GEORGE VAN DYKE, JR.  
RCO-C — WALTON PORTER  
RCO-W - RICHARD L. RAUDABAUGH

Congratulations to ALL

**RODGER B. DERR'S** — New Phone numbers are:

HOME — 215-925-3296  
BUSINESS — 215-545-0300

**FLOTILLA MERITORIOUS ACHIEVEMENT AWARD** The COMMANDANT INSTRUCTION concerning this award is included in this mailing. Flotilla Commanders should note that the Commandant will provide metals, ribbons, and certificates to first time winners and ribbons and certificates only for those winning the award additional time.

**NOAA INFORMATION** - Five new editions of the U.S. Coast Pilots, which provided mariners with a wide variety of navigational information, have been published by NOAA. Of particular interest to this area is:

U.S. COAST PILOT 3 — SANDY HOOK to CAPE HENRY, (18 editions) \$6.50

Federal regulations concerning safety fairways and anchorage areas in major ports are included in the updated editions. U.S. Coast Guard Pilots can be obtained from: NATIONAL OCEAN SURVEY, Distribution Division (C44), Riverdale, MD. 20840 (telephone 301-436-6900).

**NOAA PLANS THREE YEAR CHESAPEAKE BAY SURVEY** - A three year project, known as a circulatory survey will begin next August. The survey will include the measurement of currents, tides, salinities, water temperatures, and meteorological data. The information will also be used for safe navigation, for future ecological studies of the area, and to redefine and update tidal datums used for land movements and boundary determinations.

**GAP** - The 1980 GAP Awards will be based on the goals as printed by DSO-IS, not CG Headquarters printouts.

**END OF YEAR MEMBER LETTERS** - The Chief of Auxiliary (Capt. De Corps) is attempting to mail an advance END OF YEAR member activity letter out by 1 NOV. Please have members verify this letter and report discrepancies by 15 NOV. A final letter will be sent to members sometime after 1 JAN. 81.

**THE RECREATION BOATING SAFETY AND FACILITIES IMPROVEMENT ACT OF 1980.** - Better known as the Biaggi Bill has become law. Provisions of the bill include \$60 million for recreation boating improvement projects (funds to be turned over to the States).

**BASE GLOUCESTER 1980 SAR Statistics** - The Coast Guard at Base Gloucester was involved in 348 SAR missions, (Memorial Day to Labor Day) resulting in 760 persons assisted and over \$2.3 million in property saved. The base's area of SAR responsibility includes 83 miles of the Delaware River, from Ship John Shoal Light to Trenton, N.J. The Coast Guard Auxiliary was involved in 63 SAR cases or 21% assisting 202 persons and saving over \$577,000 in property. This information has been provided to local news media.

**THIRD (SR) MATERIAL REQUISITIONS** - Diraux supply of Third (SR) Auxiliary forms is depleted, all materials requested should be sent to AUXILIARY NATIONAL SUPPLY CENTER. P.O. Box 29165, St. Louis, MO. 63126.

**PROCEEDINGS** - The Naval Institute magazine has devoted its entire October issue to the Coast Guard, with a section of the Auxiliary.

**NEWSLETTERS** - DIRAUX has been informed by Headquarters that receipts are not to be included in newsletters sent by penalty indicia mailing.

**NAVIGATOR AWARD** - Third (SR), Flotilla 7-12 won the award for the best photograph appearing in 1979 issues of Navigator. The picture may be found on page 24 of the Spring '79 issue of Navigator.

**AUXMIS DEADLINE** - The following will be the 1980 policy for AUXMIS submissions.

1. Only information received in my office by close of business 1 December will be counted as 1980 AUXMIS activity with the following exceptions:

a. PE classes - (1) classes completed prior to 27 November; CG-4954's and CG-4947's must reach my office by close of business 1 December. (2) classes completed between 27 November and 20 December; CG-4954's and CG-4947's must reach my office by close of business 22 December.

(Continued on page 10)



# DISTRICT PRESS

b. Change of member status (enrollments-disenrollments change of membership category etc.) must reach my office by close of business on 10 December 1980. **Note:** This is being done this year only because some Flotillas still have 1 December as a dues cut off date. Be advised this is the last year the deadline will be extended.

2. All AUXMIS inputs not received by aforementioned deadline and classes completed after 20 December will be credited in 1981.

**INACTIVE MEMBERS** - Flotilla Commanders, at this time of year, should review the status of their inactive members as required in the Auxiliary Manual, COMDINST M16790.1, part 2-b-3.

**NEW YORK BOAT SHOW** — will be held 15-25 January.

**FT PHONE ACCESS** - Only Auxiliary authorized in writing by the Director may use the FTS access code.

**WINTER CONFERENCE** - 20-21 February at the Valley Forge Hilton. Details in Winter '81 issue of TOPSIDE.

**CHANGE OF WATCHES** - Those of you who are planning to invite the Directors to your Change of Watch, please do so as soon as your new schedules are confirmed. Flotillas and Divisions in the Central and Eastern areas please indicate in your invitation if you would like ENS. RODGERS to attend if I cannot.

**DISTRICT DIRECTORY** - I would like to send the 1981 Directory to press before 20 December. Please submit your 3SR-113's and CG-2736A's as soon as your staff is finalized.

**GAP PRINT OUT** - The SO-IS's have recently received 2 copies of the latest GAP Summary. This should give FC's an idea where they stand.

**AUXMIS PROBLEMS** - It has been reported to this office that 25% of all errors are repeated errors committed by the same people.

**HAND HELD RED FLARES** - The following manufactures have received Coast Guard approval for the production of hand held red flares for carriage on recreational boats in compliance with Part 175 of Title 33 of the Code of Federal Regulations.

Samuel Jackson Fusee Co. Easton, Md. 21601 #160.021/14/1 dtd 14 October 1980 Expires 14 October 1985	Bristol Flare Corp. P.O. Box 540 State Road Bristol, Pa. 19007 #160.021/4/3 dtd 9 October 1980 Expires 9 October 1985
Olin Corp. Signal Products Operation East Alton, Il. 62024 #160.021/18/0 dtd 6 October 1980 Expires 6 October 1985	Kilgore Corp. Toone, TN 38381 #160.021/11/1 dtd 9 October 1980 Expires 9 October 1985

**FLOTILLA SCRAPBOOKS** - Must be submitted prior to 20 December to receive credit towards the District Awards Program.

## THE MAYDAY THAT FAILED

Many a time after getting home from conducting a PE course, tired because it was the second or third night out teaching. I have asked myself, "Why are we expending so much effort?" I think I found the answer on Saturday, October 18, 1980, at Coast Guard Station Stillpond.

At about 1600 hours, the radio blared, "MAYDAY!MAYDAY!", and my wife, Alice, who was standing watch at the station, tried to reply. But, there was no answer. She continued to try for some time for a response, but received none. Then, at about 1700 hours, a MAYDAY came over the air from another boat located just outside the entrance to Stillpond. The skipper reported that there was a sailboat with a heart attack victim on board, sailing under power in circles, with a hysterical girl at the wheel. The 41-footer was dispatched at once, and I went

along as a fourth member of the crew.

It only took us about five minutes to come alongside the boat in distress. The two young Coastguardsmen boarded the craft in seconds, and at once they started CPR.

I felt sure that the man was deceased, but they kept at it and then, with superhuman strength, picked him up and put him on the 41-footer for a fast ride back to the base. I followed at the helm of the sailboat, with the victim's daughter soaking wet and shaking in the cabin.

When we arrived, the Rescue Squad was there, and we learned we had been too late. We took the girl to the station, where Alice helped to make her a little more comfortable with a hot drink and dry clothes, while waiting for her mother to arrive.

(Continued on page 11)

## HISTORY DIVISION VI

Originally known as the West Central, N.J. - Southeast Pennsylvania Division, it is now known as the West Trenton Division and it meets in Bristol, Pennsylvania. As it was with a number of other Divisions in the Third District, Southern Region. This one, when formed on 1 January 1956, drew from Division II for a nucleus around which to build. The reader must realize that, with Flotillas being disestablished, transferred to newly formed Divisions, etc. and with a number being reassigned, at times, to newly formed Flotillas, it is difficult, with the meager sources of information available, to follow accurately the correct thread of history. One number, twenty-eight (28), for instance, has been given to at least four different Flotillas. Also, meeting locations change.

Flotilla	Was	Now	Location	Established	Disestablished
61	26		Bordentown, N.J.	29 Oct 1942	
62	Trenton 23 Dredge Harbor	13-3	Riverside, N.J.	4 Nov 1941*	
63			Bristol, Pa.	15 Oct 1955	
64			Bristol, Pa. (Eddington, Croydon, Neshaminy)	15 May 1957	1969
65			Burlington, Pa. (Trenton)	21 Dec 1957*	
66			Trenton (Central)	1959	
67			Willingboro, N.J.	1966	
68			Yardville, N.J.	Dec 1971	1976
69			Lawrence Township (North Trenton)	28 Jun 1972	
62			Mount Holly, N.J. (Rancocas Valley)	1 Feb 1963	

\*Dates not guaranteed.

The dates and years are reasonably accurate and have been confirmed by documentation, with the exception of the two which are asterisked. The year of those two are firm, the month and day are open to question.

Submitted by  
John E. Johansen  
PDCO, Historian

## THE MAYDAY THAT FAILED

(Continued From Page 10)

Here is what happened before we received the MAYDAY! When the skies had turned dark, the girl's father took down the sails and started toward Stillpond for shelter. He had his daughter at the wheel and went below to put on his wet suit, and came back on deck telling her that he "felt funny", and almost at once collapsed. She attempted to revive him, but failing this, tried the radio, not knowing how to use it. She knew enough to call MAYDAY, but kept the mike button pushed in so that no one could answer her, and then kept changing channels when she did not get a reply. Giving up, she went back on deck and sailed in circles, waving to boats going past, trying to stop someone, but they just waved back. Finally, after 45 minutes, a boat stopped and, seeing the situation, called Stillpond for help.

If the daughter had known how to use the radio, maybe we could have been in time. Who knows? It was her father's third heart attack.

I feel that there must be at least two persons on board at all times who know how to (1) use the radio, or (2) be cognizant of some other means to attract attention to secure assistance. If we can fill this void in the Public Education field, the hours spent will be well worthwhile.

Philip Stamm  
VFC 2-4 3(SR)  
(Submitted by Muriel  
G. Lewis, SO-PB II)



Philip Stamm, VFC 2-4 3(SR)



## DIVISION V

by Ruth C. Aubin, SO-PB V

As in many of life's ventures, not all US Coast Guard Auxiliary projects attain the results so enthusiastically worked and hoped for. It is doubly exhilarating, then, when an idea - a dream, a goal - has been converted into a viable, working reality. Several years ago some members of Division V envisioned communications coverage for Raystown Lake, the heart of Division V's Operations Program.

Through the hard work perseverance and united efforts of a group of very determined auxiliaries, two Auxiliary land radio stations are now in operation at Lake Raystown, one at Seven Points and the other at Rothrock - a first for Division V! Persons instrumental in the installation of these stations were ADSO-CM '79 Weldon Vogt, ADSO-CM '80 George Ryan, RCO(W) Robert Wecker, Robert Bentz of 14-2, and Bradley Pennebaker, SO-CM V. Approximately 30 Auxiliaries observed these stations in operation at a campout on 22 June during a demonstration involving four stations. There was excellent coverage over the 30 mile lake and the Corps of Engineers were extremely pleased with the results of the test. What has since unfolded is a communications systems to be proud of. So, many thanks to those who devoted their time and effort to make the system work!

This has been a very rewarding year, to date, for members of Division V, in all four cornerstones, but especially so in the

CME program. In this year's first edition of TOPSIDE, I mentioned that there would be some friendly rivalry in this program as Flo 5-14 bet the other ten flotillas that it would produce the most CME's during 1980 and that 5-12 accepted the challenge - remember? The results are not in yet - but it's a "close race" with both Flotillas running neck-to-neck. This was a "fun" bet, but it sure "paid off" since, as of this writing, Division V is leading the District in CME's for 1980!

Have you ever met someone who inspires you to "stand tall" - someone whose achievements are such that you'd like to share them with everyone you know? I have. Her name is Kathryn Karlson and her father is Ernest Karlson, a member of Harrisburg Flo 5-3. Kathy was among the first women graduated from the US Naval Academy this past June. She dominated the field at the Women's Mid-Atlantic Sailing Championships at Princeton University this year, by skippering her Laser to either first or second place in every race to take top individual honors and lead the Academy team to a sweep of the top three sports! Later, she represented the American team at the Royal Danish Yacht Club and finished second in the women's single-handed division of the International Yacht Racing Union Women's World Championship held in Skovshoved, Denmark, August 11th-20th. Quite a young lady and quite a "sailor"! We are proud of Kathy and very appreciative of her dad who is a top-notch sailor and one of the best and most dedicated instructors we know.

### DSO-VE ELMER E. GUNDY

My record shows that we did 19,193 CME inspections by 1 October, 1980. Our Commodore, would like 20,000 inspections for 1980. Chances are we will make it. Since our cut off date is 1 December 1980, we have the month of November, to go over the top.

On a recent survey I made, there are a few hundred boats in the water, in the Marina's from Toms River, N.J. to Cape May, N.J. boats that don't have any DECALS on them.

This is a great opportunity for our VE's that are retired, to up their CME inspections (weather permitting). REMEMBER,!! there are "NO BOUNDARYS" in the CME Program.

Just check the area that you are in to see that the Division does not have a program going on.

Good Luck to Division V. May the winning Flotilla enjoy their dinner.

Elmer E. Gundy



Tynice Briltingham, age 7, DIV. XII, winner of NSBW Poster Contest. Tynice is a student at S. Avanna Elementary School in Lewes, Delaware.

### DSO-MA

The past two years as District Materials Officer has been a pleasure. It necessitates a lot of work and time, but it has been an absolute pleasure for my ADSO and myself. We had a good Commodore and District Staff to work with.

During the two years interim, all orders were serviced as soon as possible. At the direction of the Commodore, the prices in the District Store have been brought down as much as possible, to make the item attainable to more Auxiliaries. The District store now carries a sizable inventory, so that orders may be serviced more quickly.

We have been in contact with other District Materials Officers, to establish a liaison with other districts.

Our sales have been good as the various rendezvous'. We have many new items. They are, a foam baseball cap that is adjustable in size. It is strictly a civilian cap. A needlework kit, complete to make pillow size with the Auxiliary logo on it. Also, a plastic laminated license plate, that is very inexpensive. A money clip with Auxiliary logo, plastic Zipper Portfolio with logo.

We are waiting for earrings with logo to come in. We'll let your materials officer know as soon as they are available. We also have access to trophies and plaques.

George B. Brouse



## AUXILIARIST EARNS COAST GUARD WATCHSTANDER RATING

If any of you have heard a female voice recently coming over the air from Coast Guard Station Stillpond, it probably was Alice Stamm, FSO-PE, Flotilla 2-4, 3(SR).

After many hours of intensive training and studying, Alice took the Coast Guard Test for "Watchstander" at Station Stillpond and passed with flying colors. (Worton, Maryland).

Her letter of notification from Chief Petty Officer Keen congratulated her on being the first Auxiliarist to receive the rating at Station Stillpond.

Our congratulations to Alice. Keep up the good work. Also out thanks to Coast Guard Station Stillpond personnel for their assistance in making it possible.

Submitted by: Elsie Nichols, FC2-4



Alice Stamm, FSO-PE, 2-4, 3(SR)

## EYES ARE WATCHING

Ladies, it's the time of year when you're wearing your service dress blue uniform. It is your PERSONAL CHOICE as an Auxiliarist to wear a uniform. Put your uniform on and take a look at yourself in a full-length mirror. Are you "out of uniform"?

Everything you need to know is written in COMDTINST M16790.1 (old CG-305). Have you read that section lately?

Let's start at the bottom of the subject. (See, there was a reason for the full-length mirror.)

Shoes - black, plain pump. Save those favorite open-toe, sling back, spike-heel shoes for a night on the town with your favorite man. Your uniform calls for conventional pumps with closed heels and toes with a low or medium heel.

As your eye travels upward from your shoes, you should see your legs. Congratulations! You're wearing neutral beige stockings with no designs woven in.

How versatile we are. Some wear the dress slacks and others wear the skirt. Your slacks should touch your shoe tops. Oh, oh! Skirt lengths. No mini skirts. No granny skirts. The rule is, no shorter and no longer than 2 inches above or below the crease at the back of your knee.

Again looking higher, you're wearing a long sleeve light blue shirt. An ascot is around your neck, all of your buttons are buttoned and you're wearing collar devices. Just where do you stick those things on your collar? The collar devices are centered, 1 inch from the top of the collar, and 1 inch from and parallel to the front edge of the collar. A quick glance at your hair, is it neat and not touching your collar? Does it present a neat appearance?

Now, put on your jacket. First of all, your shoulder boards; that's the easy part. Each of us wears a name tag, 3 and 3/16 inches by 5/8 of an inch, white with Coast Guard Blue lettering. Only your surname is centered in 1/4 inch letters. Beneath your surname is centered "U.S. Coast

Guard Auxiliary". Your name tag is worn on the right front of your jacket, centered over the seam in the middle of the jacket front, as though over a pocket flap (picture your summer uniform).

On the left side, the award ribbons you've earned are worn in rows of three with precedence starting at the right of the upper row. The order of precedence is shown in COMDTINST M16790.1, fold-out page 2-9. The bottom of the bottom row of ribbons should be level with the bottom of your name tag. That's the tricky part. Let's face it, these jackets are not a flat surface! If you wear an AUXOP pin officers device, etc., please check the manual for correct placement.

Accessories? Of Course. Your gloves are white and either short or medium length.

Whoopes! Check your handbag. Is that a suitcase you're carrying? It should be plain black, envelope style with matching detachable shoulder strap and, here's the kicker, "nominal maximum size (11" wide by 8" deep)". By the way, carry your handbag in your left hand or on your left shoulder. It is a military custom to keep your right hand free to salute.

Don't forget your hat, either the combination or garrison cap. Make sure you're wearing the hat device mandatory 1 January 1980, not the old one, and that your hat is square on your head.

Take a close look at your jewelry. Save the majority of it for that night on the town. Watches, rings, etc., in good taste, and no dangling earrings, just small ones. (Maximum 1/4 inch round ball style).

One last look in the mirror. You can be sure that you are wearing your uniform PROUDLY and CORRECTLY.

Nancy K. Davis, ADSO-PEY, Toni Carson, VCP-XII

# WELCOMING THE USS SARATOGA, SEEN FROM AN AUXILIARY PATROL BOAT

The Auxiliary vessel, HONEY K, was ready on September 30, 1980, and departed for the assigned station at 7:30a.m. Except for the fact that one engine clutch gave the crew anxious moments on a few occasions, by letting one engine run wild, we arrived on time and reported in on roll call.

The HONEY K was assigned position "S", located at the south end of Tinicum Island, which is situated in the Delaware River just south of the Philadelphia International Airport. The assignment was to await the arrival of the SARATOGA and after she passed, to fall in line to the rear.

Our patrol, in company with Coast Guard cutters, police boats, fire boats, etc., was to keep the sightseers a safe distance from the SARATOGA, especially out of the channel. For the most part, the boating public is to be commended. Very few got out of line, and when told, they, too, observed a proper distance.

The day started out overcast and cool, but as the SARATOGA came into view the sun came out. At approximately 12:30 p.m., the large gray outline of the ship came into view, almost blinding with the haze still present. It was a big one!

As the ship passed Sun Ship Yard, our scanner overheard some ship greet the SARATOGA on behalf of the company and its employees. Not to be outdone, the HONEY K changed hats and with a female radio operator, and as private pleasure craft called, the SARATOGA came back with a full call, "Roger-thank you-out."

As the SARATOGA came up to us, we were in awe of its majestic height which towered over everything. We were called on the radio and directed to stay in position just off the starboard bow of the SARATOGA. What a place to be! We could see all the crew in their blue uniforms and white

caps lining the edge of the flight deck like a neat picket fence. We could see the official Vice-President helicopter come and go along with other Army and Navy helos. The news chopper hovered above. As the ship got closer to the Philadelphia Navy Yard, the speed was gradually reduced. The SARATOGA fired salutes as each VIP chopper came and left. The shores began to be wall-to-wall people, cars, etc. The I-95 bridge over the Schuylkill River, which overlooks the confluence with the Delaware River, and the Philadelphia Navy Yard, was a temporary parking lot. At this near approach to the Navy Yard, the density of small craft increased markedly. The vessels blew their whistles and the fire boats set up plumes of water resembling many ostrich tails.

On deck of the SARATOGA we could see much of the personnel belongings of the crew's families - cars, trucks, trailers, boats, and large storage crates. The ship, for all its tremendous size, slid through the water like a graceful swan. As it reached the Navy Yard, it was finally stopped by the many tug boats rushing into position to guide its movements. The SARATOGA was turned toward the channel and gracefully and smartly backed into her berth.

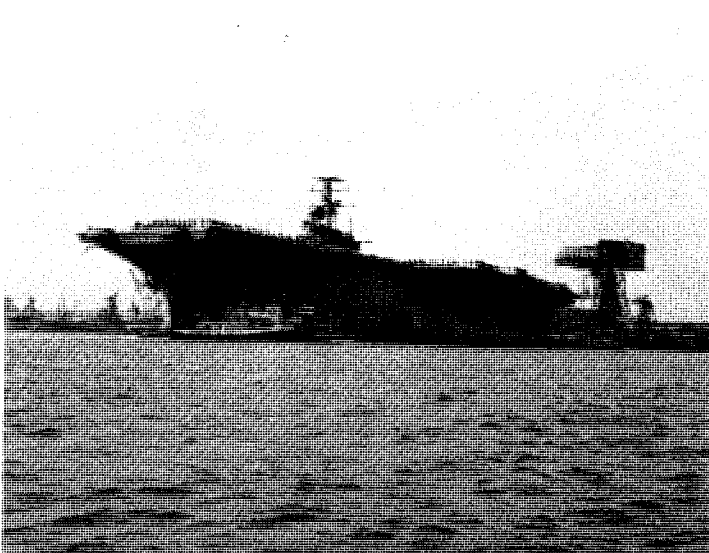
The patrol continued until the All Clear was given at approximately 3:30 p.m. Each vessel checked out with the AUXCOM and headed home. Luck or good management, we had a brisk outgoing tide going down river and a brisk incoming tide coming back to our marina.

The communications set-up, run by Base Gloucester and our Area Auxiliary Coordinator, worked very efficiently.

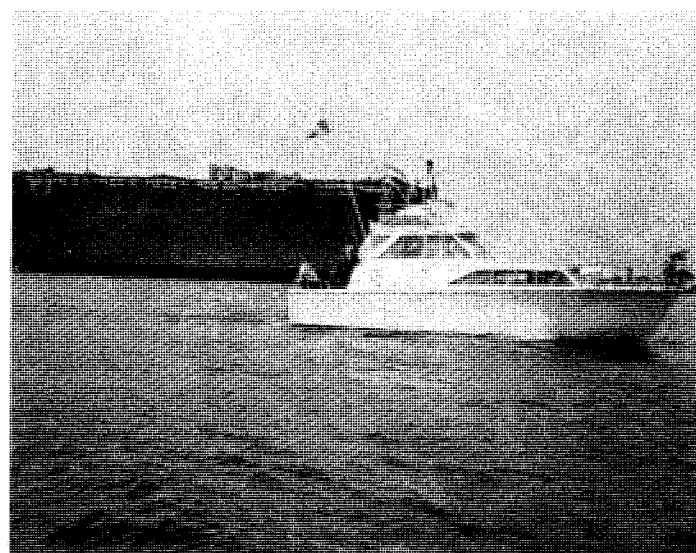
The patrol will be long remembered.

I would say to all participants, "Well done!"

George S. Van Dyke, DCP II, 3(SR)



USS SARATOGA being backed into its berth at Philadelphia Navy Yard. Photos by Martin Wexler, FSO-PR 2-3, 3(SR)



The HONEY K, with Frank Wagner, Flotilla 2-3, 3(SR), as Captain escorting the USS SARATOGA up the Delaware River to the Philadelphia Navy Yard.

## SPO-WA

*The Cape May Rendezvous and the District Safe Boating Queen contest is now over.*

*I would however like to thank all Divisions who had a contestant. Division III; V; VI; VII; X; XII; XIII and XIV.*

*The judges, Captain Fear who was chairman, Mary Jane DeCorps and Wayne Carlton from Cape May had a hard time picking the winners as they were all very good. Our congratulations to the judges for a job well done.*

*Our new District Safe Boating Queen is Becky Stewart of Division III. First runner-up was Kim Butzer of Division XIV and second runner-up, Donna Michens of Division VII. Congratulations and the best of luck.*

*Now that your queens have been selected on Flotilla, Division and the District level, utilize them, don't cast them aside and forget them. Have them participate in Flotilla, Division and District activities. As in the past, many of these queens have not participated in your activities due to the fact they were not asked, please don't let this happen to these queens. If they were willing to compete in the contest, surely they would be more than willing to help you if asked. Use them in your PE work, Courtesy Examinations at Marina's, parades and any other Auxiliary function you may have. Let her be your GOOD WILL AMASSADOR for the Auxiliary.*

*In February will be our Winter Conference which I hope many will attend.*

*As you know for many years a trophy was given to the lady Auxiliarist who taught the largest amount of children the "Water 'N' Kids" course. The same will be done at Winter Conference, BUT, I am now presenting the male Auxiliarist with a trophy for the same thing. So, you retired men or for those who would like to do something for the children, now is your chance to do something. There is much*

*these children can learn. I would like from each Commander or Captain the name of the woman or man who have participated in this program. This I will need by the middle of January 1981. Good luck.*

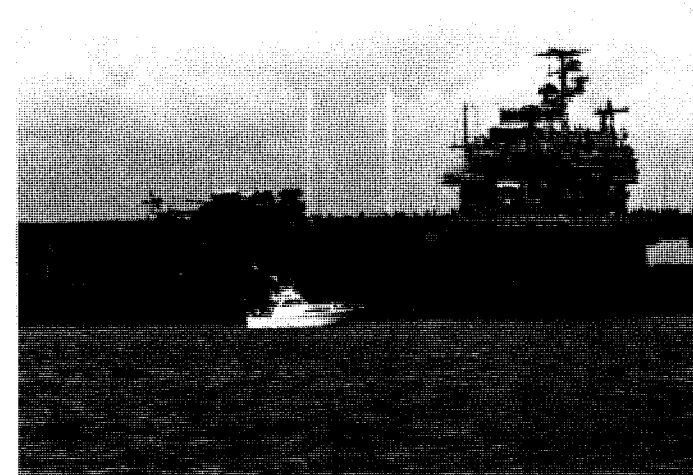
*I would also like the ladies in the Auxiliary to send me some ideas for the fun part of the Conference during cocktail hour. It would be a good idea if each Division would participate in some manner. Give it a thought as time is passing by very fast. All suggestions will be appreciated.*

Lenore Roush



*Standing left to right: Karla Steinhoff, Division XII; Esther Patterson, Division XIII; Jennifer McElhone, Division X; Jodi Fauver, Division V; Cissy Engasser, Division VI.*

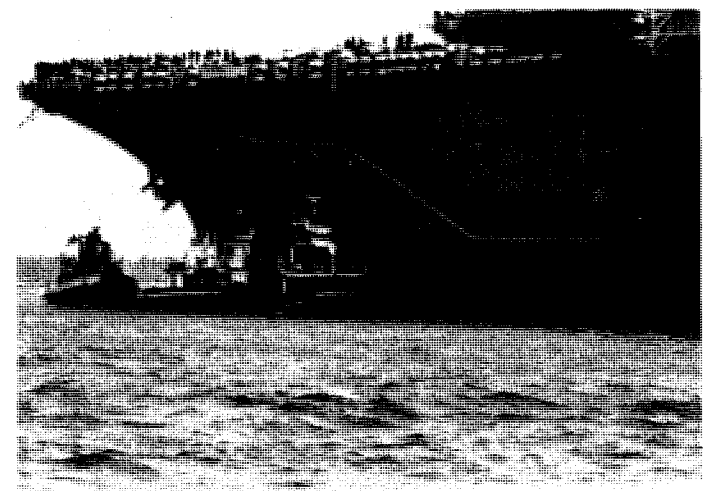
*Seated left to right: 1st Runner-up, Kim Butzer, Division XIV; District Queen, Becky Stewart, Division III; 2nd Runner-up, Donna Mickens, Division VII.*



*Contrasting the size of the USS SARATOGA with the Auxiliary facility, HONEY K.*

*The HONEY K skippered by Frank Wagner, SO-CM, II, 3(SR), on patrol as part of the welcoming group on the arrival of the USS SARATOGA, to Philadelphia.*

Photo by Martin Ezra, Flot. 2-76 3(SR)



*Tugboats easing the bow of the USS SARATOGA into her berth at the Philadelphia Naval Base.*

Photo by Martin Ezra, Flot. 2-76 3(SR)



## AIM CANDIDATE "UPDATE"

Luann's experience at the United States Coast Guard Academy has been incredible

Luann reported to the Academy July 7, 1980, and began swab summer. Swab summer is almost unexplainable. A cadet will tell you that you must live through it to really understand what it is like.

Swab summer is six weeks of physical endurance, constant criticism, humiliation, and reparation. Cadets quickly learn to march, shine shoes, ready rooms and "heads" for inspection, and answer "Yes Sir, No Sir, No Excuse Sir". They learn to view sleep and private moments as a luxury and use each minute wisely. They learn to endure physical punishment beyond anything they may have anticipated. And they learn that, surprisingly, they are capable of doing what is required of them. Having gone through this experience with a friend, cadets find the bonds of friendship are strong. And any cadet surviving the rigors of swab summer finds that he has matured in a very short time.

Luann did all these things. She learned to survive. And she learned that surviving was painful and exhausting. Luann was lucky that she was prepared for the physical aspects of swab summer. She had trained prior to reporting, but in spite of that, she received a muscle injury and was hospitalized for a few days, and physically restricted for a week. Nevertheless, Luann did manage to fulfill the requirements of swab summer and she did quite well. She was chosen for leadership positions and her rating was favorable.

One week on the EAGLE was part of swab summer training. Luann flew to Charleston, South Carolina, to begin her tour. This was her first air flight, and another incredible experience. Luann had leave in Charleston, and got her first feel of being out in civilization in uniform. It gave her a sense of pride and accomplishment.

Sailing on the EAGLE is another experience one must live through to fully appreciate. I can try to relay some of Luann's expressions and feelings.

First of all, Luann sailed out of the port of Charleston on the highest point of the mast of the EAGLE. The euphoric feeling she had while perched so high moving out to the open sea was like no other feeling she had ever experienced; again this was another incredible experience.

Luann climbed the masts many times, and climbing was the part of being on the EAGLE that she enjoyed the most. Other duties were the engine room which was Luann's least favorable, mess, and watches. Orders to set sail could occur any time of the night, and all hands were roused.

Sailing itself was a new experience for Luann. She had never been on the open sea before. After two days at sea, she became quite seasick. A day in sick bay cured this, but to prevent its recurrence, Luann gave up eating for the next three days. Because she was not eating, her superiors wanted to curtail her climbing activities because of weakness, but



(Luann Brandt - sponsored  
by Flotilla 2-76 3(SR))

Luann convinced them that she was still capable, and a plucky cadet to boot.

Sailing on the EAGLE is like no other sailing. The mountains of white sail billowing in the wind are a majestic sight. Learning the function of each line and when it is to be used is a mammoth assignment. But, cadets are trained in the classroom and on the EAGLE before sailing. Constant written tests are given, and a cadet can actually fail summer cruise.

Luann's best experiences on the EAGLE include sailing out of the port of Charleston perched high in the sky and actually seeing a whale come beside the ship blowing its spout. Again Luann says this is an unexplainable sight. Another "unbelievable" for Luann was the truly blue color of the ocean. While shopping, she tried to pick out this shade of blue for me to see in rug samples.

The start of the academic session was August. Luann carries 19 1/4 credit hours plus lab time. She is taking Heroic Figures, which is an English course, Introduction to Computing, Calculus, Physical Education, and Coastal Navigation. In the beginning, Coastal Navigation was the most difficult course for Luann; everything involved was alien to her. But upperclassmen, who had put the concepts to practice at sea, were able to give the printed word more meaning, and now this is Luann's favorite course.

Extracurricular involvement spells survival for Luann. While participating in sports and other activities, the strict lines drawn between 4th class and upperclassmen are relaxed. You can interact as a teammate.

Luann fully participates in anything the Academy offers. She has become totally involved in all ways. Presently, she is on the volleyball team. Luann never even watched a volleyball game before trying out for the team. But she wanted to support some female teams, and her first roommate helped influence her to try out for the team. In volleyball, Luann finds her height is an asset, and she has been fortunate to actually play in some games her first year out for the team.

Luann is also a cheerleader. She enjoys this. And she has developed a shrill whistle and is known as "the tall one with the loud whistle". Toning down her voice to a more acceptable level, Luann participates in the choir and **The Icebreakers**. **The Icebreakers** is the Academy's female vocal group. It makes appearances at special events, and recently performed in New Hampshire. Also on the agenda for **The Icebreakers** is performing at the Inauguration. Attending this would be another incredible experience for Luann.

(Continued on page 17)



Flotilla 66 hosted a Boating Safety Booth, 26 August thru 1 September 1980, at the Flemington Fair, Flemington, N.J. Walter Rutkowski, PDCP VI, and June Rutkowski, VFC 66, spent 164 manhours at the Fair, and collected 117 names of people who wanted the **BS&S** or **SAIL** course. James McGuire, PCP VI supplied the facility for the booth.

## DSO-PE

We are now in the Fall Public Education Courses. We hear complaints about our multi-lesson courses, such as not enough about charts and compass, deviation, etc. These complaints have some merit, however, we must remember these courses are meant to be a basic course and are not meant to make navigators of the students.

I ask the questions

1. Are we instructing the courses as they are meant to be?
2. Are we stressing the basic parts of the course?

I refer to:

SAR Incident Report  
Unit Case #199  
Initial Security - Distress  
Actual Severity - Moderate/  
Severe  
Nature of Incident - Injury  
Cause of Incident - Operator  
Fault  
Lives Saved - 0  
Lives Lost - 0  
Persons Assisted - 3  
Owner - Private  
Usage - Pleasure

Remarks

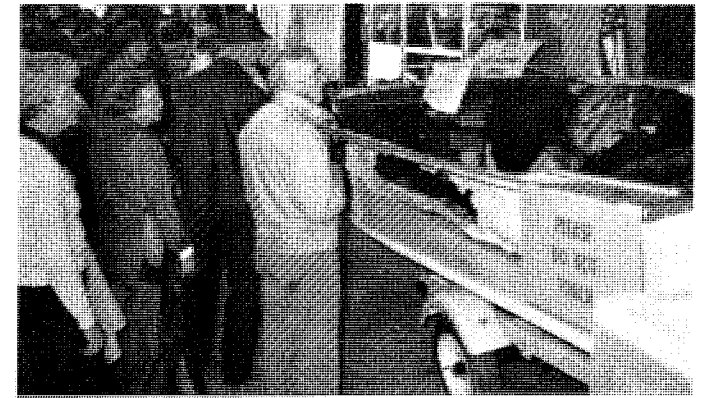
Name - Wild Desire

"Eleven year old boy fell off the bow of twenty foot runabout and went through the propeller. We arrived about the time the boy was brought aboard owners boat. Skipper asked for help. I went aboard and help supply compresses and first aid. Boys skull was fractured above left eye. Shoulder was torn open. Left arm was cut about every six inches. 200 stitches was used to close wounds."

Do we stress bow, stern or gunal riding hard enough? If this basic item was stressed maybe this child would not have had a fractured skull and 200 stitches.

Think about it. Instruct the courses the way they are meant to be.

Joel S. Asper



The 60 foot Coast Guard and Coast Guard Auxiliary Award Winning Display at the Bloomsburg Fair for the past nine years, once again proved to be a crowd pleaser in terms of press coverage and viewing by approximately 250,000 persons of the 338,000 that attended, during 22-27 September 1980.

This year's outstanding display depicted a burned out 16 foot outboard that caught fire during the summer boating season.

The effects were so dramatic on the boating public, that 36 persons signed up for courses to be held in the near future. This number is three times higher than in past years. It was also observed that the literature distributed was somewhat higher than in past years.

Irene M. Sener, FL 5-10, FSO-PR

## AIM CANDIDATE "UPDATE"

(Continued from page 16)

Having Luann at the Academy is something I have learned to accept. During swab summer, I anguished over the pain and endurance involved in the program. I had difficulty rationalizing the "costs" in physical comforts with the "rewards" of education and career. In spite of my ambiguous feelings, I always tried to be supportive in many letters. Perhaps the most reassuring moment for me since Luann was at the Academy was Parents' Weekend, when seven female cadets and their families went out to dinner. There, I met other girls who had chosen this formerly male career. They were all cute, all sizes, and all feminine. Before, I had feared that participating in the rigors of swab summer and the Academy's total program would ruin Luann's femininity. Surprisingly, the short hair styles and uniforms do not hamper femininity, they enhance it. And I must admit Luann looks terrific! She has gained some weight (she assures me this is muscle), and she wears her uniform well. Since she is tall, she has become the tailor's delight; he said she is made for the uniform. And the best part of all is that Luann feels she is made for the uniform and the Coast Guard.

I shall end my report with a direct quote from Luann: "I am happy here. I belong here." And so ends my "incredible story" for now. As Luann continues at the Academy, I am sure she will be experiencing many, many more "incredibles".

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





PDCO John Sader, 2-1, being presented with 40 year Membership Certificate.

## 1980 YEAR OF THE AUXOP

When Geneva Lindgren took office as Flotilla Commander of Flotilla 7-12 for 1980 she declared this year to be the "Year of the AUXOP". She was the first woman elected to that office in the nine-year history of the Flotilla and the Vice-Commander Phyllis Valentine made it an all woman team.

Prior to 1980 our AUXOPs were Thomas Wyres, our first Commander, Gregory Hewlett and Hamilton K. Harris, Past Commanders, and Warren Beaumont, Richard Dolton and Benjamin Hiatt, Commander Wyres resigned after the first year because of business commitments, Commander Hewlett transferred to the West Coast upon retirement, and Benjamin Hiatt passed away a few years ago. So 1980 began with three AUXOPS.

During 1980 the Commander and Vice-Commander set a good example by earning their AUXOP pins. Phyllis, Gene Terkelsen, Information Officer, and IPFC Herbert J. Reid were awarded their pins in the beginning of the year.

Genny and Lawrence Lindgren, Past Commander, and Bertha, Secretary, and Ewald (Pete) Komor became the first husband and wife teams to receive their AUXOP pins at the same time. They were honored at the Cape May Rendezvous in September as the first to accomplish this in District 3 (SR) and may be the first in the Auxiliary.

As the year 1980, closes, Flotilla 7-12 now has ten ACTIVE AUXOPs and it appears that 1981 will see more names added to the list.

Flotilla 7-12 is based on Long Beach Island, a barrier island eighteen miles long surrounded by the Atlantic Ocean and the bay, and as the local Chamber of Commerce advertises, "Six Miles at Sea". Two Coast Guard Stations, Barnegat and Beach Haven, are located at the tips of the Island responsible for the safety of two of the most dangerous inlets on the Atlantic Coast. Both stations receive active support from the Auxiliary in Communications Watch, Safety Patrols and administrative assistance. Flotilla 7-12 works as a team with the Coast Guard.

Ray Rittersbach  
FSO-PA 7-12

## WHERE DID THE SUMMER GO?

It seems like yesterday that we shivered while putting on the coat of bottom paint in preparation for launching. Today we are ready for winter storage. What a wonderful summer! Now we can sit back and think about our rewards. Plaques? Certificates? News articles? No, none of these.

Instead we can read again the delightful letters from the second grade youngsters after they saw "Water and Kids". We can remember the fellow at the boat show whose interest led him to our BS&S classes. We remember the fellow with his first boat, anxious to have a CME and be assured he had what he needed for his safety. We remember the fellow we towed in, disabled, the friendly smile and wave of the hand from him when we saw him on another day, his troubles repaired, enjoying his day of fishing. We remember the visit with the retired neurosurgeon, delayed on his trip to Florida by water in his diesel fuel. Again we think of the lone ocean racer from Holland, having Dutch coffee on board with him and hearing about his ocean crossing. How would you like that 30 day trip, seven of them consecutive days of heavy fog? We laugh as we think of the Flotilla picnic when we hastily carried most of the food back inside our crowded and cramped meeting room, then finished cooking the hot dogs and hamburgers while the rain made the charcoal spatter on the grill.

Then there was the night when we met with the Coast Guard crew in their new facilities. The power went out due to the storm and we sat in the dark with the Petty Officer as he worried about his crew out on a mission in the thunderstorm, no radio comms with them. What warm and happy memories with enough more to fill several volumes. These, then are our rewards.

What makes these memories possible? Our membership in a very special organization and participation in its many projects is the answer. Are you prepared to take your place in these activities and build memories, too? Now is a good time to prepare for next year if you are not already qualified. Be an Instructor, be a VE, take some of the specialty courses, enjoy the Fellowship. Get started! Talk to your Flotilla Commander, pester your MT Officer to get something started. Now is the time. Opportunity knocks. Don't be just a body taking up space at a Flotilla meeting. Be active! Be alive! Enjoy all the privileges of membership in the Coast Guard Auxiliary.

Collect your rewards, too, in memories to recall with pleasure when your spirits need a lift. Good luck!

Rhoda Davis  
SO PR & MT III

### OLD ISSUES OF TOPSIDE AVAILABLE

A few old issues of TOPSIDE — 1980 & 1981 are available. If you would like some — write or call the EDITOR. After the 1981 Conference these will no longer be available.



*Fall Rendezvous — 19 & 20 September 1980 Cape May, New Jersey*

*Host Division III*





## Who Is Augie Auxmis... And Why Is He Saying Those Things About Me?

"I'm sorry, but the computer must have made a mistake." How many times have you been offered that as an excuse for an error in a bill? The computer has become a very convenient scapegoat since, like the weather and unlike a person, complaints won't hurt its performance or its feelings. Once a computer has been given a correct set of instructions it is far too 'stupid' to make any mistakes, or decisions, on its own.

However, we all know that there are inaccuracies in what AUXMIS says about us in its reports - so where did the errors come from? There is an expression used by those who work with computing machinery: GIGO - Garbage In Garbage Out! A computer program can only use and report on the information that it has been given; if accurate information is put in then accurate reports will result. AUXMIS is able to detect certain types of errors - such as member numbers that do not match the member's name. However, we cannot expect the machine to correct it automatically. If you were in the computer's position which would you decide is correct the name or the number? Impossible to tell? It is for the machine too.

The bottom line is this: If we make an effort to give the computer accurate information to work with it will be able to do the job that AUXMIS was created for at the start. The two most frequent errors are (1) a completely erroneous member or unit number and (2) a valid member number that doesn't match the member name. The first is usually due to incorrect keypunching, which is itself due to a poorly written AUXMIS form. A misspelled name or a member number. The keypunch error again is usually due to a barely readable form. A misspelled name or member number is usually due

to someone else filling out the AUXMIS form, such as a class supervisor or a skipper, and spelling a name as it sounds: eg, HAWL spelled HALL.

Here are some hints on how to keep your records accurate:

1. Take time to fill out an AUXMIS form. The extra minute it takes to insure the DIRAUX copy is legible will save at least six weeks of error tracing.
2. If you have any questions as to how AUXMIS has recorded your name ask your FC to check the printout of the Flotilla's roster.
3. Make sure of the numbers and the spelling of another member's name if you are filling out a form for them. An aid would be to have the FSO-SR provide a listing of numbers and names to all Flotilla members as a reference.
4. Husbands and wives - Be particularly careful. Since you have the same last name and nearly the same number you could easily give each other credit inadvertently.
5. Make sure you print the form correctly: Slash zeros, etc.
6. Last make at least one Flotilla meeting a year an AUXMIS-MT session. If you have no FSO-IS, ask your Division IS officer for help.

Remember, it does no good to complain about computers or the weather, but at least with AUXMIS if we give it the correct data it will work for us as a useful tool and we won't have any 'computer' mistakes.

### TOPSIDE DEADLINES

25 December 80	Winter 81 Issue
25 March 81	Spring 81 Issue
25 July 81	Summer 81 Issue
25 October 81	Fall Issue



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