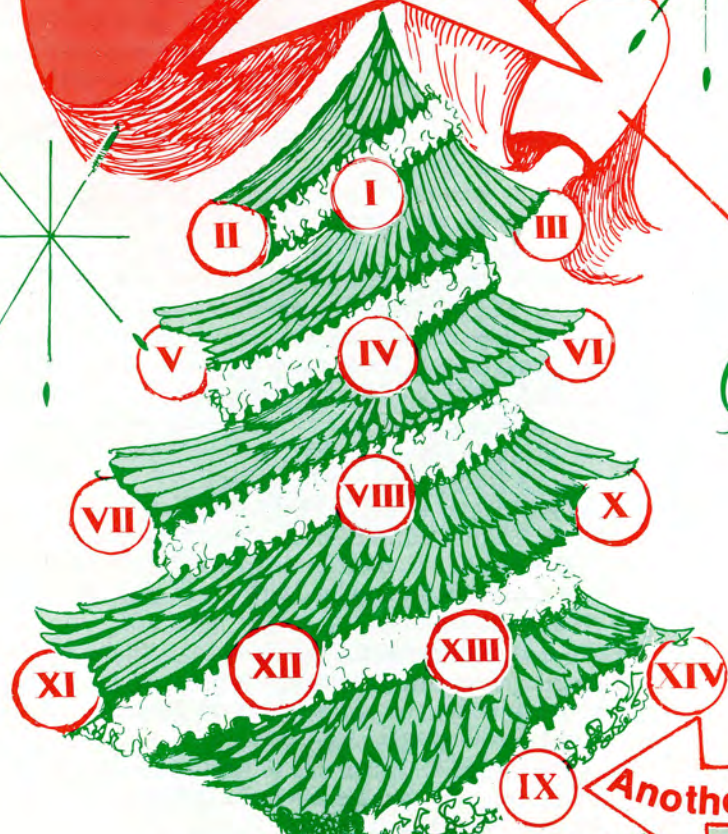


FALL '81

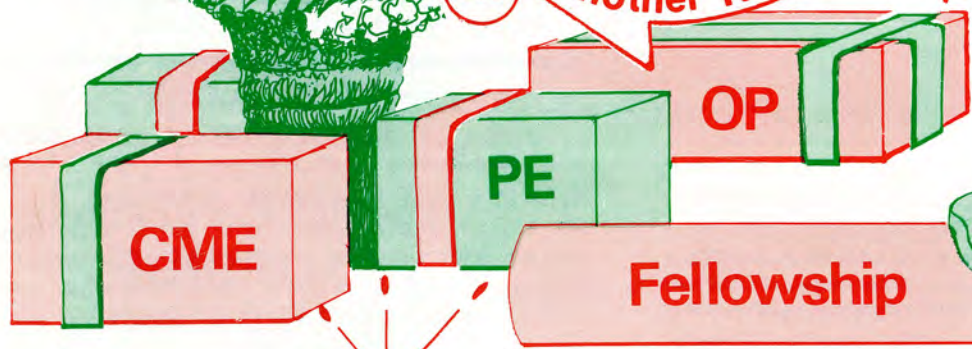
History Div X



Seasons Greetings

Welcome to
DIVISION IX

Another New Division



PUBLISHED QUARTERLY BY THE UNITED STATES COAST GUARD AUXILIARY, 3RD COAST GUARD DISTRICT (SR)

VOLUME '81

NUMBER 4

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CAPT. JAMES L. FEAR Chief of Staff
CAPT. H. J. MILLOY Chief of Boating
Safety Branch
LT. R.S. HARTMAN Chief, Communications
LCDR. MAURICE R. DUMAS . Director of Auxiliary Affairs
LCDR. JAMES DAVIS Director of Auxiliary (3SR)
LT. MICHAEL E. SWIGERT..... Asst. Director of
Auxiliary (DET)
LTJG. GENE RODGERS Asst. Director of Auxiliary

3rd District (SR) Auxiliary Officers
LEE B. WEAVER District Commodore (DCO)
RODGER B. DERR Vice Commodore (VCO)
RICHARD L. RAUDABAUGH Rear Commodore
(RCO-W)
WALTON PORTER..... Rear Commodore (RCO-C)
GEORGE VANDYKE, JR..... Rear Commodore (RCO-E)
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II "Doc" Lewis
III "Bud" Booz
IV Peter Schad
V Fred Gilbert
VI Gene Pester
VII Ed Bitter
VIII John Richardson
IX Helen Villano
X Paul Mackes
XI Bob Pettit
XII Toni Carson
XIII Lew Sweigart
XIV Kenny Bashore

FRONT COVER:
DIVISION IX, formed on 1 NOV 81, being added to 3 (SR). Now
3 (SR) has 14 DIVISIONS.

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 the regular Coast Guard in promoting and maintaining
safety on the water.

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TOPSIDE.



**A VIEW FROM
THE BRIDGE**



Commander Maurice R. Dumas
CDR Maurice R. DUMAS, a native of Malone, N.Y. began his Coast Guard career as an officer candidate in 1961. A 1951 graduate of Mount Pleasant High School in Schenectady, N.Y., he had previously served as an enlisted weatherman in the U.S. Navy. Between his Navy and Coast Guard enlistments he attended the Bentley School of Accounting in Boston, Mass.
After receiving his commission in the Coast Guard, in January 1962, CDR DUMAS was assigned to the Coast Guard Cutter EVERGREEN and International Ice Patrol duties in the North Atlantic. From the EVERGREEN he was transferred to CG Base Boston where he assumed the duties of Exchange Officer.
In 1963 he was designated the Public Affairs Officer for the First Coast Guard District in Boston, a post he held for three years. During his tenure as PAO, he was awarded the Public Relations Society of America's coveted Silver Anvil Award for his media coverage of the heroic rescue of 13 British seamen from the freighter Ambassador by the Portland based cutter Coos Bay.
1966 through 1972 saw CDR DUMAS performing duties as Reserve Training Officer in the First District and then as Operations Officer on the Boston based Icebreaker EDISTO. While aboard EDISTO, he participated in operations in both the Arctic and Antarctic.
In 1972 he was transferred to Coast Guard headquarters in Washington, D.C. where he served as Press Officer for the Coast Guard. He was also the Public Affairs Advisor to the Coast Guard Deep Water Ports Project.
From Washington he was transferred to Training Center Alameda where he was Chief of the Reserve Training Schools from 1976 to 1978. In April 1978 he returned to the East Coast to duty as Deputy Group Commander of Coast Guard Group Boston, a post he held until August 1981 when he was transferred to his current job as Chief, Auxiliary Affairs for the Third Coast Guard District in New York.
In his off-duty time, CDR DUMAS officiates at automobile races throughout the Northeast. He is also an active member of the Knights of Columbus and the American Legion.
CDR DUMAS is married to the former Jeanne Walsh of Boston. The couple have six children and reside in Quincy, Mass.

**NATIONAL
2nd PLACE AWARDS**
District Publications
TOPSIDE
Flotilla Publication
Flotilla 2-76
Thanks to You, We're #2
And We're Proud!!!

UPDATE...LCDR James Davis

CONGRATULATIONS to all of the 1982 Elected Officers. My staff is here to help you and will be glad to do so within the framework of the Chain of Command.
It is to the new Flotilla Commanders that this article is directed. OK - it is shortly after 1 January and suddenly you receive a large envelope from the Director. Don't panic and don't throw it away. Go through each item and read them one at a time.
The first thing to read is **NOTES OF GENERAL INTEREST**. These will be mailed every other Friday and will be used as my method of spreading the word. Please pass this information on to your members at the next meeting. At the end of NOGI's is a item called "IN THIS WEEKS MAIL". Please compare what is in your envelope with what you are supposed to get and let us know if you are missing anything.
The second item in your package will be three (3) copies of the Third (SR) Officers Guide (one for you, one for the Vice Flotilla Commander and one to disassemble for your Staff Officers). This is the Handbook of Administrative procedures for the Third Southern Region. Please refer to it everytime you do something for the first time. Also, there will be a copy of Appendix "A" (Awards Program), Appendix "B" (Audio Visual Material) and Appendix "C" (Operations) for you and the Vice Commander.

UPDATE...Lt. M.E. Swigert

At the end of each year the Flotilla Commanders total up the activity for the year. Most of them look back on the year with satisfaction, knowing that the active members have done a lot of work to make the Flotilla and the Auxiliary as success. But in most cases the Commander knows that if the members who were not active would have participated, the year could have been a bigger success.
The Third Southern District has almost 3000 members on its active rolls. Approximately 40% of the members are "inactive"; doing no reportable activity and participating in none of the Flotilla functions. If these members, numbering over 1200 would give just 4 hours of their time to the Auxiliary during 1982, the district would realize over 4800 hours of additional activity.

UPDATE...LTJG E.G. Rodgers

The JOHN R. MASSMAN Memorial Awards were established in memory of LCDR. John R. MASSMAN USCG, who served as Director of Auxiliary from August 1966 until his sudden death in October 1968. The District Awards program instituted the Awards "in recognition of his dedicated, energetic leadership".
The awards are given in two categories, performance and activity, to the Divisions who accumulate the highest number of points during the awards year, as determined by the District

The next item will be Director's memos. This system is used to implement policy in addition to the Officers Guide. Diraux Memos are only effective for the year issued so all continuing policy will either by issued in changes to the Officers Guide or a new Diraux Memo will be issued.
Also included will be the Commodore's (DCO) memos. DCO memos state the Commodore's policy and are in effect for his term of office.
We also use the mailing to send you copies of correspondence and Auxmis printouts.
One of your most important functions will be to train your Vice Flotilla Commander. Cost prohibits us from mailing a general mailing to the VFC's, so please share with them all information in the mailing.
One thing you can do between elections and your first meeting is to review Appendix "A" to the Third Southern Region Officers Guide. Get a copy from your present Flotilla Commander. This is the Awards program and it outlines criteria and eligibility for District, Division, Flotilla and Individual awards. By reading Page A-17 (Diraux Administrative Award) you can, with a little rearranging, develop a time table of what to do when. (A Flotilla's Commander's year starts with submission of Election Certification and Staff Appointments, then dues - not part of Diraux Award. The last item is the annual audit).
Good Luck and above all don't be afraid to ask questions!
If this additional time was evenly divided between the cornerstone activities, another 200 patrols, 800 lesson sessions, and 3200 courtesy marine examinations could be performed. But more importantly, the members would enjoy the fun and fellowship of being an active part of the Auxiliary.
At the beginning of this year it should be each Commander's responsibility to personally contact each member and ask them to be active in 1982. Additionally, it should be each member's responsibility, especially those who are "inactive", to ensure that they make an effort to participate in 1982. The personal satisfaction and sense of fellowship they will have a year from now will make their effort worthwhile.
Board Award point system. To be eligible, every Flotilla in the division must participate. Page A-9 of the Awards Program lists the criteria for the awards. Each is an award that demonstrates administrative skills and each must be pursued from the very beginning of the year until the end. The Awards have not been won since 1976.
If a DCP wanted to set some administrative goals for 1982 one of the best would be to strive to be eligible for the JOHN R. MASSMAN MEMORIAL AWARDS.





UPDATE...Lee B. Weaver (DCO)

Yes, thank you, the members of the 3rd Southern Region. Why? Because it was you, the working members, who achieved the various goals set by your Commodore.

For the goals set by the U.S. Coast Guard we should achieve 4 (four) of the District 6 (six) goals. A breakdown as of 06 November 1981 follows:

Category	1981 Goal	Accomplished	% of Goal
CME	24,818	25,865	104.2
PEC	82,166	81,953	99.7
OPS	16,823	18,548	110.2
MT	2955	3384	114.5
GR	2836	2943	103.7
PA(TOTAL)	3656	3198	87.4

In the Third Southern Region District Directory we have the Commodore's Goal set at the beginning of the year. All of these goals were accomplished **except** the following:

Category	Goal	Present
Instructors	1000	956
Operators	225	156
No. of Divisions	15	14
No. of Flotillas	105	97
Membership (all categories)	3600	3387
AUXOP's	100	92
Public Affairs	3033	2815

With a little effort we can still meet some of these goals. It is with deep appreciation that I thank you for working so hard in getting our work done, both for the U.S. Coast Guard and the boating public. You deserve a big hand and I salute you for a job well done.

Let's hope that next year will be as great a year for us as 1981. I hope that everyone has a "Merry Christmas" and a "Happy New Year".



UPDATE...Rodger B. Derr (VCO)

As the year's end quickly approaches, the Divisions and Flotillas will find themselves with new leadership.

Each auxiliarist has contributed by the democratic process in the selection of these officers, therefore those at the helm have a right to expect no less than 100% cooperation and support of their efforts.

I, for one, will lead the way by offering my assistance to anyone who seeks it. I expect that changes will be made and that's as it should be. Each elected officer has the right to implement his methods, to see if in fact they are not better. Our goal in this Auxiliary should always be that of improvement.

I enjoy serving the District and if in some way we contribute to making this District just a little better, then we are most satisfied.

Each of us must keep in mind that there is a great deal still to be done and that the expectations of our parent organization is most challenging. Each of us must understand that in the quest for professionalism, increased educational requirements will of necessity be instituted. Each of us must make up our minds that continuing education is a requirement if we are to continue in this organization and if in fact the one family image is to survive.

The services we offer today benefit not only the Coast Guard but the entire country since the needs of its citizens are greater today than at any time in its history. Each of us must be prepared to give a little of ourselves to benefit others.

As always you have made me proud and as always I consider it an honor to serve as your Vice-Commodore.

UPDATE...Walton Porter (RCO-C)

By the time this issue of TOPSIDE is delivered to the membership the holiday season will be upon us. The time to tally up our achievements has arrived. Many Flotillas have met both the Auxiliary and Coast Guard goals. They are very proud of these accomplishments. The members that worked and contributed should be proud, not only did they shoulder their part of the load, but they actually carried the members of the Flotilla that did little or nothing at all but criticize the ones that did work. This is a problem for all of us to start giving some serious thought.

Perhaps by now Thanksgiving is behind us, even so we should all be ever thankful for the many friends and good fellowship to be found in the Auxiliary. We should also be very thankful for the recovery of several of our members that were seriously stricken in the past few months and are now on the road to what we hope is a healthy future.

From Walt, Vi and the entire Porter family, our best wishes for a very Merry Christmas and a Happy and Prosperous New Year!

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

SEMINARS: There have been many discussions about the Auxiliary Seminars (pro & con) especially those conducted at the Winter Conference. Let's agree the seminars given at the Winter Conference are not technically correct as defined by Mr. Webster, BUT they do serve a very useful purpose. Too often we criticize the seminar itself rather than the material presented. You must remember all Auxiliarists are not professional instructors or lecturers. Rarely is the best qualified technical member also a good presenter! So we do the best we can for the large audience. There will always be those who will find fault no matter what is done or how well, and there are those who will never say a word. I believe most Auxiliarists are

in-between. The auxiliary consists of members from every walk of life; Drs., Lawyers, Engineers, and so on to clerks, truck drivers and all sorts of artisans who work with their hands. The common bond between all these various types is a desire to belong to, do a job for and assist the Coast Guard in maintaining an air of safe boating. At any seminar we are talking to that bond in each of you, not your specialty, and trying to universally keep all members informed and up to date. The question and answer period can only be partially accomplished; the balance must be done at the curbstones sessions. Let's us try to understand the objectives of our seminars, improve them and give them our full support.

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

One of the most impressionable quotes that sticks in my mind is, "The success of a leader is measured by the accomplishments of the led". The message of this quotation elicits an immediate awareness of the purpose of leadership - results. **Success** is of primary importance in our quotation for it is the goal of any endeavor, the reason for embarking on any task, the objective of activity or a favorable result. It denotes action, doing, accomplishing, all forms of activity.

By **measuring** the success, we are now qualitatively determining the amount or extent of success or establishing a gauge for comparison to other situations, other possibilities, other circumstances. The **accomplishments** are similar to the success in our definition providing initial importance, differing however in mandating a conclusion, and end product, something finally or measurable complete, successfully done.

Leadership in the Auxiliary or any group — professional, social, educational, civic, is a constant intangible attribute. Broadly defined Leadership is the exercising of influence over others on behalf of the leader's purpose, aims or goals. At the point where those who are being led adopt the purpose, aims or goals of a particular objective, they in effect become the leaders and carry forth the banner of purpose.

So it is in the Auxiliary. The Congress and the Coast Guard have established the purpose of the Auxiliary and set the basic areas of Auxiliary activities, primarily in support of the responsibilities of the Coast Guard. The Commandant and the Auxiliary National Board establish annually the objectives or goals for the Auxiliary to accomplish. These objectives are equated to the District's, the Division's and the Flotilla's goals under the Goal Attainment Program (GAP), which provided a "per member" share of the National Goal plus a 25% additional margin for excellence in accomplishment. These are quantitative measures of success in Auxiliary programs. But when a Flotilla, Division or District meets these objectives, are these the accomplishments or the leader or the led??

We are unique in that we are both the leaders and the led. We accept positions of responsibility by election and appointment and still contribute at the grass roots level (flotilla) by our individual involvement in cornerstone activity, other Auxiliary programs or Coast Guard support. Sometimes the leader, sometimes the led, we are the Auxiliary; measuring our accomplishments by the success of each and every member --- that's **Leadership**.

UPDATE...R.A. Carson (IPDCO)

During the past few months there have been several events within the District where the Coast Guard has been called upon to respond and in turn the Auxiliary has been requested to assist. Through the foresight of many people we were prepared with trained Auxiliarists, ready to act and react with well equipped facilities.

While we were able to rise to the situation and provide the needed captains, crews and facilities, our desire to be better prepared the next time should cause us to plan for a better Auxiliary.

The first reaction in our planning might be to consider offering all of the members training courses during the next year. Or we might want to upgrade our facilities and equipment. These are all valid actions to be considered and should be included in your planning.

The most important resource we have is people and they should be included in our planning. Not only the people that are presently members but that limitless group that could be productive members but have not joined the Auxiliary. These prospective members are the ones we have to be sure we are offering every opportunity to become members.

This is the one area where we must continue to be ever vigilant. We must encourage all people wanting to join the Auxiliary by providing the training in a timely and convenient program. We have no right to do anything that might discourage a person from joining the Auxiliary. In fact we should be doing everything possible to encourage new members to join.

If you know of anyone experiencing any difficulty in becoming an Auxiliarist, please bring it to the attention of your Flotilla Commander for a prompt solution.

ELECTIONS

“The pledge you are about to take admits you to an office of great honor”...1 Hard work and more responsibility accompanies each elected position and since the C.G. Auxiliary is a volunteer organization, the salary is satisfaction pay. An elected volunteer who understands the duties of the elected position can perform commendable in office, but not alone. Support the elected members. The Auxiliary is not a one person show, so the poor souls elected need all the cooperation and assistance possible from the membership. The success of a term in office is dependent upon the amount of support received from fellow Auxiliarists. The FC, DCP and DCO appoint willing volunteers to perform varied supporting tasks. It undermines an organization to have a member say, “I accept the job” and then sit back and do little. If you are elected or appointed know/learn what

responsibilities your position encompasses and perform in a professional manner. By capably handling your job, those ahead of you will be freed for other tasks and those behind you, with fewer duties, may imitate your professional approach. “With the full realization of the demands of the office in terms of time, travel and dedication to the duties of leadership you are willing to accept this honor.”2 It is a dubious ‘honor’ in that dedicated workers, who are also volunteers, are sought to work longer and harder. Do your part by supporting those elected so the missions of the Coast Guard Auxiliary may be fostered smoothly and professionally. Your satisfaction pay is measurable to your contribution to the four Cornerstones of the Coast Guard Auxiliary. 1 & 2: from the Flotilla Elected Officers Manual, 4-E-2 (a & d) Prologue excerpts.

WEARING OF THE UNIFORM

When we became a member of the Coast Guard Auxiliary, we all took a pledge whose prologue includes “Wear the uniform neatly and correctly...Remember, that at all times, your conduct reflects on the image of the Auxiliary and the Coast Guard itself”. How many of us are as concerned about the appearance of our uniforms as we are about our performance while conducting an examination, participating in a patrol, or instructing a public education class? Many Auxiliarists continue to wear their uniform incorrectly because no one cares to point out the errors. The following is a list of 12 of the most common uniform errors listed in the approximate order of their frequency of occurrence:

1. Metal belt tip extending past the buckle to the extent belt material shows (men).
2. Wearing of non-Vee necked Tee shirts with working or tropical uniforms (men).
3. Wearing of dress shoes other than black, plain, smooth material (no stitching across toe).

4. Improper ribbon sequence (see Auxiliary Manual 2-H-2).
 5. Wearing of civilian type shirts/trousers (not Coast Guard blue or authorized material).
 6. Wearing of unauthorized name tag (for authorized standards see Auxiliary Manuary 2-C-8-d).
 7. Neck jewelry with uniform (women).
 8. No tie/ascot when prescribed (all dress uniforms).
 9. Wearing of shoulder boards and collar insignia simultaneously on a shirt.
 10. Wearing a name tag with miniature medals,
 11. Wearing a name tag or patch on wind-breakers.
 12. Buckles other than plain silver or silver decorated with the Auxiliary emblem (men).
- I consider the wearing of the uniform our number one Public Relations media. If it is not worn on authorized occasions, we lose the benefit of the exposure; if it is worn incorrectly, we may create a negative image and be worse off than not wearing it all.

“Me”



Research has been painstakingly done by delving into past issues of TOPSIDE, District Board minutes, NOGI's, etc. Flotilla 93, Stroudsburg, is the only surviving Flotilla of the original Division IX which collapsed in 1969. Where part of a date is omitted, it was not uncovered after diligent search. DIVISION IX reappears 1 Nov 81 after a split of DIVISION V. JOHN E. JOHANSEN, PDCO 3CGD(SR), Historian

Flotilla No.	Was	Became	Location	Chartered	Disestablished
10-1	51	11-1	Reading	29 Nov 1941	
10-1	93		Stroudsburg	Oct 1964	
10-2	57		Allentown	24 Jan 1961	
10-3			Easton	26 Sep 1962	
10-4			Bethlehem	26 Sep 1962	
10-5			Pottstown	13 Feb 1963	
10-6			Boyertown	30 Sep 1965	1968
10-6			Lansdale	17 Aug 1979	
10-7			Allentown		5 Dec 1968
10-7	55		Scranton	13 May 1977	
10-8			Quakertown	1 May 1981	



DISTRICT PRESS

NATIONAL SAR SCHOOL - Will be held from 14 through 18 June 1982. Applicants should have a sincere desire to work in their respective flotillas as demonstrated by previous participation in safety patrols and/or by teaching SAR Operational Specialty Courses. To qualify for SAR school, an Auxiliarist must have satisfactorily completed, at the minimum, Operational Specialty Courses in Search and Rescue, Piloting, and Seamanship. Those qualified individuals interested in applying shall submit an application through the SO-MT to DSO-MT.

DCP'S - The charts given to the DCP's at the October District Board Meeting are for training purposes only. These charts are not updated with the changes from Notices to Mariners and should be handled by the SO-MT.

REMINDER - It is highly desirable that all candidates for elective office complete the Flotilla Elected Officers Exam before the election. It is mandatory that it be completed before taking office.

DISTRICT ELECTIONS - Elections held at the October District Board Meeting resulted in the election of Walton Porter for RCO(C) (incumbent), Richard Raudabaugh for RCO(W) (incumbent), and George Van Dyke for RCO(E) (incumbent). Congratulations!

HYPOTHERMIA - The latest word on Hypothermia is that it is not a Public Education Course. It may be given as a civic lecture, but you are reminded to de-emphasize the First Aid portion.

MISSION MAN HOUR CARDS - Members are reminded that hours are reported in whole number (3 Hours is Reported as 03 etc.), and total hours cannot exceed 24.

1982 BOAT SHOW DATES - Philadelphia - Feb 6-14
New York - Jan 14-24
Atlantic City - Jan 30-Feb 7

1984 OPERATIONAL STATUS - VHF-FM Radio will be required for an Operational Wreath in 1984. People otherwise qualified will be given temporary operational orders.

REQUEST FOR INACTIVE MEMBERSHIP - Must be submitted on form ANSC-07036 available from the Auxiliary National Supply Center. This form must be accompanied by a letter from the member explaining his or her reasons for this change in status.

Coast Guard Clothing Locker Mail Order System - Any Flotilla Commander who desires information on ordering by mail from the Coast Guard Clothing Lockers should contact the DIRAUX office in writing.

RULES OF THE ROAD HANDOUT - included in the 25 September mailing contains a number of errors. Please throw away any of these handouts in your possession. The ANSC will make direct distribution of the final version to all IT's and CE's.

Towing Lights - It must be emphasized that there is **NO exemption** from the towing lights provisions of the 72 COLREGS for Auxiliary vessels towing between dusk and dawn or under conditions of reduced visibility.

BQ TRAINING - We understand that there are some flotillas not conducting BQ classes. Apparently, prospective members are being given the BQ study material to prepare for the exam through self-study. While this approach may be necessary in rare cases, flotilla commanders should be urged to conduct formal classes. With coordinated effort, flotillas could also run these very important classes at the division level.

NOMINATING COMMITTEE REPORTS - are to be kept with the **FLOTILLA** copy of the Unit Meeting Minutes. They are **not** submitted to DIRAUX.

3(SR) NEW AUXOPS IN 1981		
Flotilla	Member	Qualifying Date
13-05	M. Roy Gunsalus	3/4/81
14-02	Larry E. Flaharty	3/12/81
14-02	Henry Reeser	3/12/81
14-02	Perry Young, Jr.	3/12/81
02-01	Robert Garcia	5/18/81
13-05	Caryl Gunsalus	6/22/81
10-02	George F. Vanderslice	7/6/81
10-07	Sharon M. Garmize	8/24/81
13-03	Norma Hunter	9/23/81
03-08	Homer Hastings	12/7/81

**NOTICE
TO ALL OF YOU WHO
INTENDED TO MAKE 1981 A YEAR
OF OUTSTANDING PERSONAL
ACHIEVEMENT: YOU HAVE ONLY
A FEW WEEKS LEFT TO DO IT.**



DSO - INFORMATION SYSTEMS

Lesson-enrollees! That's the measurement by which our achievements in Public Education are tallied. There seems to be, in spite of its importance, considerable confusion as to how the lesson-enrollee score is tabulated.

There are two major types of courses (as far as AUXMIS is concerned): Single-lesson courses and multiple-lesson courses. The entire calculation can be done with three simple rules:

(1) The total lesson-enrollee score is the sum of the lesson-enrolee score for each completed (including the paperwork) course.

(2) The lesson-enrollee score for any single-lesson course is equal to the number of enrollees.

(3) The lesson-enrollee score for a multiple lesson course is the number of lessons multiplied by the average number of students in the course — this average is obtained by adding the number of enrollees and the number of graduates and dividing the sum by 2. The final total is rounded up to the next whole number.

Let's take a look at an example of a complete calculation for a flotilla. This flotilla has sent in course-completion reports for a BS&S course which included 3 optional lessons: Charts, Engines, and Radiotelephone. The enrollment started at 50 and ended with 35 graduating. In addition, they taught 80 students in Water 'n Kids; a 3-lesson Basic Boating course (25 enrolled, 18 passed); and, finally a one-lesson course in Marlinspike to 20 students.

Course	Enrolled	Graduated	Average	Score
BS&S (6 lesson core)	50	35	42.5	255
Charts	50	-	-	50
Engines	50	-	-	50
Radiotelephone	50	-	-	50
Water n Kids	80	-	-	80
Basic Boating (3 lesson)	25	18	21.5	64.5
Marlinspike	20	-	-	20
Total lesson-enrolees = 570				Sum 569.5
Joe Sowers, DSO-IS				

DSO — GROWTH & RENTENTION

Every service has a distinctive uniform which can be readily recognized by the public. It tells a story about the individual wearing the uniform, about his service, what distinctive expertise he may have and what service he may be expected to render.

So it is with the Coast Guard Auxiliary. We wear a distinctive uniform authorized by Act of Congress which tells the public that we have expertise in the field of Recreational Boating.

There is only one way to wear a uniform and that is to wear it properly. Since many of our members never served in the Armed Forces, the Auxiliary uniform may be the first uniform that they have ever worn. For this reason, they may need instruction on how to wear the uniform properly and how and where to place insignia correctly. Nothing makes a worse first impression of the Auxiliary more than an improperly uniformed member.

One of our duties in the Auxiliary is to HELP our members. Part of that duty is to give advice on where to obtain uniforms and insignia. Instruction should then be given on how to wear



it. For some reason, many people are reluctant to tell someone when their insignia, etc. is worn incorrectly, or that the uniform is not proper for the occasion. I would like to suggest that all members help your fellow members to wear their uniforms and insignia correctly.

Remember — it is the lone individual Auxiliarist writing out his/her annual dues check, buying his/her own uniform, giving up his/her weekends for patrols or CME's who makes it really come together — or not!

Jim McCabe, DSO-GR

DSO — PUBLIC EDUCATION

THIS CHANGING WORLD

We often hear the remark "This is a Changing World". With the advent of the 72 COLREGS, the new Visual Distress Requirements and the Inland Navigational Rules Act of 1980, this remark certainly applies to the world of Recreational Boating.

Our National Public Education Department is keeping in stride with these changes by consistently updating our Public Education Course materials. The responsibility of presenting these constant updates and changes to the students in our Public Education Classes in a clear and concise manner can only be accomplished by Instructors who themselves are keeping abreast of these changes.

We in the 3rd Southern have accepted many challenges in the past and I am certain our **Instructors** will continue to give the boating public the most updated and informative Public Education classes possible in the future.

As I write this article we are approaching the Commodore's goal of 77,000 lesson enrollees. The reports submitted for Fall class sessions indicate we should exceed this goal without any problem.

Upon reviewing the efforts put forth by each of you who have unselfishly contributed your time and effort to the PE program this year my heartiest congratulations for a job well done in 81.

Bob Wecker DSO-PE

DSO - VESSEL EXAMINATIONS

The boating season is just about coming to a close in this area. We have the whole winter to get ready for spring. By now all courtesy examiners have received the new CG 2901 check-off sheets - look them over carefully. Throw away the old 2901 sheets. Have your materials officer order them new for next year also the "Kwick Check Kard". The Kwick Check Kard is a great source of info for the boater and with your name on the one side, contact can be made at a later date.

The new 1982 seminar guide will have a sail glossary for the first time. Also a new CG 204, seal of safety brochure with VDS, ventilation and lighting all updated - so you will be ready to go in 1982.

We have had plenty of decals this year. As a matter of fact - we have many left over. I promise you there will not be a shortage in 1982 either - do you think you can examine and pass 36,500 boats? LET'S TRY!

Lilliam Lieberum DSO/VE

DSO -MEMBERSHIP TRAINING

One of the most important functions for a successful membership training program is to keep the membership motivated for continued learning. This is the responsibility of the Flotilla Training Officer, **but**, he must have the support of the Flotilla Commander. Here is where the personal contacts are made. The idea of motivation is NOT to drive the members into advanced training activities but rather to encourage them to want to learn new skills and be a working part of our organization. The monthly report of the Flotilla Training Officer should include names of those members taking O.S.C. or other advanced training courses or examinations. This publicity may get inactive members interested, knowing others are participating. It is good practice to publish a tabulated list of the O.S.C. status of each active member for progress purposes. If this is done quarterly it will give the entire Flotilla an idea of the progress each member is making towards the final goal of AUXOP. Possibly a bit of competitive spirit could be generated.

To keep the wheels of training constantly turning it is necessary to have available a source of training for those interested in the AUXOP program. Assigning one night a week throughout the year as a training night is probably the answer. It has been demonstrated that if training is available members will attend. To get the best Instructor talent this should be done on the Division level or in cooperation between Flotillas in a given geographic area. There have been several instances where members have traveled up to 30 miles to take courses that have lasted several weeks. Distance is limited only to the degree of interest a member may have in the program. Car pooling could be arranged to cut expenses.

DSO - PUBLIC AFFAIRS

At this time of year, we review our accomplishments and assess our short-comings.

We have maintained and enhanced the image that the public has of the Auxiliary. This has been done by constant plugging and personal visits to the media outlets in the District. Perseverance and good copy have brought about these results. We have developed an understanding with, and have obtained the good will of, the various news media organizations.

We have attempted to develop a chain of communication in the Auxiliary from Division to Flotilla. In some cases, this has proven very successful. In others, the information which needed to be forwarded to the people who do the work was short-circuited. This needs to be improved. The lines of communication must be kept open and working, and as a matter of fact, should flow in both directions. How else can proven methods be made known to the entire District?

There are many things that will discourage the member from training programs. Probably the most common is failing the examination, particularly if it is the first. The Membership Training Officer should immediately encourage that person to re-study and take the exam again as soon as permitted. Don't give the enthusiasm a chance to cool off.

Why did that person fail? There are many and varied reasons but we will limit them to those we can help through training. We have been hearing many times about how poorly the exams are worded, and I cannot wholly disagree with that statement, however, this is what we have to work with and hope for improvement. The best defense I can give is that thousands of members have passed them, so they are not impossible. The best way is to THOROUGHLY know the subject and you will have a better chance of passing. This brings up another possible reason for failure - the quality and thoroughness of the instructions. There once was a belief that "any person who passed a particular O.S.C. course is qualified to teach it". This couldn't be further from the truth. To effectively teach a subject a person must FIRST be an Instructor. From reviewing the AUXMIS records, I frequently find a large amount of failures on a group of similar exams - indicating the results of a course. The inference is the Instructor did not completely cover the material. By and large, better grades come from the results of a qualified course rather than "kitchen table" self education. This is true even with the easier courses, such as Patrols or Seamanship. The Instructor should be picked for his/her past record on the applicable subject, even if necessary to borrow from another Division or Flotilla. It is my opinion that if a person really applies himself and learns from a knowledgeable Instructor he/she should be able to pass any O.S.C. exam — Even the infamous Piloting "B".

Edmund Morton DSO-MT

Each and every Flotilla member who reads this report should consider himself/herself a committee of one to further the public image of the Auxiliary. Speak out about the Auxiliary, the work that it does in Public Education, Vessel Examination, Operations, and in general the promotion of safe boating. If we do this, we will have over 3,000 missionaries in the field. Needed material to reinforce this work is available through the Auxiliary National Supply Store, and is easily obtained by your Flotilla Materials Officer.

Our accomplishments related above were effected by the good work of all of the SO's and FSO's in the District. Without the willing efforts of all of these people, our results would be hardly worth writing about.

On balance, we have had a good year, and I compliment everyone who participated. To all, a happy, prosperous, and healthy New Year.

Happy Holidays!

Muriel G. Lewis, DSO-PA



Just wanted to "Thank" everyone who submitted articles during 1981. We can always use more articles of interest to the District. Please allow us a minute of your time to review a few important points when submitting articles.

- Since we are always trying to improve TOPSIDE, any suggestions you might have are always welcome. This is your publication.

Richard & Sharon Garmize
DSO-ADSO-PB 3(SR)



MERRY CHRISTMAS



Are you an active member
The kind that would be missed.
Or are you just contented
That your name is on the list?

Do you attend the meetings,
And mingle with the crowd.
Or do you stay at home
And crab both long and loud?

Do you take an active part
To help your Auxiliary along.
Or are you satisfied to be
The kind to "just belong?"

SO, attend the meetings regularly,
And help with hand and heart,
Don't be just a member
But take an active part.

Think this over
Am I right or wrong?
Are you an active member?
Or - do you just belong?

Howard Farrer, VFC-79

A -	B -	C -	D -	E -	F -	G -
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393 -	394 -					

From -... (DE)	Comma -.-.-
Period .-.-	Error(EEE etc.)
Wait .-... (AS)	Received .- (R)
End of Message .-.. (AR)	

Spacing: Between two words is equal to five (.....) dots. Between two letters is equal to three (...) dots. A dash is equal to three (...) dots.

Flashes and spaces between them are defined in terms of 'units'. A dot is one unit long and a dash is three units long. The space between the dots and dashes of a single character is one unit long, between characters it is three units and between words it is five units in length. To minimize errors it is better to transmit slowly, exaggerating the lengths of dashes and spaces.

Make a game of learning or relearning the Morse Code this Fall and Winter, in your spare time. Then if someone should flash dots and dashes to you, you'll be able to read the message.

... ..
... ..!!

On Dec. 24, 1981 a completely new system of Inland Rules of the Road will become effective. On all U.S. waters except Great Lakes, although they will eventually cover the Great Lakes. The following are some of the new rules. New "UNIFIED RULES" for preventing collision on the inland waters, this act is cited as the "INLAND NAVIGATIONAL RULE ACT OF 1980.

These rules apply to all vessels on the inland waters of U.S. inside the demarcation line of the high seas.

Inland rules were written to conform as closely as possible to the International Collision Preventing Regulations, all measurements are expressed in "METERS". To convert any length in meters to feet, you must multiply the metric number by 3.28, example vessel 50 meters, $50 \times 3.28 = 164$ feet.

The new rule requires vessels to proceed at safe speed at all times, fair weather or foul, daylight or dark, safe speed means that you are able to take proper and effective action to avoid a collision, and stop within a distance appropriate to prevailing conditions, in other words you must be going slow enough to prevent a collision. To help you set a safe speed for your vessel the rules state you must consider the following factors:

1. State of visibility
2. Amount of vessel traffic in area
3. Maneuverability of your vessel
4. Presence of any background lights at night
5. State of sea and wind conditions
6. Your vessel draft in relation to the depth of water

Operating rules and fog signals will change. Although the term “restricted visibility” is most commonly associated with fog, these rules apply whenever visibility is reduced as a result of any similar condition, such as mist, snow, heavy rain, sandstorms or smoke, these rules also apply when operating near an area of restricted visibility. **IF YOUR VISIBILITY IS RESTRICTED YOU MUST:**

1. Consider the fact that your visibility is reduced when determining safe speed.
2. Maintain a proper look-out.
3. Display your navigational lights, even in the daytime.
4. If you hear a fog signal forward of your beam, reduce speed to the minimum at which your vessel can still be kept on course (bare steerageway). If necessary, stop the vessel completely and in any event navigate with extreme caution.
5. If you have a radar use it to detect and keep track of movement of other vessels.
6. If you change course and speed to prevent a collision make the alteration large enough to be obvious to the other vessel.
7. Sound the proper fog signals.

When sounding the proper fog signals in restricted visibility, it is important to remember that the signals are given at intervals of no more than two minutes when underway, while the maximum interval drops to one minute when anchored or aground.

Power driven vessels underway and making way = one prolonged blast.

Power driven vessel underway but not making way = two prolonged blasts.

Vessels towing or pushing = one prolonged blast followed by two short blasts.

Vessels engaged in fishing = one prolonged blast followed by two short blasts.
(underway or at anchor)

Vessels restricted in ability to maneuver (underway or anchor) = one prolonged blast followed by two short blasts.

Sailing vessels = one prolonged blast followed by two short blasts.

Vessels not under command = one prolonged blast followed by two short blasts.

Manned vessels being towed = one prolonged blast followed by three short blasts.

A vessel at anchor may also sound a whistle signal consisting of a short, prolonged, short blast to warn an approaching vessel of her position.

Vessels of less than 100 meters:

At anchor = rapid ringing of bell for about 5 seconds.

Aground = three distinct strokes of the bell, followed by rapid ringing of bell for about 5 seconds followed by three more distinct strokes of the bell.

NOTE: Vessels engaged in fishing do not sound anchor bell. Vessels of less than 12 meters in length, although a whistle and bell are not specifically required, some means of making "efficient sound signals" must be carried.

LOOK-OUTS:

Rules require look-out have also been expanded, rules require all vessels at all times daylight or dark, fair weather or foul keep proper look-out by sight, hearing as well, as all available means appropriate in the prevailing circumstances. The phrase "by all available means appropriate" means that all other devices such as radar, binoculars, a pelorus should be used to supplement the look-outs, eyesight and hearing.

RISK OF COLLISION:

Every vessel is required at all times to determine if there is any risk of collision with another vessel. All available means should be used to evaluate the situation including look-outs, radar, and radio communications. It is important to realize that risk of collision exists whenever vessels are near enough so that an accident could result from poor seamanship, a violation of the rules, an error in judgement, or other contributing factors. The rules specifically state that the risk of collision exist if "the compass bearing of an approaching vessel does not appreciably change", such risk may also exist even when the



compass bearing does change, particularly when approaching a very large vessel or a tow or when approaching a vessel at close range. If there is any doubt, assume the risk of collision exists and act accordingly.

RESPONSIBILITY BETWEEN VESSELS:

In order to determine which vessel must give way in an approach situation, it is essential to understand the "pecking order" established by the rules.

1. Any vessel being overtaken is the "most privileged". All other vessels - whether sailing, fishing, or not under command, must try to stay clear of any vessel they are overtaking.
2. Vessels not under command or restricted in ability to maneuver are the next "most privileged". All vessels listed below should keep clear of them.
3. A vessel engaged in fishing has the right of way over sail and power driven vessels.
4. Sailing vessels must keep clear of the vessels listed above.
5. Power driven vessels must keep clear of vessels listed above.
6. A seaplane must, in general, keep clear of all vessels.

The order listed above somewhat varies when operating in narrow channels or fairways.

NARROW CHANNELS OR FAIRWAYS:

1. Keep to the right of the fairway or channel.
2. Avoid anchoring in narrow channel if at all possible.
3. Do not cross narrow channel or fairway if such crossing will hamper the passage of a vessel which can navigate only within the channel or fairway.
4. Vessel less than 20 meters in length or sailboat shall not impede the passage of a vessel that can safely navigate only within the channel or fairway.
5. A vessel engaged in fishing shall not impede the passage of any vessel navigating in a narrow channel or fairway.

APPROACH SITUATIONS:

When a power driven vessel is going to approach within one half mile of another power driven vessel, a "passing agreement" must be established between the vessel if they are in sight of each other. The passing agreement which should be made either by whistle signals or by radio communications on the Bridge to Bridge frequency. It must be remembered, however, that these passing signals are only given when the other vessel can be sighted visually. The sound signal may also be supplemented by an all around yellow or white light which is synchronized to flash the same time you blow your whistle, minimum distance of visibility is two miles.

WARNING SIGNALS:

Whenever a vessel fails to understand the intentions or actions of another vessel or doubts whether the other vessel is taking sufficient action to avoid collision, the vessel in doubt must sound the danger signal (at least 5 short blasts). The danger signal can be given by any vessel (sail or power driven) but is limited to situations when vessels are in sight of each other, it can also be supplemented by the light signal 5 or more rapid short flashes. Warning signals are also provided for vessels

leaving a dock or berth, a power driven vessel must sound a prolonged blast (4-6 seconds) even if no vessels are in sight. Any vessel (sail or power) must sound a prolonged blast when approaching a bend or area of fairway or channel where other vessels might not be seen. If the prolonged blast is heard by an approaching vessel on the other side of the bend, it should be answered with a prolonged blast. Although you can give this warning signal and response without sighting the vessel, you must **not** sound a passing signal until the other vessel comes into view.

MANEUVERING SIGNALS:

Power driven vessels, when in sight of one another, underway, in a meeting or crossing situation, within one half mile of each other, shall indicate their maneuver by the following signals on her whistle: One short blast means "I intend to leave you on my port side"; two short blasts means "I intend to leave you on my starboard side". Upon hearing these blasts the other vessel, if in agreement, sounds the same signal, and takes steps necessary to effect safe passage, overtaking another power vessel shall indicate her intentions by one short blast meaning "I intend to overtake you on your starboard side"; two short blasts means "I intend to overtake you on your port side". These are signals of intent, if vessel you are passing is in agreement, she will answer with the same signal. Three short blasts means "I am operating in astern propulsion", it is important to note that this is a signal of action and not intent.

ACTION BY GIVEWAY VESSEL:

Any vessel which is required to keep out of the way of another vessel shall take early and substantial action to keep well clear.

ACTION BY THE STAND ON VESSEL:

Shall keep her course and speed. If action by the giveaway vessel alone cannot avoid a collision, then the stand on vessel must take action to avoid the collision.

HEAD ON SITUATION:

When two power vessels are meeting on reciprocal or nearly reciprocal courses so as to involve risk of collision, each shall alter her course to starboard and pass port to port of each other.

CROSSING SITUATION:

When two power vessels are crossing as to involve risk of collision, the vessel which has the other on her starboard side shall keep out of the way and avoid crossing ahead.

NEW RULES FOR VESSELS

NOT NORMALLY ENGAGED IN TOWING:

Rule 24j where from any sufficient cause it is impractical for a vessel not normally engaged in towing operations to display the lights prescribed for towing vessel, such vessel shall **not** be required to exhibit those lights when engaged in towing another vessel in distress or otherwise in need of assistance. All possible measures shall be taken to indicate nature of the relationship between towing vessel and vessel being assisted, the search light authorized by rule 36 may be used to illuminate the tow line.

LIGHTS DISPLAYED FOR VESSELS UNDERWAY:

Power vessels less than 50 meters must display one masthead light forward sidelights and sternlight, (a vessel less than 20 meters need not exhibit this light forward of amidship, but shall

OPERATIONS (continued)

exhibit this light far forward as possible. A power driven vessel less than 12 meters may in lieu of the above mast head light, exhibit an all around white light, (360°) two mile visibility, and sidelights.

DEFINITION OF A VESSEL ENGAGED IN FISHING:

Has been clarified to mean any vessel with nets, lines and trawls or other fishing gear which may restrict maneuverability, specifically excluded is a fishing vessel with trolling lines or other gear which do not restrict maneuverability, as a result the typical sport fisherman is not granted the special privilege given to commercial fisherman, they must follow the rule for standard power vessels.

Among the many changes that appear, there are additional definitions to clarify types of vessels and special operating conditions. The existing rules do not mention vessels which may go aground, be out of control, or be limited in ability to maneuver. By adding these definitions and providing special requirements for these vessels, the new rules enter the 20th century and give the mariner a more complete picture of vessels now encountered.

P.L. Valentine, DSO-OP

DIRECTOR'S NOTE:

The above article is an interpretation and summary of the upcoming changes in the Inland Rules of the Road; however, a thorough knowledge of the new law is required for teaching and/or navigation.

AUXILIARY OFFICER OF THE DECK

Alice Stamm, Flotilla 2-4 3(SR), is now qualified to be Auxiliary Officer of the Deck at Coast Guard Station Stillpond. This is the second rung in her ladder of accomplishment in Auxiliary aid to the Coast Guard. Prior to this, she was the first Auxiliarist to be qualified as a radio watchstander at Station Stillpond.

As Auxiliary OOD, her responsibility is to handle all cases in which Auxiliary vessels are being utilized, deploy the selected vessels to the scene of distress, give case numbers to the Auxiliary skipper, and follow through on the case to its completion.

The important fact here is that a qualified Auxiliary OOD and one other qualified Auxiliarist can work at one time which will relieve regular Coast Guard members and free them for other duties.



Alice Stamm FC-2-4 with CRO Sinoncini visiting the radio room on board the cruise ship "TSS FAIRSEE"

ADSO - MEMBERSHIP TRAINING

At the Winter Conference in February an individual Flotilla CE Training Program was encouraged. The most outstanding influence on prospective examiners is an enthusiastic Flotilla member who is an active examiner. We need them all.

A belt buckle was offered to those examiners who completed 75 examinations. Stress taking a friend from your Flotillas along while completing the required number for the buckle and use the examination as a learning experience for your friend. Take the Challenge! Earn a buckle or medallion and a new examiner too! Support your Flotilla with your CMEs and train new examiners..it's not too late.

Keep in mind for next year that the National Courtesy Examiner School is looking for people such as yourself to attend so that more Districts may profit by the material given there.

There are a few examiners who are missing their yearly seminar for '81. All have valid reasons why they weren't able to attend so far but we still have 2 weeks to select a time for the seminar. Let's have them attendees as quickly as possible.

Caroline Sweigart, ADSO-MT



AN Team from CG Base, Cape May, N.J. with Auxiliarists Steve Musey, FC34, George Martin FSO-VE and Bud Compton, FSO-GR relocated and placed additional buoys in the Maurice River. The entire day was spent aboard CGC-46310 completing the project.

Submitted by Bud Compton FSO-34



NATIONAL CONFERENCE, LAS VEGAS, NV

SEPTEMBER 1981

- The Coast Guard Institute will indicate on a printout sheet the weak areas in the Operational Specialty Exams completed by students.
- Three new instructor exams are in the mill.
- New Weather text and exams on the way to printers. Text will be obtained from the Supply Center at no cost.
- New Piloting and Administrative Courses being developed.
- A new course called Coastal Piloting is being developed.
- All specialty exams are being reviewed and rewritten.
- A new Seamanship exam will be ready by Christmas. This was hurried because 99% of this test is on the old Rules of the Road.
- Two new films available -
 - "Deck Shoe Safety" - 5 mins. The Supply Center will stock and issue one per Division.
 - "Good Friends, Sailors at Sea" - 12-15 min. Prepared by Miller Brewing Co.
- New Air Operations Manual being developed. By 1 Jan 83, there will be a Pilot certification and recertification program in effect. There will be annual requirements to be met which will bring it in line with the requirements already imposed for instructors, examiners and operators. There will also be a program for non-flyers. A course is being developed for air crew members.
- Headquarters plans to deemphasize use of Cat 1 orders. They will eventually be phased out. Cat 2 and 3 only will be used.
- Promotion and Sales is the big push in the VE Dept. "What's New For You in 82" is the slogan. A new Seal of Safety Pamphlet is in the printers, publicity posters are being designed and new CE qualification tests are being published.
- Some new films donated by industry are in the mill - Small Marine Engine Repair, Towing and Marlinspike.
- There will be a new Surface Operations Training Program being developed which will be used by the Regulars, Reserves and Auxiliary. The Commandant has already declared that each of the three components will use this.
- Simplified SAR Reporting has been promised and is definitely being developed.
- BS&S Courses will be packaged in groups of 10.
- National Safe Boating theme for 1982 is: "Don't Gamble With Safety." Follow on ads will be, "Be a Winner - attend a PE Course", "Be a Winner - have your boat inspected by a Courtesy Examiner."
- Slides on "This is Your Coast Guard Auxiliary" are being updated (finally.)
- A speech is being developed for use with the SOS slides. Can be used as a lecture.
- The PR Guide is being rewritten.
- New CG 412-2, Member Auxmis Guide, will be at printers by December.
- The Following recommendations were adopted by the National Board and are subject to approval by the Commandant:

a. SUBJECT: Auxiliary Uniforms

RECOMMENDATION: It is recommended that statements to the effect that the owning and wearing of the Auxiliary uniform is optional be deleted from the Auxiliary Manual, the Flotilla Elected Officers Manual and other Auxiliary pubs.

DISCUSSION: While the owning/wearing of an Auxiliary uniform is optional, such statements in our publications do not tend to promote the owning/wearing of such uniforms. Participation in all public-related activities and member retention should be enhanced by a maximum number of members owning/wearing the Auxiliary uniform.

b. SUBJECT: Appointment of District, Division and Flotilla Chart Update Officers.

RECOMMENDATION: It is recommended that the Auxiliary Manual (CONDTINST M16790.1, old CG-305), paragraphs 3A8, 4A10 and 5C15 be amended to provide for optional appointment of DSO/ON, SO/ON and FSO/ON.

DISCUSSION: Auxiliary activities in the field of chart updating, have increased substantially over the last several years and as the result of the volume and complexity of this project, a full District staff position is warranted to be on a par with other staff positions. Since the work must be done at the Flotilla level, it is important to insure that there is full parallel staffing at all levels of the Auxiliary. This can only be accomplished by providing staff positions at the District, Division and Flotilla levels. The importance of the program can only be impressed upon members of the Auxiliary if it is shown that it warrants the importance of having a staff officer in charge at the Flotilla and Division levels rather than merely a chairman of a committee. Being a staff officer would also make it easier for Flotilla Commanders and Division Captains to find people willing to assume the responsibilities of this position, since they will be recognized as a full staff officer.

c. SUBJECT: Annual Seminar for Instructor Requalification, Elimination of

RECOMMENDATION: It is recommended that no annual seminar be required for requalification as Instructor and that CG-302 be changed to delete this requirement.

DISCUSSION: The instructor seminar has limited value as a learning experience and in many cases our members feel that it is a penalty that they have to endure for being instructors. Failure to attend this seminar results in the loss each year of many dedicated instructors who just were not able to attend or felt their attendance served no valid purpose.

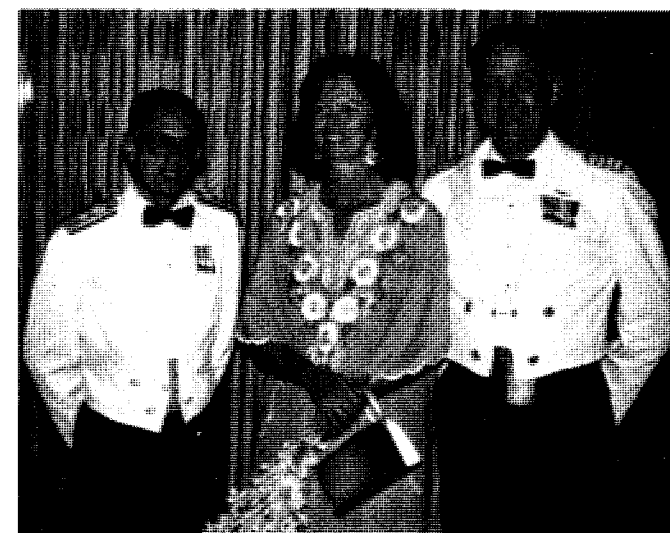
DIRECTOR'S NOTE:

These recommendations have been approved by the Commandant and are effective 1 JAN 82.

NATIONAL CONFERENCE

LAS VEGAS, NV

September 1981



NEWS RELEASE
JULY 6, 1981

SEVERAL USS Inchon (LPH 12) crewmembers and dependents recently completed a sailing and seamanship course, taught by the U.S. Coast Guard Auxiliary Flotilla 13-9, on board the ship during the month of June.

Inchon's Executive Officer, Capt. Dale Brown, sponsored the effort to get the course taught during the recently completed 11 month overhaul period in the Philadelphia Naval Shipyard.

Inchon has two fiberglass 12-foot "Kolibri" sloop-rigged sailboats that were bought by the Recreation Committee two years ago. Crew members who have successfully completed this course are allowed to check the boats out for their own use.

The sailing and seamanship course is taught by Harry M. Gindhart Jr., retired Navy Commander and Naval Aviator. Mr. Gindhart is now an executive with the Mobile Oil Company and skippers his own 41 foot sailboat.

03S1309 CGAUX
SAILING & SEAMANSHIP COURSE ABOARD
THE USS INCHON LPH 12 - JUNE 1981



L. to R. Raymond D. Krause, Harry M. Gindhart Jr., Caroline R. Insinger, Robert F. Insinger, William J. Patton Jr. FC

FOR IMMEDIATE RELEASE
STORY BY LCDR, RONN RYGG

Mr. Gindhart's training assistants were Caroline and Robert Insinger, Raymond Krause, and Flotilla Commander William Patton 13-9.

Mrs. Insinger, in 1972, won national recognition from the U.S. Coast Guard Auxiliary 3 SR for creating a visual training aid for student boaters. The training aid depicts a river scene with different views of buoys and other piloting markers and helps a prospective boater to understand the "Rules of the Road."

Course instruction includes weather forecasting, heavy weather sailing, and basic sailboat maneuvering.

MEMO TO MY PUBLIC EDUCATION INSTRUCTOR:
Please remember I am here to learn, not to kill time, so:

- ★ Talk to me, don't lecture at me.
- ★ I prefer a conversational tone. Don't be sanctimonious.
- ★ Last night, were you chewing gum, or were you mumbling something I should have heard?
- ★ When you are talking to me, please speak up so I can hear you - even from the back of the room.
- ★ Why were you talking to the screen? It's heard your spiel before.
- ★ Please!! Raise your voice or change your tone once in a while. Verbal "Sominex" dulls my attention.
- ★ Take a cue from an old saying: "The mind can absorb only as long as the derriere can endure." How about a little action for us? Involve me in practical demonstrations (even though I am shy).
- ★ Don't assume I know what those new words mean. Show me if you can. Also, why not spell them on the chalkboard.
- ★ Don't assume I know what a V.I.P. or a P.F.D. are - use English words - not acronyms or abbreviations, unless you've already explained them.
- ★ Don't repeat "Y' know", because if I did, I wouldn't be here. What does AHHW mean? Is it important, because you keep repeating it?
- ★ Why did you apologize for being the Instructor last night? Didn't you know what you were talking about? Does it make you feel better when you shake my confidence in what information you are sharing with me?

- ★ Are your feet screwed to the floor, or are you chained to the rostrum?
- ★ Who cares about your Aunt Tillie's boat? - unless it helps to explain or make a point about the subject!!
- ★ I am naturally shy (particularly about a new, strange subject); and, I am afraid to ask questions which I feel others (or you) might consider stupid. Can't I talk to you before or after the meeting? You never said I could.
- ★ Maybe you're shy, too. How about a little dramatics?
- ★ When you write on the chalkboard, please write it large and heavy enough so I can see it - even when I am sitting in the back of the room.
- ★ Just because the material is in the text, doesn't mean you should skip it! I need the hearing and seeing and doing, as well as reading.
- ★ Don't you have anything but slides to show me?
- ★ Why don't you break the ice for me? Who are these people sitting here with me?
- ★ I thought boating was supposed to be fun. I haven't heard a fun thought from you yet.
- ★ Oh, yes, please excuse me for talking while you were. Things were pretty dull last night.

I Wanna Lern
(Jack Marx, FC 2-76 3[SR])

AUXILIARY HONORS FLOTILLA MEMBER

"I really wasn't risking my life when I went after them. I was more concerned with the safety of the people in the water and how I would get there in the rough seas and wind."

So said Richard Kelly, Flotilla 2-1 3(SR), who rescued two young girls and a woman from the Chester River in Maryland on a windy, stormy day last summer.

Kelly and his wife, Julie, were on their boat at Rolph's Marina on the Chester River when they heard screams coming from out on the water. Relates Kelly, "I looked out and saw a woman and two little girls in the water, holding onto a sailfish which had capsized."

"I told my wife we were going out after them."

The accident had happened near Chestertown, Maryland, a small community about 100 miles from the southeast corner of Pennsylvania. The sailfish overturned at a point where the river was 4 to 5 miles wide. Kelly had to maneuver his single-engine cabin cruiser in 25- to 30-mile-an-hour winds. "I had to be very careful and hold the wheel tightly. As I undocked, the boat was so close to the edges that it might have been damaged if anything got caught."

Kelly steered the boat into the crosswind and maneuvered his craft into the choppy waters, and guided it alongside the helpless victims.

Mrs. Kelly dropped the boarding ladder down, but the little girls were exhausted they had to be pulled out of the water. The woman made it up the ladder with a little help from the Kellys.

Returning to the marina, Kelly shouted to the people on shore that he would need help to maneuver the boat back into the dock.

The spectators formed two lines and guided the craft in with their hands, marking a happy ending to a hazardous rescue mission.

Division Captain Alexander Lewis, and Flotilla Commander Robert Hilderbrand, presented Kelly with the Amos Hope Award.

The award is given by the United States Coast Guard Auxiliary, 3 (SR), and reads, "Presented to Richard Kelly, United States Coast Guard Auxiliary, for an outstanding act of human achievement."

Some say it is all in a day's work where saving lives is concerned, but three people who are alive and well today because of people like Richard Kelly might have a different opinion.

Submitted by
Muriel G. Lewis

AUXILIARIST CERTIFIED AS CG BOAT CREWMAN

After his retirement in 1978 Carroll Wolf decided he was not going to just sit around the house and do nothing. Instead he took the necessary courses to qualify for membership in the Coast Guard Auxiliary. He became a charter member of the Lansdale Flotilla 10-6 in October 1979 and served as VFC in 1980 and FC in 1981.

For Carroll Wolf, becoming an active Auxiliarist meant being involved in all phases of the Auxiliary training. He spent the following time at the U.S. Coast Guard SAR Station, Cape May, NJ, CG Training Center:

Summer 1980 - 60 Hours as a training crewman

Summer 1981 - 62 Hours as a training crewman

Carroll Wolf passed all requirements in August 1981 as set forth in the CG Training Guide CG-313 and now has a letter of certification as CG "Boat Crewman". He is qualified as crewman on 21 ft., 41 ft., and 44 ft. SAR boats. Taking this training and passing all requirements qualifies Carroll Wolf to become a member of an elite group of Auxiliarists who have accomplished this certification. He now qualifies to serve on any of the above CG boats anywhere in the U.S.A.



Flotilla 10-6 is very proud of Carroll and his accomplishments. We feel we are lucky to have such a dedicated person as a member of our Flotilla. We are sure that Carroll Wolf will not sit back and rest on his laurels but will continue to expand his education and training as a U.S.C.G. Auxiliarist.

Submitted by Lillian Chaloupka 10-6

ADSO - CAREER COORDINATION

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JUNIORS... Take AIM

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1. Be at least 15 yrs. old, but not over 18 yrs. and in top 25% of your class.
2. Minimum SAT score of 500 math and 450 verbal.
3. Broad interests encompassing athletics, extracurricular activities, constructive hobbies, etc.
4. Have potential interest in advanced technical education.
5. Meet all criteria indicated in Bulletin of Information.

U.S. Coast Guard Academy

FOR FURTHER INFORMATION, CONTACT

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

"We can't expect our Guidance Counselors in the high schools to do our job for us," said Juanita Raudabaugh, DSO-CC.

In line with that thinking, we designed a poster to be distributed to each FSO-CC that can be put on the Bulletin Board of the high schools that they visit.

Of course, they will first get permission from each Guidance Counselor when they make their initial contact.

The first rule of any campaign is to attract attention and what better way than through our 1981-82 poster! Even the headline invites you to read on..."No Other College Offers You a Classroom Like This."

I hope that many people at the Flotilla level will pitch in and visit our schools in addition to the FSO-CC. What greater sense of achievement and satisfaction can you have than when you lead a young person into an exciting and rewarding career like the Coast Guard Academy?

We are very proud of the quality of students we sent to the Academy last year and hope for the same for this AIM season.

Helen M. McCabe, ADSO-CCA

DIVISION V

Division V must have set some kind of record this year! Three Flotillas and a new Division were chartered - Millersburg 5-4 on 2 May; Chambersburg 5-6 on 26 September; Raystown 9-5 on 31 October and Western Lakes Division IX on 31 October. All chartering ceremonies were very impressive and were attended by many VIP's and guests from the District.

We think this may have been a first in our District - the simultaneous chartering of a Flotilla and a Division. We also think this may have been the first time that a Division has been chartered with a lady Captain! Helen Villano, IPDCP-V, was elected Captain on 8 October, with Joe Harris, IPFC 5-17, as Vice Captain. Fred Gilbert, IPFC 5-4 and George Smyth, IPFC 5-3, respectively, were elected Captain and Vice Captain of Division V.

Congratulations to all.

Submitted by: Ruth C. Aubin SO-PBV



MERRY CHRISTMAS

COMPLAINT BLANK

State Nature of Complaint in this Space



Write Legibly

GIVE FULL DETAILS

"Stolen from Flotilla 6-03.3(SR)



PDCO JOHN JOHANSEN (38 Years an Auxiliarist) and his very own MICHELOB SCHOONER

JOHN JOHANSEN has been in every phase of Auxiliary affairs since he joined the Auxiliary in 1943 and has probably served more time in district flag grade than anyone in the country. He has served four years as Rear Commodore, four years as Vice Commodore and two years as District Commodore, 3 CGD (SR).

John hailed originally from Newport, Rhode Island. He gets his love of the sea and boats honestly as his father spent most of his life in the U.S. Navy.

During World War II John joined Flotilla 22 (now 42) of the U.S. Coast Guard Auxiliary and was sworn in as Temporary member U.S.C.G.R. on June 6, 1943. He saw many nights of duty on the Delaware River, patrolling out of the Middle River Patrol Base, located at what was then known as the lower basin of the Corinthian Yacht Club.

During his service in the Reserve (T) he advanced to Chief Boatswains Mate and to Ensign upon disenrollment from the Reserve. On return to peacetime Auxiliary activities John continued active service in Flotilla affairs. He organized and was elected the Flotilla Commander of 2-76 at its founding in 1976, transferring back to Flotilla 42 on January 1, 1979.

Between his other duties John had the time and initiative to start the P.E. Course at Upper Darby High School in conjunction with the adult night school program. After 28 years this continues to be one of the most popular courses at Upper Darby High School. This was the first P.E. Course offered by an individual Flotilla in this general area.

Readers of The Navigator will recognize John as the columnist who writes "In The Lee Of The Longboat" for every issue.

John has received several awards from the U.S. Coast Guard:

1. Life Membership in the Auxiliary from Admiral John B. Hayes;
2. The Certificate of Administrative Merit (C Award).

May 1981 marked the 38th Anniversary of John's career as an Auxiliarist.

Congratulations Commodore!

Submitted by James C. Robertson SO-PB IV 3CGD(SR)

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