

# t<sup>opside</sup>



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# **tside**

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

☆☆☆☆  
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 Chief of Staff ..... CAPT. R. L. JOHANSON  
 Chief of Boating .....  
 Safety Division ..... CAPT. M. SHYTLE  
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 Asst. Director of Auxiliary (3R) LT. WILLIAM M. CHERRY  
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 WILLIAM PIERCE ..... President, Past Captain's Association  
 LEE B. WEAVER ..... Immediate Past District Commodore (IPDCO)

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 XI ..... RICHARD REBER  
 XII ..... HENRY ROWE  
 XIII ..... TAHNELL VOGT  
 XIV ..... MICHAEL DIETZLER

## FRONT COVER:

Group Cape May HH52A Helo Performing  
 Simulated Rescue - Pilot LT Bart Kolb  
 Crewman AT3 J. J. McDevitt - Victim Rick Dotterer, VCP X  
 Beltsville Dam, PA - Division X (3SR)  
 Picture - Topside Staff

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## DIRAUX UPDATE

... LT. Collin S. Campbell, DIRAUX



I'm going to briefly pass on to you my views in three areas. These areas are courtesy, operations, and the Qualification Examiners.

**Courtesy.** Do you remember the movie Harvey? James Stewart as Elmer P. Dowd and his friend the Puka, an invisible ten foot tall rabbit named Harvey? Well, Mr. Dowd related that his father had advised him that to get along in this world you either had to be

smart or pleasant. Mr. Dowd opted for pleasant and it served him quite well. It can serve us well too. Open and positive attitudes, clear communications, and teamwork make Auxiliary life special and a joy to be associated with. It's been my experience that most people reflect back your attitude. Like mirrors, if you smile, they smile. If you're loud, they're loud. Courtesy with each other keeps us open and listening.

**Operations.** Operations is picking up steam to the point that we are frankly exceeding expectations. The operational commanders advise me that they are very pleased with the numbers of patrols being done. Division Captains have relayed to me the fact that a lot of newly BQ'ed members are crewing which is good for everyone. I've even heard a few stories about how handy that extra crewmember was in this case and that case. It's attitude again. I never cease to be amazed at what a "can do" attitude can accomplish.

**Qualification Examiners.** They're ready and waiting for you. I had the honor of presenting our first cadre of QE's with their certificates at our Great Oak Conference. I am exceptionally pleased and impressed by these fine ladies and gentlemen. They were always prepared for the training and took to it like fish to water. I can honestly relate that we never had a day together that we didn't thoroughly enjoy. Now it's time to look ahead to the next class of QE's. So listen up. **SOLICITATION.** If you would like to be considered for the next QE class, send a letter to our Gloucester City office to apply. Include in your letter your reasons for desiring to participate as a QE, your qualifications (don't be humble), and indicate your availability. Please submit your application by 30 August 1984. We desire to start the class before the weather turns on us so we can accomplish the underway portions. Notes of General Interest (NOGI) will keep you up to date. Now get out there and enjoy yourselves.

Collin S. Campbell

## POSITIONS AVAILABLE

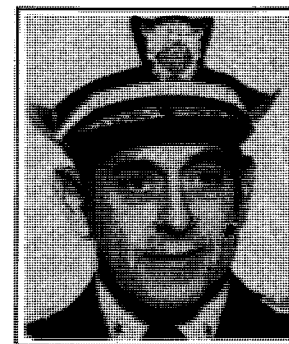
Would you like an exciting and glamorous life filled with challenge and opportunity?  
 Are you an individual who enjoys meeting and working with interesting people?  
 If so, you may possess the abilities our firm is looking for  
 To apply for the limited openings available, send your resume to:  
**Director of Auxiliary (3SR)**  
**c/o Coast Guard Base**  
**King & Cumberland Sts.**  
**Gloucester City, NJ 08030**  
 Mark your application: **QUALIFICATION EXAMINER**  
 Please include the reasons you believe you can be successful in this challenging endeavour.

**Welcome Aboard . . . LT William M. Cherry who has just joined the DIRAUX Staff and will be assigned to the Harrisburg Office as Asst. Diraux Detached.**

## FROM THE BRIDGE

Update . . . . . Robert L. Wecker, DCO

The time of year is again upon us when we select our leaders for the following year. In order to insure a strong and progressive leadership in all echelons of our organization, it is most essential to nominate and elect the personnel who you feel will give of themselves the time and effort required to keep the Auxiliary on an ever constant moving and advancing course.



When the elections are completed and our leadership is chosen, we have completed only the first step in this leadership process. It is now the duty of the newly elected officers to wisely select the personnel for staff positions who will effectively carry out all of our varied programs to a successful completion.

To select and appoint the ideal member for each staff position is not an easy job, as anyone who has ever served in an elected office can tell you. Therefore, when you are approached by your newly elected officers and requested to accept a staff position, remember we are an organization of people dedicated to helping people and it is impossible to help the general public if we can't first help ourselves. So before you refuse a staff

or committee appointment, first give careful thought to what you can offer of your time and talents to further the aims of our Auxiliary.

It is next to impossible for any one person to know the talents and skills that each individual member of a unit possesses. If you are not approached to serve in some capacity by your leadership, come forward and offer your services, for there is a job for each of us just waiting to be filled.

Many times in the past we have been satisfied to see a few members in a unit serving in two, three and even four staff positions simultaneously. This is certainly not fair to these members and in many cases they are overworked and burned out in a short time. In short this Coast Guard Auxiliary needs and wants each of us to be an active member in some capacity, so let's all get together and share the load. In this way we will all be participating in keeping ours the most outstanding volunteer organization in these United States. Remember in unity there is strength and to participate together is to stay together.

The Golden Eagle Motel in Cape May, New Jersey is the site for our Fall Conference and District Board meeting and elections, 21 through 23 September. This should be an ideal time to spend at the shore and to also meet your newly elected District Officers first hand.

Looking forward to seeing each of you in Cape May that weekend.  
 Bob Wecker, DCO (3SR)

## FROM THE EAST

Update . . . . . Alexander M. Lewis, RCO (E)

We need to have all members attending Flotilla meetings, so that all phases of Auxiliary activity can be discussed, debated, and resolved. Let us all discuss each issue fully, so we can all be involved.

We need to remind ourselves that there are channels to make changes, and these can start at the Flotilla level as well as at the top. In the Flotilla, ideas can be discussed in depth, and if agreement is reached, it can start its way up the line through Division, Area, and to the District Board. Approval at this level sends a recommendation on to the National scene where it stands or falls by the debate and vote of the National Area and full National Board.

It is this method that insures that careful consideration will be given to each proposal. It is my feeling that this is the right way. It is at the grass roots level where the people who do the work and carry out the policies, and who with good reason and practical experience, can suggest and recommend additions, deletions, and improvement to Auxiliary policy.

The Coast Guard Auxiliary is a democratic organization, and is governed by the majority vote of the Boards involved, who have jurisdiction or who can assume jurisdiction of the



resolutions under discussion, and in this lies the smooth operation of the entire organization. We know that once policy is established, it is the same for every Auxiliarist. Your voice is not stilled. You can still object, with reason, and you will be heard at whatever level you speak. If change is called for, that is how it starts, and that is what I like about this organization. I hope you share that feeling.

As we look ahead to the fall season, we should look forward to participating fully in the educational programs which will be starting in full swing. Recreational boating and water activities are increasing by leaps and bounds. More and more people need to be educated in water safety and respect for water. How do we get more people in our classes? Advertise. Boating class posters are available from National stores. Get them, and spread them over your locality like a rash. Sit on the doorstep of your local newspaper. Perhaps the editor will agree to print your announcement. Contact local merchants, who may be agreeable to placing an announcement box of your P.E. classes within their own paid advertisements. These have worked for others. They could also work for you. In addition, if each Auxiliarist helps in some way in the boating courses, it will not only make the job easier for everyone, but will make your membership mean more to you. Working with your fellow members will add new enjoyment as well as lasting friendships.

Alexander M. Lewis, RCO (E)



# NOGI

Notes Of General Interest



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

**Quotes**  
**Topside, Fall 1984**

**Qualification Examiners.** They're ready and chomping at the bit. On 30 June they had the GO! SO-MT's call the QEC nearest you to arrange for a meeting. They are: (1) Lee Crossman, Somers Pt., NJ at 609-927-0179; (2) Sandy Sandstrom, Dover, DE at 302-674-3403; (3) Gil Miller, Scotland, PA 717-264-3357. Please call in the evening before 2100.

**AUXMIS ERRORS.** From HQ comes the following: Most of the content of our error listing would vanish if we could get members to use only current forms and consistently follow the instructions in the Auxiliary Member AUXMIS Guide.

**Flares and the VE.** Remind the public about the expiration dates of their flares. If they are valid on the day of the CME then they are eligible for the decal (provided all other requirements are met.)

**The CME Cornerstone.** The latest printout we have indicates we are ahead of the last year's CMEs. Remember our motto: "PLUS 4 in '84" Our DSO-VE George Brouse, offers: "I asked the boater, 'Can I check your LIFE SUPPORT SYSTEM for you?' 'My what?' With a chuckle I explained and got the ball rolling on his CME. A bit dramatic perhaps, but I sure got his attention."

**Help Wanted.** Need mature, conscientious person to share in a public service endeavour. No experience necessary. Position offers challenge, travel. Opportunity to develop skills in popular activities. Rewards commensurate with commitment. Apply to OPS Staff Officer. Mark application: Crewmember. Telephone applications encouraged.

**Information.** Overheard: I doubt any volunteer organization in this country or the world, makes more information available to its members than does the Coast Guard and the Coast Guard Auxiliary.

**VE's and Forms.** A letter sent out by the DC-V, Harold Star, Jr., expressed amazement at how many outdated CG-2901's are still being used. the correct revision date on your CG-2901 should be '83.

**OSC Examinations.** When requesting OSC exams, please give our office two weeks notice if prior arrangements for a proctor have been made or four weeks notice if you wish our office to assign a proctor. Also, as a reminder, a proctor must be AUXOP and not in the same flotilla as the members taking the exam.

**NEW PATROL ENSIGN.** If you order the new patrol ensign you'll find a printed statement enclosed with it. This is because the first batch of ensigns had improper color characteristics on the emblem anchors. The statement says: "Although not in strict conformance with CG approved standards for the Auxiliary emblem, this ensign is authorized for use by Auxiliary Operational facilities only when operating under Coast Guard orders. It replaces the operational pennant which is no longer authorized for use under any conditions. When flying this patrol ensign, the Auxiliary ensign shall not be flown. Future editions of this ensign will have solid blue anchors on the emblem."

**Radio Facility Decals.** A reminder from Headquarters. The new decals for radio facilities are to be displayed either on or alongside the radio equipment. They must not be placed on vehicles, trailers, buildings, airplanes, ships, locomotives, or submarines.

**BCM and OSC's.** We've found out that the phase-in period for replacing the existing OSC texts with the BCM text is quite a ways down the road. So no need to panic or rush out and order the BCM just for this reason. When the material is ready there will be ample notice for a smooth transition.

**BCQP AND NAVIGATION EXAMS.** We're going to attempt to clarify the navigation rules exams and the various licenses as they relate to operator and coxswain qualifications under the BCQP. Essentially, a member who wants to qualify under BCQP must either (1) pass a navigation test (there are now five exams or courses available) or (2) possess a license which demonstrates sufficient knowledge of the rules.

The Exams:

1. The Navigation Rules Course. See Note 1.
2. The CG Deck Watch Officer Navigation Rules Course. See Note 1.
3. The Deck Watch Officer Examination. See Note 1.
4. The Auxiliary Navigation Rules Exam for Operator. See Note 2.
5. The Auxiliary Navigation Rules Exam for Coxswain. See Note 2.

**Note 1.** This is available from the Institute and is ordered the same as any institute course. Successfully passing the End of Course Exam meets both the operator and Coxswain qualifications. The only difficulty with this course is that it may be difficult to obtain as the Institute is receiving many requests from regulars, reserves, and auxiliaries.

**Note 2.** This exam is now available. The study material is in the BCM so you do not have to enroll with the Institute, thus saving yourself some study time. Who will proctor the exam is a question now before the BCQP Steering Committee. The Operator and Coxswain NAVRULES exams may be proctored by the Director's Staff or the QEs. ONLY the Director's office can grade the exam. You do not have to pass the Operator's Exam first. If you wish you may take the Coxswain's Exam first and if unsuccessful with it, try the Operator's Exam. We'll be handling these locally to make taking it easier on you.

The licenses (all must be currently in effect):

1. For vessel Operator (task 2126)
  - a. Motorboat Operator's license (six or less passengers)
  - b. Inland Operator's License
  - c. Ocean Operator's License
2. For Auxiliary Coxswain (task 3028)
  - a. Inland Towboat Operator (to 200 gross tons)
  - b. Ocean Towboat Operator (to 200 gross tons)
  - c. Master and Mate (to 500 gross tons)
  - d. Pilot Second Class
  - e. Pilot First Class
  - f. Third Mate through Master (over 500 gross tons)

The above information will be reflected in change one to the Standards Manual. My thanks to our QE candidates for letting me know of the questions our members have on this issue. The feedback we've been getting from all levels say they're having a lot of fun training with the BCM. That's an excellent approach. Those who have been operational for years have, if not a responsibility, then an opportunity to share the knowledge they've gained with other members. If we can be so successful at teaching the public, surely we can be even more successful when working together.

**LAST THOUGHTS:**

Why did you join the Auxiliary?

Why do you remain an Auxiliarist?

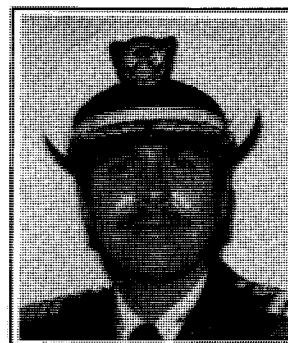
You, a single individual can make a difference. Your enthusiasm and your smile to a new member can and does make a difference. Share yourself. You have something important to offer. The Auxiliary is not a building, or a boat, or even the uniform. IT'S THE PEOPLE.

*Have you smiled at an Auxiliarist today?*

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

### NO ACTIVITY

A recent report indicated that in our District 43.3% of our members did nothing whatsoever in the Coast Guard Auxiliary during 1983. This is substantiated by the fact that for these members, there is not even one (1) hour of activity reported in an organized category where a man hour card is submitted, or the reporting of a CME or facility inspection, or a SAR (Search and Rescue) Incident Report. The reporting medium which determines this lack of activity is the AUXMIS (Auxiliary Management Information System) through the input cards which are submitted.



You may say, "Oh, but our members are involved, they just don't do any of that paperwork." If YOU know this to be true, then YOU have a responsibility to convince those members of the importance of reporting their activity. How do you do this? Read on and hopefully you will have the answer . . . First it takes only a small amount of effort, much less than participating in the event/activity in the first place, to fill out the reporting cards. Maybe the member is not sure just how to report his/her Auxiliary activity. This is an ideal Training Topic for a Flotilla meeting. Your FSO-IS (Flotilla Staff Officer-Information Systems) is responsible for the timely and

accurate submissions of these reporting activity cards, therefore he/she is the ideal person to assist in helping members and promoting the reporting of activity. There is no cost involved as the Coast Guard pays for the forms and the postage to mail them.

But why do we report our Auxiliary activity in the first place? Obviously to provide feedback to our sponsors the Coast Guard and the U. S. Government, letting them know—who, what, when, where and why. This information reinforces our worth to the boating public and substantiates the expenditure of Coast Guard funds to keep the Auxiliary running. We are in an enviable position compared to most volunteer groups in that they do not enjoy this financial and federal agency support that is afforded the Auxiliary. Finally, reporting activity provided you, the member, with a personal, annual activity sheet, which shows a compilation of your efforts and if you desire, a substantiation of your "Contributions to a Charitable Organization" for use in making a taxable deduction.

So you can see that there are no good reasons for someone to say that they are active in the Auxiliary, but they don't report any activity. I know that more than 56.7% of our members in the Third Southern Do Something, which provides one (1) or more hours of activity in the course of a year. Help us prove the statistics wrong! Report what you do and submit your AUXMIS forms to your FSO-IS. We'll all feel better and YOU will not be labeled NO ACTIVITY!!!

*Dick Raudabaugh, VCO*

## FROM THE WEST *Update . . . . . George J. Smyth, RCO (W)*

It seems that I must write about a problem again for this issue. This problem concerns NEW Instructors and Courtesy Marine Examiners. When members become ITs or CEs, they are anxious to get to work, and rightly so. However, they frequently start too soon in the NEW endeavors. If a NEW IT is listed on the top line of the Mission ManHour Report before his or her name has been entered into the AUXMIS system as an IT, the member's name and time is rejected by AUXMIS. The same thing holds true with the NEW CE. If he or she starts doing CMEs a bit too early and the CME Report arrives in the system before the name has been entered as a CE, the name and CMEs are rejected as not being done by a qualified CE. Generally, before the rejected cards can get back to the Director or SO-IS for



corrective action, the 30-day time limit has usually passed and credit is lost for the work done. This is very discouraging for the NEW IT or CE.

To remedy this situation, I suggest, that the NEW IT or CE hold off in his or her NEW endeavors for about TWO WEEKS after notification by the Director for their new qualification, so there will be enough time for their new qualifications to be entered into the AUXMIS system. IN NO CASE should cards be submitted before notification of the new qualification has been received from the Director. If after taking the test, and successfully passing it, and processing the paperwork through channels, 30 days goes by and notification has not been received by the Flotilla Commander, have your member training officer check through chain of command for disposition of your paperwork. In this way the new instructors or examiners can get the credit they so rightly deserve in their new endeavors.

Remember, the job is not complete, until the paper work is done (and recorded through the system). Thank you.

*George J. Smyth, RCO (W)*

**THINK—BEFORE YOU DRINK Be A Responsible Boat Operator**



## LT MIKE AMONSON, OPS OFFICER — LEAVES BASE GLOUCESTER

Over the past three years as the Operations Officer of Coast Guard Base Gloucester City I have had the wonderful privilege of being part of a family that I have come to respect, admire and fully appreciate. As an adopted brother (or son), I was introduced to this special family in June 1981. I was told they cared about people, knew their business and performed their services on a frozen salary.

My initial impressions foretold the strong relationship which would develop. My wife Denise and I were invited on a surface patrol. The day was certainly eventful. We assisted several vessels, patrolled a rowing regatta, enjoyed the fellowship and even learned a new nautical term — “semi-anchored.”

Patrol season debriefings, operational seminars and other meetings—these were the occasions where I got to meet the people behind the orders. Soon the names became familiar. When I would review a SAR case it was very rewarding for me to recognize your name. Why was it rewarding? I don't know, but perhaps it was because I knew the assist was performed professionally, with personal devotion and by someone “in the family.” Pride.

Then there came the Tall Ships—a real family reunion. In celebration of Philadelphia's tricentennial over one hundred and forty of you served to safely guide the international sailing fleet and spectator craft up the Delaware River. What a production! You ran this massive operation so smoothly that all I had to do was sit back, relax and take pictures.

Some events were fortunate to come every year. As each summer approached, the boating season was formally greeted by the faithful sponsors of National Safe Boating Days at Penns Landing. Your superb planning and coordination produced a magnificent theatre of boating safety exhibitions. I enjoyed each day as you enthusiastically conveyed boating safety awareness to the public.

Maritime law enforcement boardings were another highlight. Allow me to clarify . . . , these were mock boardings for the training of Coast Guard law enforcement officers at Base Gloucester City. The various scenarios developed could have been realistic. (Who said “in the wild west”?) Anyway, several of you earned my nomination for an Academy Award. You really played the role. Now you can say that you have been

arrested, and frisked, and abused (?), and . . . Thanks, I know you had fun.

An invaluable service was provided each week by those in the family who fly over the Delaware Valley. Using the advantage of an aerial view of the ports and waterways you reported numerous pollution incidents to the Captain of the Port. Yes, the water is getting cleaner. Your talents are appreciated.

Communications has come a long way and has the momentum to be a model program. Your support, initiative and dedication has produced additional stations, an extensive communications survey, a practical communications plan, successful workshops, and a renewed interest in promoting quality communications. Keep on going.

Through my experience I am convinced the Coast Guard cannot do without you. Your cornerstones are firmly set in the Coast Guard's past, present and future. Although programs may change, people move and opinions may differ, I am confident that your successful alliance with the Coast Guard will endure.

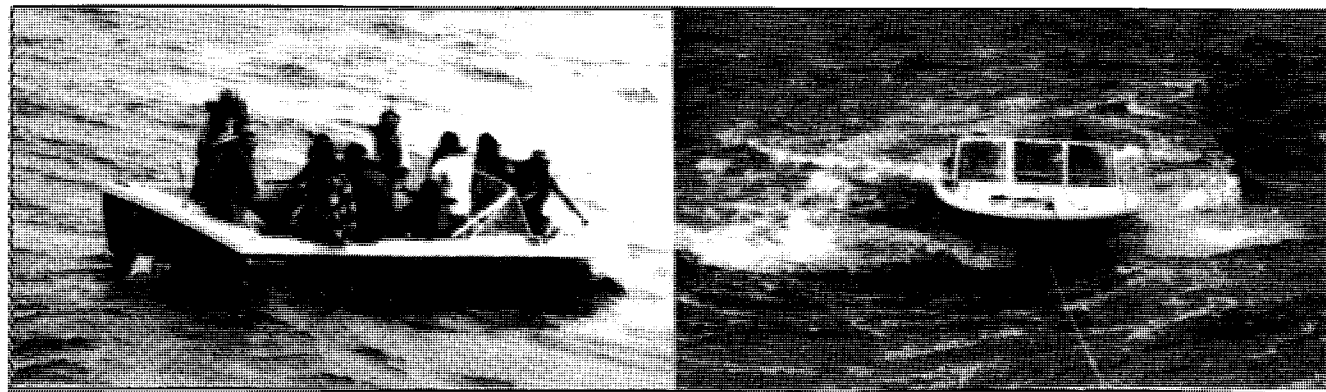
Your support of Base Gloucester City operations has enabled me to joyfully execute my duties. Your skills—I sincerely respect. Your loyalty—I humbly admire. And, for all your contributions—I offer you my deepest gratitude. I am glad to have been a part of a very special family—THE COAST GUARD AUXILIARY.

God Bless.

Mike Amonson

\*\*\*\*LTJG Mike AMONSON will join the Coast Guard Reserves this summer and move to Pittsburgh, where he will start graduate studies in business administration at the University of Pittsburgh this fall. \*\*\*\*

\*\*\*\*Welcome aboard to the new Operations Officer at Base Gloucester City—LTJG Bob FRANCIS. Bob graduated from Officer Candidate School in January 1981 and received his first assignment to the Radionavigation Division at Coast Guard Headquarters in Washington, DC. Since arriving at Base Gloucester City in May 1983, Bob has served as Contingency planning Officer for the Captain of the Port. Bob and his wife Valerie are expecting their first child this summer. \*\*\*\*



### RUB A DUB DUB! FOURTEEN MEN IN A TUB!

Literally, there were fourteen occupants in the above boat (nobody read the capacity plate) and by coincidence they were 14 miles from where they thought they were when they broke down. Don Holleger, DSO-OP (3SR), and his vessel *Sandy Lee* took them in tow in seas of approximately 5 to 6 feet on Delaware Bay and a little over four hours later completed the case. A very good reason for all out efforts for Public Education!



TOPSIDE (3SR) FALL 1984

## FROM CENTRAL Update . . . . . Walter Moulder, RCO (C)

This year with implementation of the Boat Crew Qualification Program the Auxiliary has taken another significant stride forward in raising the standards of our programs. However, it is important that we see this as an improvement to the operations program and in no way let it overshadow the importance of the other Auxiliary activities. The District Staff includes some of the most knowledgeable, dedicated and hard-working individuals within our district. Their programs are well managed and their seminars and workshops are second to none in the Auxiliary. However, without the support of the elected and staff officers at all levels and active participation by the membership there would be little to show for their efforts.

The most recent GAP Reports reflect good performance for our district and will be even better if the inactive members are motivated and get involved. We can all be proud that we belong to Third Southern.



Walt Moulder, RCO (C)

### HOW MANY AUXILIARISTS ARE THERE IN THIRD SOUTHERN?

Many years of historical research have exposed various things which might shed some light upon the Auxiliary, what it has done, what it is doing, and possibly why things are as they are in our organization.

The earliest membership numbers uncovered were from 1940 when there were 210 enrolled. By 1942, there were 800 of us.

With the advent of the Temporary Reserve (those who served on patrol boats were trained by the Auxiliary) in 1942, the 1943 totals were 2641, increasing to 3494 in 1944 and 3533 in 1945.

The first year after World War II, 1946, membership fell drastically to 1700, just about half of what it was the year previous.

The next year for which there are membership figures from my record source was 1952 when 726 members were recorded.

From that low point, there is a gradual increase overall each year, with an occasional minor decline in a few scattered years, until the late 1970s when a slow decline commenced. The apex of the increase was about 3600, the present membership, as of June 1984 is 3183.

Looks as if we'll have to light a fire under our GRs. Let him/her who gets the first new member light the match.

John E. Johansen, PDCO, Historian



### DIVISION I AND XII ANNUAL PIG ROAST - BOWERS BEACH, DELAWARE

The Division I and XII annual pig roast at Bowers Beach has become a district wide affair. They always seem to pick the right day- and the weatherman cooperates. The food is excellent and this year the highlight of the day was the “Dunking Board” which provided hours of entertainment, both for the ball pitchers, and those who waited to be dunked. Besides the members of Divisions I and XII, Divisions II, III, V, X and XIV were represented. Among the attendees were the Director and his family, the Commodore, the Vice Commodore, RCO (W), RCO (C) and our former director Jim Davis. A group from Cape May arrived by helicopter to join in the festivities. All in all, one of the highlights of the fellowship activities in the district. Thanks to PDCO Robert Carson and his committee for their all-night barbeque to have the “pig” ready to eat in time. It could not have been better.

### AIM PROGRAM WORKSHOP SCHEDULED FOR CAPE MAY

All CC Officers should plan to attend

SATURDAY — SEPTEMBER 22nd — 1000 HRS. — GOLDEN EAGLE INN - CAPE MAY

NOW IS THE TIME TO PLAN FOR NEXT YEAR!

**DON'T MISS THE OPPORTUNITY TO GET YOUR INFO FIRST HAND**

TOPSIDE (3SR) FALL 1984



## OF LAWS AND THINGS . . . . Welton J. Fischer, DSO-LP, VCO

In reading some recent newspaper accounts of boating accidents and discussions of boating officials concerning the most commonly observed safety violations of boaters, a question crossed my mind concerning how many people who own or operate boats really understand the nature of their responsibility to other members of the boating public, particularly passengers onboard their own vessels, and the accompanying liability. Most of us who own or drive an automobile have at least a passing knowledge of the various laws and regulations applicable to both owner and operator. We know, for example, if we speed we may get fined, if we run into someone or something, we will probably have to pay hospital and doctor bills or to repair what we have damaged. We also know just being the owner of an automobile may give rise to liability even if we were not the operator at the time of an accident. As boat owners and operators, we generally are aware that similar rules apply to owning and operating boats. However, because of man's relatively limited ability to exist in the water, the application of these general principles to boating can be somewhat unique and are often overlooked by the boating public.

An extremely important area of responsibility involves guests whom we invite aboard for an afternoon of water skiing, cruising or whatever. As to these people, generally, the boat owner and the operator are representing that, to the best of their knowledge, the boat is in a sufficiently safe state of repair and construction, that the activities planned can be safely undertaken and that the operator has sufficient knowledge of the operation of the vessel to operate the boat safely. The standard enunciated by the courts is that the owner owes to his guests a duty of "reasonable care" relating to the guests' presence aboard the boat. Certainly, some situations are obvious under this standard. Responsibility and liability for injury resulting from some intentional misconduct or grossly negligent conduct is not difficult to understand. However, not all injury-prone situations are so obvious. The courts have held that an explosion resulting from improperly ventilating fuel compartments is the result of conduct not meeting the standard of reasonable care. The same result is likely to apply to an explosion resulting from fuel vapors accumulating as a result of improper fueling procedures or manifestly unsafe portable fuel tanks, either as to the condition of the tanks or their method of stowage. As you know, there are very specific safety standard and procedures for both.

It likewise is interesting to ponder the

attitude of a court in relation to an injury directly resulting from a failure to provide, at least, the legally required safety equipment aboard a boat, if not equipment generally recommended in any particular operating circumstance even if not required by law. We know that both federal and state law makes provision for a very specific list of safety equipment required on all boats. For example, federal law and the law of most states require one PFD for each person aboard. Often overlooked, however, is the general standard of care and often legal requirement that these be in good condition and readily available. I am sure most of us have had the need to decide whether to throw away an aging PFD because of its condition, but, when weighing the cost of a new one, have been tempted to make it stretch just one more year. Perhaps, we feel we can put it somewhere and only use it "in case of a real emergency." In this context, how many times do we drag our PFDs out into the center of our boat where we constantly have to walk over or around them. Certainly, it is much more convenient to stow them under the seats or way to the forward part of the bow, so what if they get all entwined in anchor lines and anchors and other seldom-used equipment that needs to be stowed out of the way. The next time you have any such impulse, perhaps it would be wise to consider the consequences "in a real emergency" of inadvertently grabbing that old PFD and having the flotation material tear loose or the straps pull off while we are trying to put it on or of having the boat filling with water while we are trying to crawl up into the bow to extricate lifejackets from the anchors and anchor lines and other miscellaneous gear that has been thrown on top of them. What about the guest who doesn't know how to put one on or adjust it properly?

If a guest were to drown because you did not have a PFD for him or her, certainly you have not fulfilled your responsibility to that guest and it is very likely you will have incurred some liability for the guest's death. How much less serious is your situation if the PFDs you have are not in good enough condition to support your guest in the water or if your boat goes down before you can retrieve the PFDs for your guests and properly instruct them in their use? Just how much time will you have if your boat begins to sink? This really depends on why it is sinking, doesn't it?

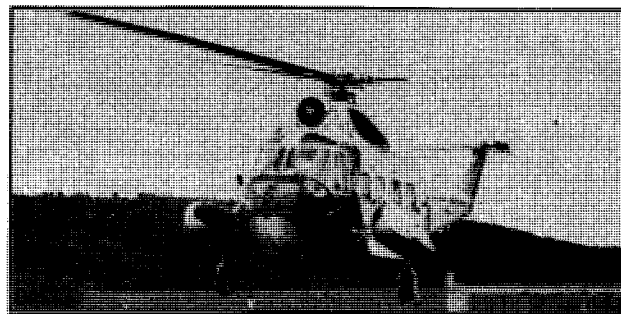
In the spring of 1983, a Massachusetts boater was taking his new 20 foot Galaxy cabin cruiser on her first voyage. Without warning, the hull split open, apparently a manufacturing defect, and the boat sank within a very few moments. Two lives were

lost. I do not know if the loss of life related to the failure to have and use PFDs. However, the description of the delamination of the full hull indicated a high (over a foot long) hole in the boat. In that situation, time was very short and very precious. Even less time may be available for a person who is a non-swimmer and who simply falls overboard. Just a few years ago local papers carried news of the death of a man who fell overboard while fishing in an area lake. He could not swim, was not wearing a PFD and did not survive. With this in mind, you may even want to consider checking with each of your guests as they come aboard to see if there is a non-swimmer in the group and, if so, to consider whether you want to insist that particular guest wear a PFD while onboard.

The anchor is another item often neglected. As basic as it may seem, not all boaters see the need for this simple device. While conducting a courtesy examination on a boat on the Potomac River last summer, I was surprised to encounter a boater who had neither anchor nor paddles. When asked what he planned to do if his engine stopped close to the breast of one of the dams located across the river, the operator responded he did not anticipate such problems. Others who have failed to anticipate such circumstances have been washed over these dams and have lost their lives. The owner and operator may be personally liable for their lack of basic seamanship. In such circumstances the owner and/or operator may be personally liable for their lack of basic seamanship and failure to have a proper anchor.

The point of this discussion is to suggest to everyone of you who owns or operates a boat that there are certain legal requirements peculiar to boating activities with which each owner and operator should be familiar, Auxiliarists included. In addition to statutory requirements, there is an expectation that those responsible for the safety of others on the water will possess a minimum knowledge of good seamanship. There is an assumption that if you take a boat onto the water, you possess at least the basic skills necessary to safely operate your boat and to safely bring it and its passengers back to shore. This often may necessitate skill and equipment beyond minimum legal requirements. Such expectations may at times bear the heavy burden of legal liability. As Auxiliarists, we may have an even greater burden. As Auxiliarists, the public becomes very trusting of our "proficiency" about things nautical.

Welton J. Fischer, DSO-LP (3SR)



A very successful SAR demonstration was conducted on Saturday, July 28, at Beltsville Dam in Pennsylvania. Credit for the original suggestion to hold this demonstration goes to Bill Blocksom, DSO-MA. Paul Mackes, SO-OP-X picked up the ball and did an outstanding job of arranging this operation with the cooperation of Mr. Fritz Ohlsen, Pennsylvania Fish Commission and Park Superintendent Dave Kemmerer.

Rick Dotterer, VCP-X, handled the arrangements with Group Cape May who supplied the helicopter to perform the rescue. Thanks to Group Cape May, and particularly to LT Bart Kolb, pilot, and AT3 J. J. McDevitt, crew. They not only successfully demonstrated the rescue, but conducted a tour of the helo for all who wished to take advantage of the opportunity. In addition to making the arrangements with Cape May, Rick acted as the victim who was rescued by the helo.

Two Auxiliary facilities acted as patrol vessels for the day. One vessel was operated by Leon and Arlene Lohrman, Flo. 10-2; and the other was operated by Ed Thomas and Les Richter, Flo. 10-4. James McCabe, DCP-X, acted as announcer over the loud speaker system, describing the activity as it progressed.

There were approximately 25 other Auxiliarists present to assist in whatever way possible and to represent the Auxiliary by answering questions and conducting general discussions with the public.

All-in-all a very successful day. Special thanks once again to the personnel involved, to the Pennsylvania Fish Commission, and to Group Cape May for making it an extremely worthwhile experience for all—both for the general public present as well as for the Auxiliarists involved.

Submitted by: FSO-PB X-8

## SAR DEMONSTRATION CONDUCTED BY DIVISION X





## THE AUXILIARIST'S IMAGE

by Robert Query, Flotilla 5-6 (3SR)

While vacationing last February, I witnessed an episode that in my opinion reflected adversely on the good judgment and common courtesy of numerous boat operators.

Briefly, a boat became disabled because of a pulley breaking on the steering cable of an inboard motor boat. The owner of the disabled craft was anchored at the edge of the Intercoastal Waterway Channel. It was the narrowest part of the bay. It was a windy afternoon and boats were passing within thirty yards or less of the boat in trouble and making no apparent move to slow down to avoid causing a heavy wake. It was evident to any and all other boat operators that the anchored boat was in difficulty because of the motor hatch cover being raised while repairs were attempted with the repairman being tossed all about by the high wake from the passing boats.

This all happened within fifty yards of our back yard on the Intercoastal Waterway. When I became aware of what was transpiring, I took the portable air horn from my boat and, standing on the bank, I attempted to slow the traffic by sounding the horn and pointing to the boat under repair.

Most boaters cooperated, but the most disconcerting thing to me was that a boat bearing a placard "U. S. Coast Guard Auxiliary" made no effort to slow down and no attempt to render any assistance.

I sincerely hope, and believe, that no one in our Flotilla would operate so discourteously in a similar situation to cause a poor opinion of our organization.

In the 1984 Summary of the Pennsylvania Boat Law and regulation (page 4) it states "You are responsible for any damage caused by your wake!"



## Aids To Navigation . . . James Weiler, DSO-AN

The new Chart Updating and Aids to Navigation manual is back from the printer! The initial distribution has started; each SO-AN and FSO-AN will be receiving a copy. When that distribution is completed, additional copies will be available through normal procedures. The next time some one says that Auxiliary materials that are "at the printer" are never seen again, just remember that this one made the round trip in less than two months.

When you get a copy of the manual, check the chapter on bridges. The Coast Guard discontinued its program of annual inspections of bridges in 1981. They will be depending on Auxiliaryists to keep an eye on the bridges while on patrols and report light and fender system discrepancies. That represents a lot of observing for every one patrolling on the Delaware between Philadelphia and Trenton and on the ICW in New Jersey. Use an NOAA Form 77-5 to make the report.

I put out a mailing to all FSO-ANs about the automated chart distribution system. If any flotilla has not responded by the time of this printing, please, respond as quickly as possible.

Jim Weiler, DSO-AN (3SR)



## DIVISION XIII CONDUCTS CME STATION

Above picture shows Joseph Sheridan and Al Prant inspecting a boat at a CME Station held at Dredge Harbor Marina in Delran, NJ on June 16, 1984. The CME station was set up in conjunction with a picnic held at that location by Flotilla 13-6.



## MIKE REARDON, VFC 2-5, AUXOP

Mike Reardon, VFC 2-5, pictured above being congratulated by his wife Judy at the Summer Conference at Great Oak, where he was presented with his AUXOP pin and certificate, by our former director CMDR James Davis. Congratulations Mike, we know you worked very hard to get this coveted award, and most certainly are deserving. We regret that the *Tbptside* staff picture of the presentation did not make it.

## FLOTILLA 7-10 - PARTICIPATES IN BARNEGAT FOUNDER'S DAY CELEBRATION

Barnegat Township's recent observation of Founder's Day was well represented. In spite of the inclement weather, the participation and enthusiasm were there. Flotilla 7-10, USCGAux, joined the many other organizations in the line of march from Bay Avenue to the Municipal Building.

Flotilla 7-10 received a proclamation from Mayor Kenneth Hood of Barnegat in the observance of National Safe Boating Week. A proclamation was also received from Mayor Edward Schwarzenback of Waretown.

Arny Calhoun, FSO-PA 7-10 (3SR)

## Public Education . . . . . Walton E. Porter, DSO-PE

Now is the time to start planning our Fall PE courses. Therefore, it is essential that all pertinent information is passed down to the Flotilla level as quickly as possible. FSOs and instructors request up-to-date information from your DCP and SO-PE, they have been given corrections to the Coastal Piloting course.

Some inconsistency in instruction for the wearing of the type IV PFD has been noted. The type IV PFD should never be worn. The Coast Guard publication "Federal Requirements for Recreational Boats," which replaces the old CG290 handout, should be distributed to all students especially when teaching Legal Requirements. This publication lists all types of required equipment and gives a good description of same. It specifically states that a type IV PFD should not be worn. To teach otherwise could lead to embarrassment or worse yet a drowning.

From the 13 July 84 District printout some interesting facts have surfaced. If we look at the number of sessions (PE) reported via the Course Completion report there are 2167 sessions. However, if we look at the number of sessions reported by the individual instructors via the ManHour card, the number is 1914. This means that there are 253 sessions taught for which the instructors did not claim credit. The GAP award springs from the ManHour accounting and since our PE is averaging 2.1 hours per class, we are losing over 500 hours toward the PE goal.

250 sessions are probably too much to blame on cards with errors, unqualified instructors, and the Postal Service—much of it may stem from instructors not turning in ManHour cards when they have taught a class—perhaps assuming that the Course Completion report is all they need???

We are at 64.4% of our GAP goal with 4000 hours. The "Young Peoples Boating" is averaging 138 people per class (over 23 classes-3084 students) and the "Water 'N Kids" is averaging 62 kids per class (243 classes and 15,083 kids). This is great! Let's go over the top this fall by reporting properly, all our PE activities. Get the credit that you so rightfully deserve.

My thanks to DSO-IS Joe Sowers for the printout information.

Walton E. Porter, DSO-PE (3SR)

## Materials . . . . . William Blocksom, DSO-MA

Well, it seems to me that everytime the Auxiliary National Store comes out with a new item to be stocked, we can never get all of the order we send for. We are back ordered. This makes (we) the Materials Department back order your orders to us. I hope this will help to explain why you are not getting everything you order at the same time.

When an order comes in for something we are out of, or an item that has been purchased from an outside supplier, to reorder that item we then must purchase a large order. We don't always have the cash-flow to do this. If the item doesn't move, we are stuck with a big inventory and money is tied up. So we do the best we can with the tools we have to work with.

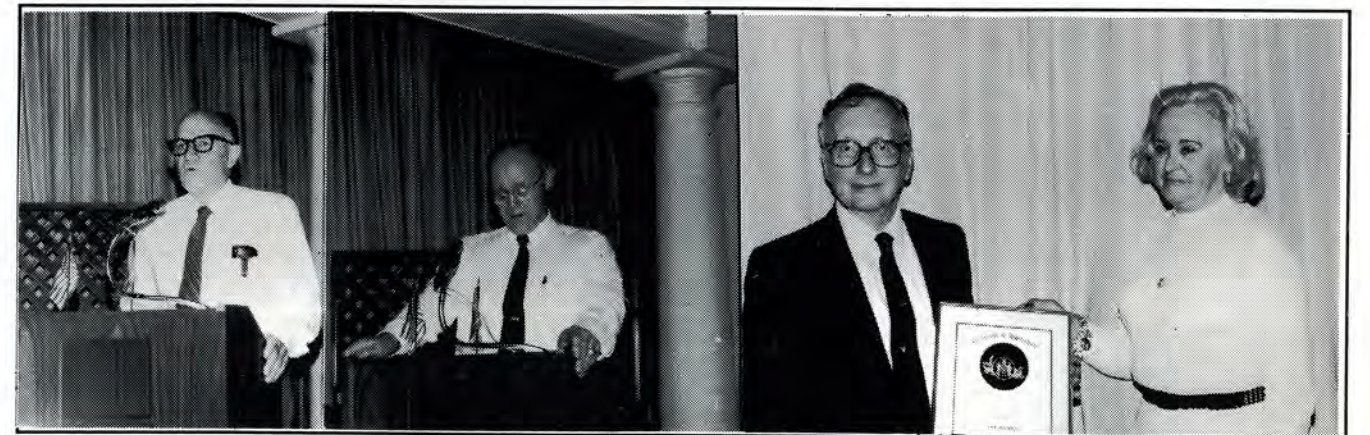
Now please, bear with me when I again make this statement. Please order all your books now! Remember it takes five (5) to six (6) weeks to receive them from The National Store. By sending me the labels with the order, we have cut seven (7) to ten (10) days from the turn-around time. Remember, there are a lot of Districts sending in orders to be filled and a large backlog is created when everyone waits until the last minute. I am sure that the Office and Work Force People out in St. Louis would greatly appreciate your ordering early.

When ordering the new Coastal Piloting Course—make out two labels for each case ordered. The work charts will be sent in a tube. They cannot be folded up to fit in the case of books. The labels should be made out by the FSO-MA, since the SO-MA does not have enough to go around. National Store has changed the extra charts to ten (10) in a tube for \$5 instead of twenty (20) charts in a tube for \$10.00.

Next we come to our Area Meetings. We have been going to these meetings with a Mini-Store. We can't anticipate what your needs are, so we take things people ask for most.

I have recently been advised by National Stores that books were being ordered directly by individuals—by-passing District MA officers. National Stores will not honor an order that does not come from the DSO-MA—your check/order will be returned! If you want materials, please order through the chain of command. Try not to wait until the last minute and then be unable to get your order sent through. In an emergency—I try my best to help. Please follow the correct procedure, order early enough and avoid unnecessary delays caused by not processing your orders correctly.

William Blocksom, DSO-MA (3SR)



## DELAWARE SAFE BOATING COUNCIL ANNUAL AWARDS BANQUET

Above pictures taken at the Delaware Safe Boating Council Annual Awards Banquet held at the Dover Air Force Base in June of 1984. Shown left to right—George Stewart, Boating Law Administrator-State of Delaware, VADM Wayne E. Caldwell who were the honored speakers; Council President Walt Moulder presents one of the awards to Elsie M. Nichols, DSO-PB (3SR) for her assistance and cooperation in preparing the Council's new brochure for printing and publication. It was a very warm night, and the air conditioning in the club was not working which explains the lack of jackets during the speeches.







# THERE'S JUST TOO MUCH PAPERWORK!

That declaration seems to be a rallying cry within the Auxiliary. It seems that wherever I go within the Third Southern or wherever I meet from other Districts I receive complaints about the amount of paperwork that has to be filled out. In general, AUXMIS is blamed for all of the forms that must be completed every week. Let's face it, how often have you heard the complaint that there is too much paperwork in order to send your reports to AUXMIS? This complaint is usually followed by someone saying: "Well, if you want your awards program—you have to do the reporting." But, is this really the case? Recently, the Chief Director, having also been bombarded with this same complaint, asked the National Information Systems Division to find out (as nearly as possible) just how much paperwork was actually done in maintaining the AUXMIS system. The result was an analysis of the entire 1983 database. The computer was asked to estimate the number of input forms required to give the entire year's totals on an individual member basis. Of course, only members who did some activity were included—those who do absolutely nothing (43% of total BQ + AX members in 1983) have very little paperwork. The results shown by the printout were amazing. Even considering that this is just a "ballpark" estimate by AUXMIS since many assumptions had to be made, the output gives better insight into the paperwork done yearly by the 'active' Auxiliarist.

Before discussing the results, let's first look at just a couple of the assumptions. First, only three forms were included in the analysis: The Mission-Manhour Report, The CME Report, and the SAR Incidence Report. It was assumed that these are the forms most likely to be filled out by every member. The other forms are often associated with specific elected and staff offices and as such if you take on a staff position or are the Flotilla Commander, you should expect to have addi-

A second assumption was that the skippers of vessels on patrol fill out the Manhour card for both themselves and their crewmembers; likewise, the head instructor will fill out the Manhour card for the class—including the aides (again, this is a "guess"—it may well be that one of the aides is the class supervisor and does the paperwork, but it should all average out).

Another assumption is in reference to the CME Report. AUXMIS has been told to assume that members having more than 25 CMEs filled out the form with six boats per card and those with less than 25 put only three boats on a card—once more, this is a "best guess." Other assumptions made were similar in nature.

The results, as noted earlier were surprising. If you are a reasonably "active" Auxiliarist, you probably filled out a lot less than thirty Manhour cards, less than 5 SAR forms, and less than 5 CME cards. **Not much paperwork for a year's activity!** The same is true for the whole Auxiliary—not just the Third Southern. This then causes the next question. If AUXMIS is not requiring all that much paperwork then why am I filling out a lot of forms? Some very active Auxiliarists in the 7th District were interviewed as a follow-up to this AUXMIS analysis. In general, they did not feel that AUXMIS was the culprit. They cited many non-AUXMIS forms as being badly designed or more time-consuming; for example, reimbursement forms and, in many cases, forms required by the District—not by AUXMIS. In fact, it seems that much of the paperwork complained about is not AUXMIS, but instead are reports required by staff officers (SO and DSO) and by the Director's Offices. We can cut down our paperwork—and not affect AUXMIS—by simply thinking before we invent "just

# CAPE MAY HERE WE COME!

Yes, it's back to Historic Cape May and the Golden Eagle Inn for the annual fall meeting. Cape May has a beautiful beach and in September, the water will be perfect for swimming, surfing, etc. There's the walking mall not far from the hotel—I know it's irresistible to the ladies. If you have never been to Cape May or haven't driven through it's streets and seen the beautiful Victorian architecture, this alone is worth the trip. The Lighthouse at Cape May Point is also a must for the visitor. It's about 6 miles from the hotel and is a sight both day and night.

Friday night there will be a no-host cocktail party starting around 2100. This is a great way to see friends you haven't seen in a while, and to meet new friends. On Saturday there will be workshops in the morning. Finance (FN), a must for your Finance Officer. The DSO and ADSO will explain everything you'll ever need to know about this important staff position. Also in the early morning there will be an MT workshop and I know from past experiences, Gene and his crew will make this workshop time well spent. Later in the morning there will be a GR workshop. Don't fail to miss this one. Nancy always has something up her sleeve (she and some dirty old man did a strip the last time—don't you wish you were there). The last workshop of the morning is CC. PLEASE HAVE YOUR SO and FSO-CC officers there for this one. DSO Helen McCabe will explain it all from how to approach the schools to putting your candidate on the bus to the USCG Academy. Commanders if your FSC-CC can't make this one—please try to have someone there. We of the 3rd Southern are fortunate to have the best—Helen knows and loves this program and you will too after attending her workshop.

After all the workshops are over, it's off to Electronic Beach ("weather permitting"—remember last year) for our almost traditional chicken barbeque. It's the best. Do yourself a favor and come hungry. When all are stuffed—the marlinspike contest will begin. The balance of the afternoon is free time to see Cape May, relax, swim at the pool, etc. Saturday night the banquet should be top-notch. The food at the Eagle is always outstanding.

You have all heard me say over the past couple of years that we have the best staff going. This is of course true, but why?—it is you the members of Third Southern that are making this the best district in the nation. You have shown that with good leadership you are willing to put forth that "little" extra that makes the "Big" difference in the end. Those of you who attend the conferences know this to be true. The seminars and workshops are topnotch. We have more people wanting to go to the advance school than ever before. More people getting re-active in the Auxiliary. We are doing MORE now with LESS members, and the work we are doing is of a far better quality in all our programs.

The DCO hopes to see all of you in September at the Golden Eagle. It is Bob's last conference as our Commodore, and I know he'll want to thank you all for a JOB WELL DONE.

See you all at Cape May.

Bill Pierce, Conference Coordinator

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

We are well into the summer and the Vessel Examination season. The more we get into the season, the more questions arise about Vessel Examinations. Please don't misunderstand me. There are no dumb questions. The more questions that are asked, the more the VE atmosphere is healthy.

If you think that you know quite a bit about the program, you would be surprised how much more you can learn. I am always learning when I have to look up something to answer inquiries that are made.

The main opinion I have come to realize is that quite a few Examiners are not reading their manuals. Everything is there, whether you may or may not agree with it. It is spelled out fairly well.

I also know there are quite a few people who do not interpret the CME Manual as it is written. This is why I have proposed to have more CME workshops at District meetings. I think we can both learn more.

I have been mostly covering CME's in my monthly reports. I still think there is a tremendous amount of work to be done in this field. We have to upgrade our examinations. Boaters look to us to do a good examination. The Coast Guard and Marine Police have other duties which are more pressing. They are understaffed and stretched pretty thin. They look to us to do a good job, too. There are a few examiners, and it is only a few, who are doing a slipshod job. Again, I think workshops would correct this situation.

Examiners are overlooking vessels that look like they won't pass a CME. The purpose of the program is to educate these people to the things necessary for their safety. If the boat doesn't pass, you may be saving that person's life.

This is the time we should be thinking ahead for next season for Facility Inspections. Our vessels are supposed to be beyond reproach. They must be in better condition and have more and better equipment than regular boaters' vessels. Let's inspect them thoroughly and according to the CME Manual and the Policy Manual. We should try to have them done by the Director's deadline, but even if it has to be passed by, I would rather see these inspections be done on the boat. Let's forget the old "status quo" . . . that the facility was alright last year, it is okay this year. That vessel and equipment has had a year of wear and tear.

As VE Officer, I will be working close with DSOs-MT, OPS and PA to help the VE program whenever and wherever I can. My staff and I will also be working close with SO-VEs. The VE cornerstone is one of the oldest cornerstones in the Auxiliary. Those of you that get out on the ramps and in the marinas, early in the morning, late at night, rain or shine, hot or cold days and do the examinations with sincerity and thoroughness deserve one heck of a big THANK YOU and a pat on the back. You deserve a medal about 18 inches in diameter, but according to COMDINST 16790.1A, it is out of uniform.

George Brouse, DSO-VE (3SR)

# MENUS

## PICNIC LUNCHEON

½ Barbequed Chicken  
ALL  
THE  
FIXIN's  
Beer  
Soda



## BANQUET

Choice of Entree:  
Surf & Turf  
or  
Stuffed Breast of Capon  
Waldorf Salad  
Au Gratin Potatoes  
Broccoli Spears  
Strawberry Royale  
Coffee-Tea-Sanka  
etc., etc., etc



## ★ UNIFORM OF THE DAY ★

**SATURDAY**  
District Board Meeting:  
Tropical Blue Long  
Evening:  
Dinner Dress White Jacket  
Dinner Dress Blue  
Appropriate Civilian Attire

**FRIDAY EVENING**  
Casual  
**SUNDAY MORNING** (PCA Meeting)  
Casual



## REMEMBER THE MARLINSPIKE CONTEST!

## ARE YOU GOOD AT TYING KNOTS?

Why not try your hand at it?  
Enter the Marlinspike Contest at Cape May  
To be conducted by  
WO Jim York from Governors Island  
After the Picnic at Cape May on Sept. 22nd



## QE PROGRAM UPDATE

In keeping with the spirit of the Summer Olympic Games held in Los Angeles this year the 3(SR) Qualification Examiners (QEs) started to prove themselves in the spirit of the Boat Crew Qualification Program. The Director held opening ceremonies at Great Oak Rendezvous and fired the official starting gun for our QEs to start the grueling long distance run to qualify our members. At this time we've yet to see the results of the hours the QEs spent training for their events. Each has burning within them their reason for wanting to be a QE but each accepted the challenge to strive to do their utmost to produce a quality program in this first year of implementation.

Hopefully you noticed a few things about the 3(SR) QEs. Some, you may have known as members you've been in association with before, or a friend or someone you've never seen before. But each should have conducted themselves in a manner that was professional but at the same time understanding and supportive. The implementation of any new program is difficult and exasperating but the QEs are tasked, among other things, with helping to make the transition as smoothly and painlessly as possible.

Another characteristic you may have noticed is keeping the minimum National standards from being diluted with various techniques. You, as a member qualifying in the program, may have a technique that works terrific for you. But part of the backbone of the BCQP is to set a minimum level of standards in operations. You must have demonstrated the procedures in the Boat Crew Manual successfully to be checked off on the Standards manual. That is our equivalent to the *Shooter's Bible*, the final word on procedures.

For every question there is no perfect answer and for every activity there is no perfect program. We will make mistakes and try to improve. Next year the "bugs" that have popped up will be worked out. The only thing in life that is constant is change and we must change with the times or be swept away. The completion of each section of the check-off list is your gold medal. Wear it with pride—you've earned it.

*Gil Miller, ADSO-OPS (W)(3SR)*



*Don Holleger, DSO-OP (3SR)*



## QE TRAINEES ALSO PARTICIPATE IN FIRE TRAINING SCHOOL

Above pictures of the group of QE trainees taken at fire school training at Cape May. Pictures by Nancy Davis, DSO-GR, who has also successfully passed the requirements and is now designated a QE. Congratulations to the entire group for their hard work in making the 3rd Southern the first to successfully get this program started.

## Operations ..... Don Holleger, DSO-OP

Our patrol season is now past the midway point. Although most divisions got off to a very slow start, it now looks as if we will accomplish more than anticipated. I thank you all for the support you have given our operations program. If it were not for your dedication, sincere desire and willingness to assist the boater in trouble, it is very possible that many additional lives would be lost each year. Please keep up your outstanding efforts.

Again I must thank Collin Campbell, Lee Crossman, Ed Sandstrom and Gil Miller for the tremendous effort they put forth to upgrade all the selected individuals to Qualification Examiner. As far as we know, 3rd Southern is the first district to accomplish the selection and training of QEs and our "Florida Bunch" did it all in minimum time. Many of the newly graduated QEs are also AUXOP. Whenever possible an AUXOP QE will be assigned to give a "check out" to an AUXOP member.

I recommend that all SO-OPs and SO-MTs get together and decide what is necessary to start training all their members to meet the standards required by the BCM Program. If you need guidance, contact me, Gene Pester or Sandy Sandstrom. We, in Division XII will start classes in October and hope to have everyone ready for the on-water demonstrated requirements by April 1985.

When there is doubt as to how a task must be accomplished, check your written directives. In both Air Operations and Surface Operations, it is necessary to follow published directives and everyone, without exception, is expected to adhere to them.

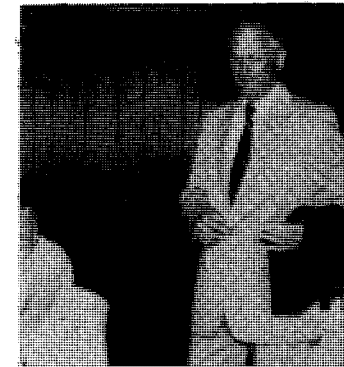
In order to assure continuity of all programs a meeting will be held in very early December with all presently assigned and newly appointed SO-OPs. Please—DCPs get the name of your SO-OP to the Director as soon as possible after your elections. Last year, we were into February before an accurate list of SO-OPs could be compiled.

Thanks so much to all of you for the concern expressed in my recent get-well effort. Your thoughtfulness with cards and phone calls meant more to me than I could ever describe and did much to help keep my spirit up during my months of recuperation.

## Summer Rendezvous and District Conference — Great Oak, MD, July 1984

Great place, great time, great food—Great Oak really lived up to its name. If you missed it—the pictures tell a little of the happenings. The fashion show was successful for everyone—men, women and our young people who participated—and the store who handled it—as well as the audience. District Meeting was over in record time giving everyone the afternoon to enjoy the MT demonstration at pool side—how to use PFDs (as well as Andy Kratzer's demonstration of how not to do it!)

The picnic lunch was enjoyed by all—especially the view! The workshops—CM and PE were excellent as usual. There were four winners in the Training Aid contest, judged by Stan Kennedy, DCO5; Bob Carson, PDCO3SR; and Bill Dischert PDCO3SR. The winners were Type I, Flotilla 1-5, William Stumbers; Type II, Flotilla 14-5, Willard Roush; Type III, Flotilla 10-6, Alice Stamm; Type IV, Flotilla 2-3, Marty Wexler. Congratulations to all and thanks to the others who also demonstrated aids. I am sure many of us got some new ideas. If you went hungry at dinner, it was your own fault—you never saw so much food in one place at one time. The lines were a little long, but it was worth the wait. The QEs received their certificates and Mike Reardon, VFC 2-5, was elated to receive his AUXOP pin and certificate at appropriate ceremonies after dinner. All-in-all a very successful weekend. You should be sorry if you missed it!





## Growth & Retention . . . . Nancy Davis, DSO-GR

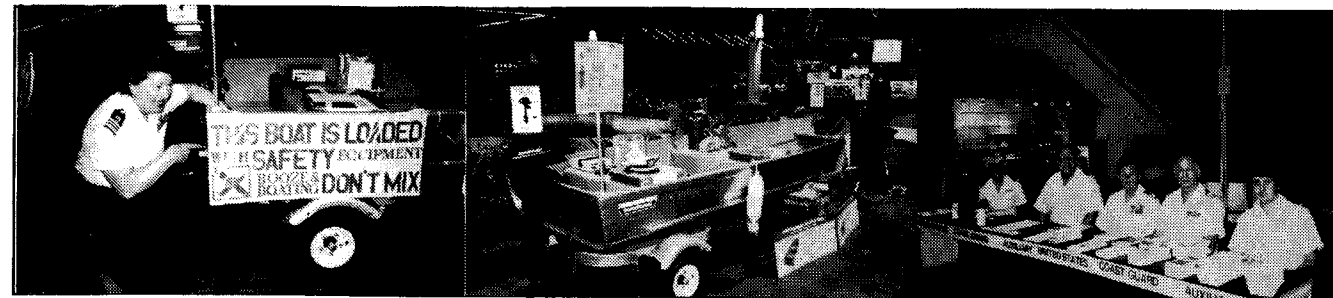
The Growth and Retention position is held by one staff officer, but the job of recruiting new members belongs to each of us. Each time we walk down a dock and converse with fellow boaters, we have the opportunity to spread the word about boating safety AND the Coast Guard Auxiliary. Each time we assist a fellow boater on the water, we have the opportunity to explain the Auxiliary, and each time we do a courtesy examination we again have the opportunity. Yet, how many of us actually do spread the word?

The majority of us joined the Auxiliary for further training. To help with retention we need training for members at each meeting. I urge everyone to help your Commanders make every meeting enjoyable and informative. Have speakers come. Get a member to teach a small portion from the Boat Crew Manual. I understand that some members are not interested in becoming qualified. I respect that decision, but counter that all of us as avid boaters can certainly learn from the BCM something that we can use in our every day boating. There are hundreds of subjects that can be presented at meetings. Let's start sharing ideas with each other. NO ONE enjoys a boring meeting.

In January 1984 I asked the SO-GRs to start people taking pictures of the various activities of their particular unit during 1984. During the second quarter of the year, I attended thirteen of our Division meetings and ADSO-GR Len Shuffstall attended the fourteenth. Many of you saw a presentation which was shown to give you ideas on what to include in your story and how to put it together. You have the opportunity to stage some of your shots and can plan what you want to show. Get those cameras clicking. I'd like to see at least fourteen different stories at our September meeting.

By the way, at the September meeting there will be a GR workshop and I hope every GR officer in the District will be in attendance. More importantly, I hope every member will become involved in growth and retention and come to the workshop. I promise it won't be dull!

Nancy K. Davis, DSO-GR (3SR)



## SAFE BOATING EXHIBIT AND FLOTILLA 2-9 MIX!

The theme of the first annual safe boating exhibit at the King of Prussia Mall was "ALCOHOL AND BOAT OPERATING DON'T MIX." However, between Monday 25 June and Wednesday 27 June, many interested boaters mixed with members from nine flotillas in the Third District (SR) to exchange information on the Auxiliary, safe boating and the Coast Guard. What was lacking in quantity of public was more than made up for in quality. Many positive leads were generated and the visibility of the Auxiliary was greatly enhanced.

Flotilla 2-9 and the Auxiliary are indebted to Sears, Roebuck



## SAFE BOATING WEEK ACTIVITY

Safe Boating Queen Kristen Deitzler, daughter of Michael R. Deitzler, DCP XIV, and Harold Donough, FC14-3, display signs urging boaters to observe NSBW. Mayor Martin Schneider proclaimed the week as NSBW for the City of Lebanon.



and Co. who not only provided six varied recreational boats and the attendant representative required CME equipment for safe boating, but personnel and signs throughout the mall. In addition, their Public Relations Department prepared and distributed media releases to some thirty news, radio and TV outlets regarding the educational value of this program. Sears is the largest recreational small boat purveyor in the country and a staunch advocate of safe boating and the programs of the United States Coast Guard Auxiliary.

Russell Appler, FC 2-9, (3SR)

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

The Federal Government has had a program of deregulation in effect for several years. While I am not qualified to comment on the overall results, I have become increasingly concerned about the visible effects deregulation coupled with budget constraints are having on the VHF FM Marine Band. In recent years we have seen the price of fully synthesized marine radios plunge. This has stimulated the sales of these units to recreational boaters. In my area distributors report record sales in the first quarter of 1984, and we are only part way through our boating season.

The FCC eliminated the requirement to have a copy of Part 83 some time ago and substituted Subpart CC as the required document for recreational boats. This requirement has now been eliminated and all that remains is an admonition that the vessel owner should know the rules and follow them. Budget constraints and the effectiveness of the SRSAT in locating ELTs and EPIRBs has occupied most of the time available of what remains of the FCC's Enforcement Division.

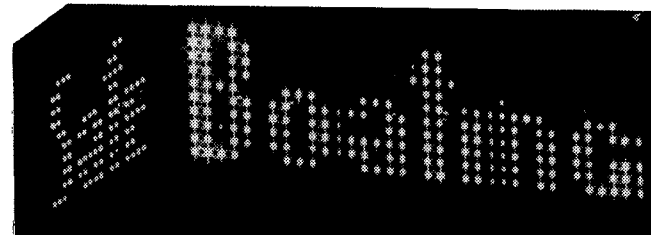
We hear recreational vessels using CB lingo, 10 codes, commercial, state and Coast Guard channels, and apparently having no understanding or regard for the correct use of CH16. Shore stations appear, using no call signs, whose sole purpose seems to be the convenience of the boat owner to contact his family and let them know whether to put on the roast or to stand by to cook fish.

My personal opinion is that these people are not deliberately violating the rules, but are rather CBers who have migrated up to the VHF Marine Band from the CB Band, which band has been deregulated for sometime, and who have brought with them their long instilled CB habits and what they remember about the rules. The net result is that the marine band is being abused, especially CH16. My concern is that unless efforts are made promptly to restore CH16 to its original purpose of safety, the effectiveness of this channel for marine safety will become so degraded as to make it useless.

While we cannot and should not become involved in policing this channel, this being an FCC responsibility, we can and should launch a sustained effort to acquaint all non-commercial users of this band how to use it properly. Our one-on-one contacts in PE courses, at the docks doing CMEs, on the water assisting the public and during public appearances provide us with many opportunities to show them correct usage. For the benefit of all, we must make this effort.

Weldon Vogt, DSO-CM (3SR)

## DIV IV - SAFE BOATING WEEK DISPLAY



Safe Boating was highlighted for NSBW on Philadelphia's Marquee of the sky atop Philadelphia Electric Company's Headquarters Building, 2301 Market St. Philadelphia Electric Company assisted the U.S.C.G.AUX, Flo 4-2 in bringing Safe Boating Week to the public's attention by placing "SAFE BOATING" in 20 foot high letters on Philadelphia's skyline 280 feet above the street.

## COMMS QUESTIONNAIRE

This District participates in the annual RTCM conference. This is a forward looking organization whose focus is on marine communications and whose membership is composed of user groups, electronics manufacturers and government representatives. Prior to last year's conference the following questionnaire was circulated to the RTCM membership by the chairman of the VHF usage subcommittee. We also sent it out and had a very poor return. Am now asking that you take the time to fill it out as completely as possible and return it to me. The background behind this questionnaire deserves comment.

In many areas of these United States the commercial marine channels are very overloaded. These users would like to have additional channels. Unfortunately the only place to get more in this band is from non-commercial users. The FCC is being lobbied to reassign some of the non-commercial channels to commercial use. The Coast Guard has little concern about channel usage assignments. However, as we are members of a large group of interested citizens, and as users of this band, we should take the opportunity to express our opinion. Please let me hear from you.

Weldon Vogt, DSO-CM (3SR)

Would less regulation by the Commission result in more or less efficient use of the VHF-FM frequencies?

Which of the regulations should be deleted or changed that would improve the VHF-FM radio communications?

Is the present congestion on the VHF-FM frequencies at our busy ports the result of (1) lack of frequencies, (2) lack of regulation enforcement by the FCC (3) system discipline (4) lack of enforcement by the Coast Guard?

Is the effectiveness of the bridge-to-bridge frequencies being reduced by its abuse insofar as transmission of traffic not related to safe navigation of the vessels?

Has the restriction of power on the bridge-to-bridge frequencies been effective in reducing the interference between users or worked to its disadvantage?

Since most of the hand held portables now use the so-called "rubber ducky" which is considered very inefficient, should these users be permitted to use a maximum of 5 watts on the bridge-to-bridge frequencies?

Should the Commission consider splitting of the 25 KHz maritime channels spacing to 12.5 KHz in areas where additional channels are required and would not affect the compatibility with the international system?

Is there a need for dedicated frequencies in the VHF-FM maritime allocation for digital selective calling and narrow band direct printing for general ship-shore-ship communications?

Should the public correspondence stations be permitted to continue using Channel 16 for calling or should they use their working channels for this program?

Name: \_\_\_\_\_ Unit \_\_\_\_\_  
Since space is necessarily limited in TOPSIDE please feel free to use additional sheets if necessary. Fill in the questionnaire and return to Weldon Vogt, 8 Meryl Lane, Cherry Hill, NJ 08034



## POSTER CONTEST

The following are the rules, as approved by our District Commodore, for our annual Poster Contest to be held at Winter Conference in January 1985.

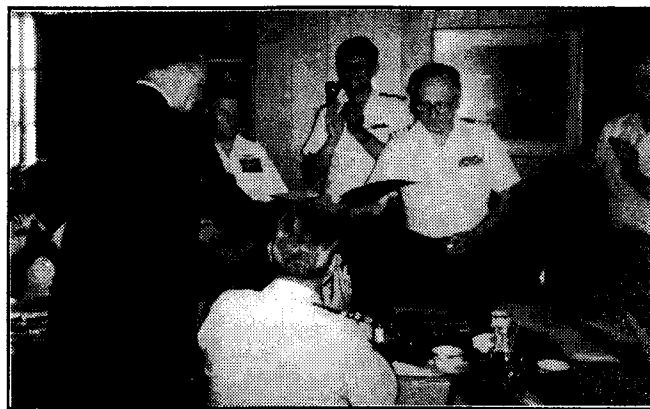
1. Contact the schools or Scout groups as soon as possible. Start at the beginning of the school term so this program can be included.
2. The posters will be judged according to grades. That is grades one (1) thru twelve (12). We have also included Vo-Tech.
3. Posters should in some way relate to the theme of "Safe Boating." They may depict the ways, means and procedures a person boating can be, or learn to be, a safe boating person.
4. Poster size may be 9 x 12 inches up to and including 14 x 22 inches.
5. There will be a first, second and third place winner from each grade.
6. On the back of the poster, **PRINT — NAME, AGE, GRADE, ADDRESS,** and most of all the **FLOTILLA. NO NAMES ON FRONT OF POSTER.**
7. The Flotillas will submit to their Division for judging, the first, second and third place winners. Three winners per grade. **NO MORE.**
8. The Divisions will submit to District for judging the first, second and third place winners. Three winners per grade. **NO MORE.**
9. The winners, first, second and third, from each grade in the District contest will receive a winner's ribbon plus a certificate. All entries will receive a Certificate of Appreciation.
10. Judging will be by three (3) impartial judges selected by the District Commodore or Vice Commodore.
11. The contest will be held at the HILTON, King of Prussia in January 1985.
12. Remember, winners will be judged according to theme, not on the excellence of art work. No restriction on material used — Oil, crayon, chalk, water colors or whatever.
13. All posters **MUST** be in my hands on or before the Saturday morning of the Conference. If there are any questions you may contact me at RD 1, Wrightsville, PA 17368 — (717) 252-2916; or Muriel Lewis, 114 Earlington Rd., Havertown, PA 19083 - (215) 789-0114.
14. The success of the poster contest depends on you. Let's go out and make this contest the best ever. It is one of the highlights of the conference. So, get started in September.

Lenore Roush, DSO-PA (3SR)



### DIV XIV SAFE BOATING WEEK DISPLAY

The above picture shows the Safe Boating Week display in the lobby of the York County Court House, as set up by the members of Flotilla 14-5.



### TWENTY YEAR CERTIFICATE PRESENTED

Above picture shows RCO (C) Walt Moulder presenting twenty (20) year certificate to Flotilla 21 member, Joseph Messa, FSO-GR at the Central Area Meeting at the Buck Hotel on 2 June 1984. In addition to his twenty (20) years of Auxiliary service, Joe is active in the Coast Guard Reserve with twenty-eight (28) years of service.

### Public Affairs . . . . . Lenore Roush, DSO-PA

The Public Affairs Officer is one of the most important officers in the Auxiliary.

It is the staff officer's responsibility to report on all Public Affairs, which are: Civic Lectures and attendance; News Articles; Radio Spot Days and appearances; TV Spot Days and appearances; Boating Safety Booths and CME Booths plus amount of visitors.

We in the Auxiliary are all Public Affairs related people. When we help in Public Education, do a Courtesy Examination or help in the Operations program, we are helping the Public. You as a member of the Auxiliary are as important as the PA officer.

When participating in any of the Public Affairs duties listed above, be sure and report it to your FSO, SO, or DSO Public Affairs Officer. This is the only way we know what the Flotillas and Divisions are doing.

Reporting in Public Affairs has been very good. We have not as yet had 100% but I am looking forward to the day (before the end of the year) to go before the District Board and shout "Hooray" we had 100% of the Divisions reporting.

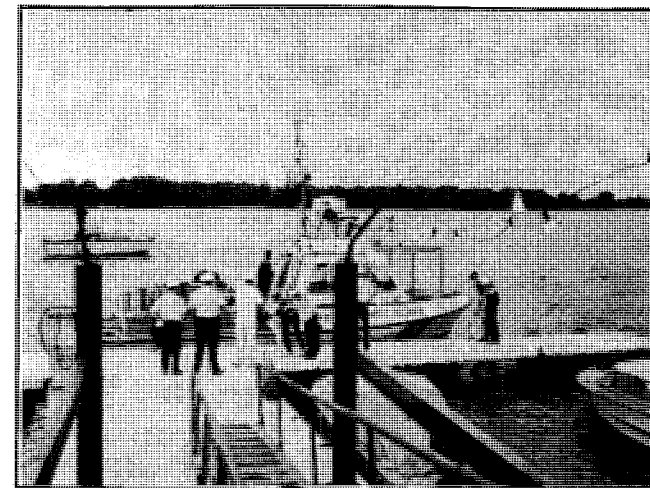
The Marine Dealer Visitation program is going very well this year. This was the first time I have been involved in the program. I have received reports from six (6) Divisions. What about the other eight (8)?

There will be a Poster Contest at the Winter Conference in January 1985. The word should get out as soon as school starts. Rules will be in the mailing.

The success of the contest depends on you, the Auxiliarist.  
Lenore J. Roush, DSO-PA (3SR)

### NEXT TOPSIDE DEADLINE

OCTOBER 31



### ANNUAL FLAG RAISING CEREMONY

The seventy-fifth Anniversary of the Wissinoming Yacht Club was celebrated at their annual flag raising ceremony on Saturday, 16 June 1984. In attendance were Congressman Robert Borski; Ed Lowrey, representing the Philadelphia Viet Nam Veteran's organization; and CAPT D. B. Charter, Jr., Base Gloucester, Captain of the Port of Phila.

Also in attendance Phila. Marine Fire Department vessel and CG Patrol Vessel 32348 (pictured above) manned by CG personnel Curley, Lane, Stout and Webster.

The flag raising ceremony was performed by Flotilla 2-1 members Fairheller, Kirby, Legensky, Roberts and Taylor; assisted by Flo 2-3 member Blackman and Flo 2-6 member Baily.

CAPT Charter addressed the audience and spoke of the activities of the Coast Guard and Auxiliary and gave Flotilla 2-1 and their Radio Station an excellent boost for their part in the operations.

During the refreshment period, the CG patrol vessel was dispatched on a distress call received by our land station covering a capsized vessel. Continuing to monitor our RADSTA, we heard the vessel required commercial salvage, and the CG32 would return to Wissinoming.

However, during the CG32's return to Wissinoming Yacht Club, they encountered a recreational vessel mounted with a simulated sub-machine gun on the bow and a crew armed with simulated rifles. After the second request by the CG personnel, the recreational crew lowered their weapons. Upon boarding the CG crew heard the story that the operator of the vessel (the father), the son and crew were simulating an attack on the beaches. — **RESULT** - the CG turned the vessel and crew over to the Phila Marine Police at the Wissinoming Dock for their action.

**AND YOU THOUGHT YOU HAD HEARD IT ALL!**

Submitted by: Robert Kirby, FC 2-1(3SR)



**"THE PROFESSIONALS"**



### CHANGE OF WATCH - GOVERNORS ISLAND

By the expressions on their faces it was an enjoyable day on June 29th, even though there was some sadness connected with the retirement of VADM Wayne E. Caldwell. Shown above right to left after the ceremonies, VADM Wayne E. Caldwell, Mrs. Lee (Irma) Crossman, DCO Robert E. Wecker, and dancing in the left background Lee Crossman, DAA (3SR).



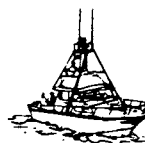
### Flotilla Meritorious Achievement Award

Each year the Coast Guard presents the Flotilla Meritorious Achievement Award to the most outstanding Flotilla in each of the Districts. For 1983, and presented in 1984, the Coast Guard selected Flotilla 2-76 to join the prestigious list of Flotillas in the Third Southern who have achieved this distinction.

The Director of Auxiliary, LT Collin Campbell, presented the award to Muriel Lewis, Flotilla Commander in 1983, at the Flotilla Meeting at the Franklin Institute in June 1984. Mr. Campbell also presented the appropriate medal and ribbon to each of the Flotilla members on the rolls in 1983.







## ALL'S QUIET ON THE WATERFRONT

(Continued from previous issues)

by: Noble O'Gill



In our last installment our hero had finally gotten his boat underway and settled down for a quiet lunch aboard. His daughter, Jaws, in an obvious panic, screamed . . . "Daddy, we're SINKING!" I looked to where my daughter was pointing and saw water, inches deep, in the stern. For crying out loud, I forgot to put in the transom plug! Where is it? It's here, I know it is. It's GOT to be here. Look, look, help me look for the @#%&\$ plug! A flurry of activity commences. Cushions are tossed about, ice coolers weighing tons are casually pushed aside by children weighing no more than 40 lbs., general chaos. Finally, Buncky, the 5-year-old says, "Is this it?" It was. I jammed the plug home, saved us from death, and lived to benefit from this dumb deed.

The remainder of the day was very pleasant. I got better acquainted with our boat and the family enjoyed the fact that we didn't die. Sitting at home that evening, I realized that there was more to this recreation stuff than I had originally imagined. Perhaps, just maybe, I ought to do something about my lack of knowledge.

I read over some of the pamphlets John, the Auxiliarist, had left me. I admit that I was surprised by the offering of the Auxiliary. Just in the little pamphlets was a lot of good information on federal requirements, tips on trailering (I wish I'd had that one sooner), and information on the classes offered. I decided to attend a class.

My first class was in the school just a few miles away. Our instructor, Bill, was very amiable and seemed to enjoy teaching a bunch of landlubbers the safe and sane way to operate

a boat. Bill was able to impart to us the simple fact that we'd get more enjoyment out of our boating by not getting killed doing it. I can grasp concepts like that. The two hour classes seemed to go very quickly and I found the reading work enjoyable as well. But you know how it is. Some evenings, after a hard day at work, I'd make excuses for not attending. The next week I'd force myself to go, find I wasn't fully ready and feel both dumb and guilty. But Bill and our other instructor Mary, seemed to be so enthusiastic that I quickly felt at ease and interested in the topics.

Throughout the classes Bill and Mary talked to us about the Auxiliary. It seemed an interesting organization but I was hesitant about committing myself to the vague responsibilities of membership. On our final night we were shown a short film on the Auxiliary. It pulled together a lot of the comments of Bill and Mary and gave me a better understanding of the outfit. Well, I had really enjoyed the classes, Bill and Mary seemed like normal people, and the idea of learning more about boating skills started to sway me. I guess what really did it was the personal touch.

Both Bill and Mary, throughout the classes, had not only talked of their love of the Auxiliary but they had also shown a trait I'd previously thought lacking in similar groups. They listened well. When we talked together they genuinely seemed interested in what I had to say.

So I joined. Besides, I look real spiffy in the uniform

(To Be Continued)

## LADIES! — FALL CONFERENCE

Back by popular demand at the Fall Conference, Beth Weid of a very popular cosmetic firm will present a seminar on Saturday morning on skin care and makeup techniques. Beth will also discuss color analysis which uses the theory that your skin tone is the major factor in determining what colors and makeup tones are best for each person.

After the presentation, Beth will be available to do professional makeovers at a nominal cost per person, or for a total color analysis at a greater cost. The total color analysis includes the following (1) the make-over, (2) the color analysis, and (3) material swatches of your color group as determined by your color analysis. In addition, products will also be available for purchase.

If you attended the session at Winter Conference in Cherry Hill you know that Beth does an excellent and informative presentation. Besides, it's a lot of fun.

Louise Sowers, ADSO-MT (3SR)



## DIVISION VII RECOGNIZES FLOTILLAS

U.S. Coast Guard and Auxiliary officers joined forces at Division VII's awards dinner at Carroll's Caravelle Inn to recognize the efforts of area flotillas. Representatives from eight flotillas in the division captured trophies and certificates of appreciation at both the division and district level. Shown above from left to right, front row, Jack Lawson, immediate past captain, Division VII; Alex Lewis, RCO (E); Frank MacDonald, present captain Division VII; Back row, from left, LT Collin Campbell, director; LT David Cline, CO, CG Station Barneget; CWO John LaBrier, CO CG Station Beach Haven.

## We Get Letters . . .

Well, a few anyway - where are all the rest of you? Would be nice to get more - even criticism would be welcome!

★ ★ ★ ★ ★

Dear Elsie:

This letter is going to serve several purposes.

First, let me say it was a pleasure to meet you and spend that April afternoon shopping. I have returned to the Auxiliary after an absence of about eight years due to a conflict of interest. This makes me feel like a virtual newcomer to the organization. The people I have been meeting—as I find out later—have been those involved in high positions. I am embarrassed to say, that at the time of our meeting, I did not know you are the editor of TOPSIDE; which brings me to the second purpose.

I have always enjoyed reading the publication. It is always very informative. For me, currently, it is a splendid teaching aid. I have been learning so much from the articles and reports within its pages. You deserve congratulations for the fine publication it is.

Thirdly, I was both surprised and delighted to see myself in the photo layout on page 25 of the Summer, 1984 issue. Thank you. I would just like to say regarding the photo on the bottom, left—I am innocent!!! I know it was cold and windy that morning, but I was not snuggling with that fireman! I have been receiving many good natured comments about that photo and, quite frankly, have enjoyed the fun.

Lastly, and most important, I believe the article on page 25 should have made mention of the man who spent many hours and days working with DSO-MT Pester, the Eden Fire Company (the article incorrectly identifies it as Southern Manheim Township), and the Treadway Inn to coordinate the flare-extinguisher part of the workshop. At the same time, he was involved in preparation for a Division OP Seminar and fully in charge of planning a full Auxiliary funeral for a deceased member—a Past Division Captain. I know all were labors of love for the man—Frank J. Taylor, VCP, Division XIV is a dedicated, hard working Auxiliarist.

Yours Truly,  
Ann Herman, SO-SR,  
Division XIV-Lancaster

To Anne: Thank you for your comments regarding Topside; and to Frank Taylor—Thanks on behalf of Gene Pester and the other members of the district. Your efforts do not go unappreciated even if unmentioned.

The Editor

★ ★ ★ ★ ★

SORRY - WE GOOFED in the Summer Issue and would like to correct some of the information regarding the Spring Conference in Lancaster.

One guest present at the Awards Dinner who accepted an award on behalf of the FAA in the Philadelphia area for their tremendous cooperation was — Bruce E. Ware, Assist. Manager, Operations, Philadelphia International Tower who attended with his wife.

The other omission was that we neglected mentioning credit for Russell Appler, ADSO-OPA (3SR), who was presented a Certificate of Appreciation by CAPT Lance Eagan for his outstanding contribution to the Auxiliary Aviation Program.

Sorry about these omissions - Thank you Russ for bringing it to my attention. We will try to get our information more complete in the future.

The Editor

★ ★ ★ ★ ★

And on the brighter side . . .

Just wanted to let you all know how much we really enjoy your "Topside" newsletter. I pass it down the line so our VCO, etc. can enjoy it too.

Thanks  
Jean Hickey, Secretary (02S)

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

I don't always have room to put in an article of my own - I use the space for those I receive from all of you. I really would like to hear from more of you. Maybe you have some suggestions or requests for items you would like to see in Topside.

Want to thank those of you who have sent in newspaper articles, even though they haven't been used. In some cases, by the time I get the article the news is "stale." In other cases, it would be necessary to edit the article to make it more applicable to our overall district. Many of you have sent in clippings in connection with the current slogan "Think - when you drink" and "Alcohol and boating do not mix." I agree this is a very important subject on which much has been written and spoken, but many of the articles would have to be totally cut or rewritten to apply to our district, and in many cases are already available to most of us.

But don't stop — keep on sending in those articles. You can be certain that I will use them, even if they have been cut or edited, if they pertain to all in the district.

I also wish to thank you for all the pictures you send me. I try to select at least one from each group - choosing the one which will reproduce the best as well as be of interest to all our readers. I am sure you will understand that I am unable to print all that you send in. I am a little tardy at returning the pictures to you—but will do so.

Don't forget the next deadline of October 31st. Also if any of you need any assistance with a publication, please do not hesitate to call me. I will be glad to help in whatever way I am able.

Elsie M. Nichols, DSO-PB (3SR)

## DO YOU RECOGNIZE THIS GENTLEMAN?



No, there is no prize involved. Just thought you might like to play a guessing game. You should all know him very well! With a hat like that - the obvious answer could be — Go fly a kite! If you can't guess, you might try asking Nancy Davis, she took the picture!

TOPSIDE (3SR) FALL 1984





**THIRD DISTRICT SOUTHERN REGION  
UPDATED CONFERENCE CALENDAR  
1984**



**September 21, 22, 23 — Golden Eagle — Cape May, New Jersey**  
**January 25, 26, 27 — Valley Forge Hilton — King of Prussia, PA**

**DISTRICT AREA MEETINGS**

**CENTRAL AREA**

August 25 — "Flagship," Seaford, DE - Lunch - Meeting 1300 hours  
December 1 — Elks Home, West Chester, PA - Lunch - Meeting 1300 hours

**EASTERN AREA**

August 18 — Carrolls Restaurant, Manahawkin, NJ - Lunch - Meeting 1200 hours  
December 8 — Settlers Inn, Medford Lakes, NJ - Lunch - Meeting 1200 hours

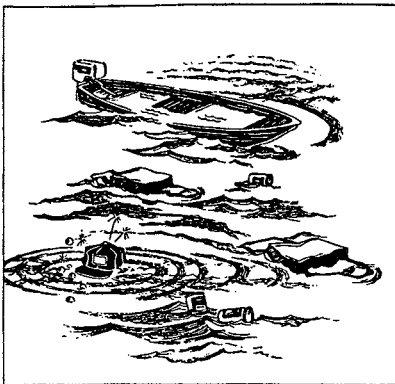
**WESTERN AREA**

September 4 — Distelfink Inn, Lancaster, PA - Meeting 2000 hours  
December 4 — U. S. C. G. Aux. Training Base, Reading, PA - Meeting 2000 hours

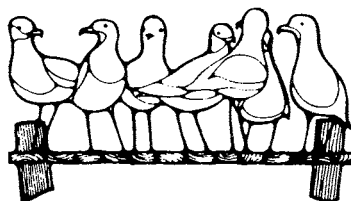
**TOPSIDE DEADLINES**

**October 30th**

**THINK**



**Before You Drink**  
Be A Responsible Boat Operator



**DON'T FORGET!**  
**AUXILIARY**  
**NATIONAL**  
**CONFERENCE**  
**PORTLAND, OREGON**  
**September 13-15**

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