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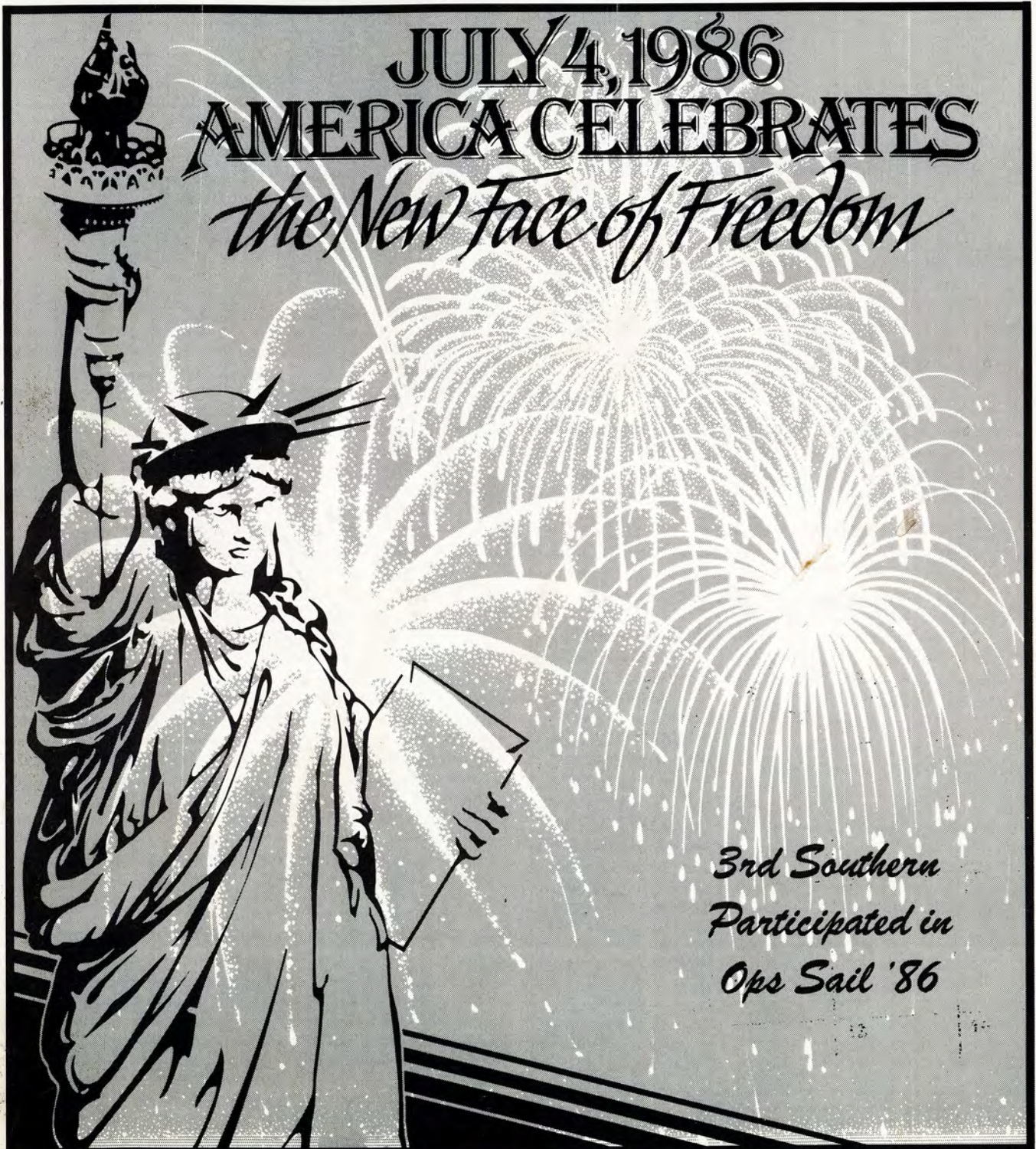


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THIRD COAST GUARD DISTRICT (SR)
 c/o Coast Guard Base Gloucester City, NJ 08030

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FROM THE DIRECTOR

UpdateLT Collin S. Campbell, DIRAUX



I've recently returned from a week in Headquarters where as part of the "Draft Committee" we put together the new Auxiliary awards system. RADM Matteson, Chief, Office of Boating, Public and Consumer Affairs, is very much in favor of implementing the new system as soon as is feasible. Toward this end, you can anticipate a Commandant Instruction shortly which will explain how the new system will work. I'll give you some idea of what you can expect.

The new system will likely phase-in over a two year period starting in 1987. In 1987 we'll be phasing in the new Auxiliary Mission Objectives System (AMOS). Our first year we'll all be learning how we can benefit from AMOS. In 1987 we'll also begin establishing our objectives by the participation of the District Planning Group, the Division Captains and Flotilla Commanders. Personally, I believe that this participatory management is one of the most exciting aspects of the new system. For the first time, our flotillas will have an opportunity to participate in setting their objectives. No more funny formulas that have your goals set 100 times higher than last year.

During 1988 the full system will be implemented. The system will be known as the Auxiliary Mission Objective System (AMOS). During 1988 the four PROGRAM ELEMENTS will be sub-divided into MISSION OBJECTIVES. For example, in the PROGRAM ELEMENT of Operations the MISSION OBJECTIVES will be Surface Operations, Air Operations and Communications. The MISSION OBJECTIVE is also sub-divided into MISSION OBJECTIVE ELEMENTS. In the MISSION OBJECTIVE of Surface Operations the MISSION OBJECTIVE ELEMENTS would be Safety Patrols, Regatta Patrols, ATON/CU Patrols, etc. It might be easier to understand this sub-division stuff in an outline format like this:

- I. Operations (PROGRAM ELEMENT)
 - A. Surface Operations (MISSION OBJECTIVE)
 1. Safety Patrols (MISSION OBJECTIVE ELEMENT)
 2. Regatta Patrols (MISSION OBJECTIVE ELEMENT)
 3. ATON/CU Patrols (MISSION OBJECTIVE ELEMENT)

In establishing the MISSION OBJECTIVE for Surface Operations the Director, the District Planning Group, the Division Captain, and the Flotilla Commander could set activity levels in every element or in none of the elements or anything in between. The only governing factors will be what we need to do and what are our available resources.

Some key things that this system will do are:

1. Make Auxiliary activity mesh with Coast Guard and public need.
2. Have Auxiliarists participate in setting their objectives.
3. Recognize only those Auxiliarists that contribute toward accomplishing the objectives.
4. Abolishing per member share.
5. Obviate the need for an inactive member category.
6. Bury GAP!

We hope to present a full and complete explanation of the Mission Objective System at the National Conference in Denver. I know you'll find it interesting. I sincerely believe, and I hope that you'll agree, that the Mission Objectives System will be a big improvement over GAP.

LT Collin S. Campbell, DIRAUX, 3SR

NEXT TOPSIDE DEADLINE — NOVEMBER 15

FROM THE BRIDGE

UpdateRichard L. Raudabaugh, DCO



OPSAIL '86

You had to be there!!! — says it all for the nearly 100 Auxiliarists and our over 25 facilities that participated in Liberty Weekend — OPSAIL '86 in New York Harbor, July 2—6, 1986. At the gigantic Tall Ships Parade on July 4th an estimated 32,000 pleasure and spectator vessels dotted New York Harbor, nearly fender to fender, leaving little space for maneuvering around anchored craft.

The Auxiliary mission was a little of everything associated with a typical Regatta Patrol, except that it was on the largest, most grandiose scale ever produced. We performed duties in Search and Rescue, picket line duty, spectator control, fueling and conventional dock work, Public Affairs, Communications, materials distribution and anything which was necessary, often on an around-the-clock basis. All in all, I can say that the Auxiliary was completely professional and at times spent more time on duty than the regulars and reservists. Never have so many owed so much to so few.

As millions watched at home and hundreds of thousands lined the shores, waterways and all vantage points to see this spectacle, the Coast Guard Family came through performing our mission in a "CAN DO" manner. This is not to say there weren't some logistical problems that had to be resolved and that things could've been improved, but the bottom line is we accomplished what we set out to do, Ensure a Safe, Smooth Birthday Celebration for the Statue of Liberty, in the Waters of New York Harbor.

All who participated have become a part of America's history and have lots of memories, pictures and thoughts to treasure. This alone was enough pay for our efforts. The Coast Guard could not have carried out its mission as smoothly and professionally without the Auxiliary part of the "family" being dedicated and cooperating as we did. We should be justly proud of what we accomplished. In an operation such as this it becomes apparent that if we do our job well and problems are prevented rather than in need of being solved, we usually go unnoticed. In reviewing accounts of Liberty Weekend in the news media, we must have done our job exceptionally well as virtually no serious problems were encountered during the entire weekend.

A special thanks to John R. "Andy" Kratzer, Third Southern OPSAIL Coordinator, for his extra special efforts to get us there and back, to help coordinate activities, to resolve any problems and to assist with the logistical support efforts. Even though there were many planning meetings prior to the event; behind the scenes, some problems did occur and tempers were sometimes short; yet through it all, we did our job and should all be proud of our efforts, . . . I am . . .

Dick Raudabaugh, DCO, 3SR



*Third Southern
 Fall Conference
 October 24, 25, 26*



See details page 5

FROM THE BRIDGE

UpdateAlexander M. Lewis, VCO



Time — willingness — and the desire to be of service to the community and to our fellow man in the area of safe boating — constitute the motivating factors that distinguish the Auxiliary and its members as an outstanding and successful volunteer organization.

As the Coast Guard becomes more involved with added responsibilities, they are increasingly hard put to staff their boating safety mandate. This increases the

opportunity for us to assist.

In order to assist, we must be adequately prepared by training and practice to meet new challenges and to continue with additional knowledge and experience to improve our contribution to ongoing taskings in our cornerstone programs. Through member training, we must prepare ourselves for new challenges when they are called for, and to increase our professionalism in the existing ones.

Are we all aware of the tremendous menu for knowledge and self-improvement that is available to us? The Auxiliary specialty courses — the Boat Crew Qualification Program — the special unique programs developed by our own District staffers — are some of those of which I speak. Available, also, for those who are willing to accept a role in Auxiliary leadership, is the training in our Elected Officers and Leadership and Management (AUXLAM) programs. These sessions of discussions and role playing will suggest how to lead, manage, and accomplish our mission objectives.

We expect that our training programs will be enlarged and expanded in the coming year. They should be of great value in retaining present numbers and in arousing great interest for those who would like to join us in our work.

It all ties in — the need, the training, and the professionalism. Above all, we have fun doing it.

Al Lewis, VCO, 3SR

TRAINING AID COMPETITION SUMMER CONFERENCE - WILMINGTON

The Third Southern's annual training aid competition was held at the summer conference in Wilmington. The quantity of aids displayed was a little disappointing, the quality of those that were on display was excellent. We hope to be able to present some or all of them in the National Competition at the Conference in Denver.

The winners:

- Category I — Conical Projection, Flotilla 1-3, Lester Gerard
- Category II — Anchoring, Flotilla 4-4, Harry Bickel
- Category III — Jeopardy, Flotilla 4-2, William Reimer
- Category IV — Buoy System, Flotilla 1-1, Ron Samms.

Congratulations to the winners. We also have to express our thanks to the visiting Commodores who so kindly served as judges, DCO James Miller, Second District (Eastern Region); DCO Frank Pasztornicki Third Northern; and PDCO Stan Kennedy representing the Fifth District.

A special thank you also goes to our own PDCO Bill Dischert for his assistance with the program.

John McIntosh, PDCO - Chairman Awards Committee, 3SR



NOGI



C. S. CAMPBELL, DIRECTOR
RICHARD L. RAUDABAUGH, COMMODORE

RECAP
Topside, Fall 1986

Welcome Aboard In August we acquired a new storekeeper. He is SK3 Chris "Butch" Cassidy. Butch will be doing everything that Brian Damerell did. We also have two new yeomen on board as of July. They are YN3 Don Place and YN3 Al Robinson. Don will be handling facilities, correspondence courses, exams of all sorts and a few other things we'll toss his way. Al will be doing the infamous AUXMIS chores and everything else.

Elected Officers Manual Headquarters is in the process of combining the Elected Officer Manual with the Auxiliary Manual. At present they need to reorder a minimum number of Elected Officer Manuals. Until the new combined manual is available the ANSC quota for the Elected Officer Manual will be one per flotilla.

Courtesy Marine Examiners Three Commandant Notices/Instructions are on their way to the printer. They are: (1) COMDTNOTE 16796, Promulgation of the Coast Guard Auxiliary Courtesy Examiner (CE) Qualification Test, Test Number 5; (2) COMDTNOTE 16796, CH-1 to COMDTINST 16796.2C-1, Courtesy Examiner Qualification Course Study Guide; (3) COMDTINST M16796.2C-2, Courtesy Examiner Qualification Course, Instructor Guide.

NOTE: In a recent mailing the DCPs and FCs received the new CE test which went into effect as of September 15. Any requalifications or new qualifications require the use of this test. Tests should have gone to DCP for use of SO-MT.

Materials *Walter Greenidge, DSO-MA*

MATERIALS — DISTRICT STORE

The District Store is now carrying the "Men's Bargain Uniforms" \$5.00 for pants, \$10.00 for coats. Also we have a source for men's oversize clothing.

We can obtain the "Wooley Pulley" sweater in the large sizes 48 to 54, and the regular sizes 34 - 46. We need 100 Auxiliarists to participate to qualify for the wholesale price.



District Store will now handle Navigation Charts — Just supply us with the Chart number.

We are now carrying new patches for jackets and caps—they are the replica of the Garrison Cap device. (See *Illustration*) They come in two sizes.

New Piloting Patch (for course graduates) are now available.

Men's and women's light blue short sleeve and long sleeve shirts are in stock, as well as a few of the women's Tropical Blue Summer Tops.

We also have the forms to order tables for sunrise and sunset.

National Stores had a price increase on July 1, 1986.

District Store now issues Gift Certificates—any denomination you wish. Consider these for door prizes, gifts to your officers, birthdays, holidays, etc.

When ordering the 1210TR charts — make sure you specify that you want LORAN.

LUCKY BAG at Cape May is open only on Thursday's from 10:00 a.m. to 1:00 p.m. Cash sales at the Clothing Locker are on Friday's only. Suggestion — always call before you go to Cape May.

Anyone needing names and addresses of sources to contact for free PA Material - please contact your ADSO-MA - always glad to help.

Many thanks to all Auxiliarists for supporting the District Store and making it the huge success in the first half of 1986.

Katherine Slayback, ADSO-MA, 3SR



TOPSIDE (3SR) FALL 1986

ALL IN THE FAMILY

Being an avid proponent of the "ONE COAST GUARD FAMILY" concept, I never miss an opportunity to promote that concept and its many faceted benefits. Actually, being an Auxiliarist is being a member of a family within a larger family. However, have you ever given much thought to any UNUSUAL benefit which has come your way as a direct result of being an Auxiliarist? Allow me to share such a benefit with all of you because it really happened and I am so richly blessed.

Last December, I was invited to Division XIV's Christmas party and upon arrival was advised by Captain Frank Taylor that there was a lady present who had the same last name as mine (Appler) and would I like to meet her. My answer was, Yes. He also asked if I knew or had known any other folks with a similar name, to which my answer was, No. We were introduced and I found that Appler was her maiden name and that she came from the Lancaster area where there are a number of other folks with a similar name. She told me that she would send my name to her uncle who lived in Northern New Jersey and who was the "historian" of the Appler family. I thanked her and didn't think too much of it until I received a very nice letter from "historian" Charlie Appler asking for any information which I could provide him insofar as my parents, etc.

In the next mail I received a stack of papers approximately an inch and a quarter thick tracing my lineage from 1 September 1736 when Eberhart Appler, Age 20, landed at Philadelphia, Pennsylvania having crossed the ocean from Palatinat, Bavaria, Germany on the English ship "Harle." In further review of the information, I found that I come from a fifth generation of Applers.

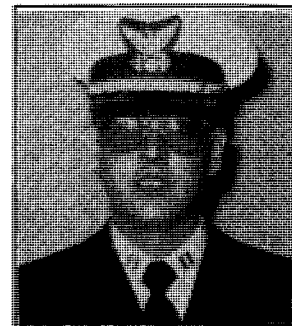
Subsequently, in the latter part of August, I received notice of the 48th Appler Reunion in Gettysburg, Pennsylvania, celebrating the 250th year of the Applers in America! We went and I met many Applers from around the country—all because my roots were also entwined in the Coast Guard Family.

Incidentally, I may have a sequel to this article, for now I have a number of folks looking for my father who I have not seen or heard from for 55 years, the Good Lord willing. You, the Auxiliary have given me so much. Thank you.

Russell Appler, DCP II, 3SR

FROM THE ASST. DIRECTOR

Update.LT. William Cherry, Asst. DIRAUX



At last, Change 4 to our Policy Manual has been printed and distributed. With this change comes a "new" AUXMIS system for our Region (described in Chapter 2 of the Policy Manual) . . . and A LOT OF QUESTIONS!! I'm beginning to think that it was a whole lot easier to answer questions about this system when all you had to say was "it's at the printers." In any case, following are some of the more frequently asked questions and their answers.

Q. When do we start using this new system?

A. Surprise! The new system was effective upon receipt . . . GOTCHA! Don't panic though . . . either the old or the new system can be utilized for the time being. When you are "comfortable" with the new system, change over to it. Continue to use the old system until you're ready to try the new one. Remember though, the new system has some built in advantages and it is easier and more timely . . . so don't procrastinate too long!

Q. Where can we get form 3SR-ADMIN 6 (ADP Transmittal Form)?

A. The correct 3SR-ADMIN 6 form to use bears the revision date of "10/85" and all previous forms are obsolete. The new form was distributed with change 4 to the Policy Manual so both the DCP/FC and SO-IS/FSO-IS should have at least 1 blank form. Make copies to tide you over until your materials Officer can order the new form from the Auxiliary National Supply Center (ANSC) utilizing form 3SR-ADMIN 1 (Forms Request).

Q. Do I continue to send my AUXMIS transmittals to the AUXMIS CLERK in New York?

A. Absolutely NOT! IS Officers in Divisions V, IX, X, XI, and XIV send their transmittals to the Assistant Director's Office in Harrisburg. All other IS Officers send their transmittals to the Director's Office in Gloucester City. Your transmittal form will be endorsed by the Director and returned to your FC in the next regular mailing following receipt.

Q. This is all so complicated?

A. YOU BET!! But, only because this is probably the 1st time you have seen this information in print. For the most part, this "new" AUXMIS Chapter simply (pardon the 'pun') explains what has been common practice in the past! What is truly new is the manual check on computer inputs which this system provides . . . and the Director does this part "in house"—sorry Collin!

Q. @#%&*★@#%\$&??

A. NO ANSWER . . . JUST LOTSA SYMPATHY AND UNDERSTANDING! After all, what else are Director's good for?

Seriously, just take it the way it was written (step-by-step) and you will do just fine. If you have questions, try your SO-IS first . . . and if that doesn't work, call Collin or I! There is a "dog and pony" show available from the Harrisburg Office on a first-come, first-served basis. And, all IS officers have a standing invitation to spend a couple of hours in my office for a more thorough explanation . . . bring your questions and your inputs for some "hands-on" training!

LT William "Bill" Cherry, Asst. DIRAUX, 3SR

FROM THE WEST

Update.Ednor G. Miller, RCO-W



We now have three of our four conferences for 1986 under our belt. The past conference at Wilmington, Delaware proved to be very successful with the Saturday evening entertainment "Christmas in July." We exchanged gifts, had a Santa Claus contest and a sing-a-long with a piano player who was enticed from another affair in the same hotel.

I love sing-a-longs and evidently so do a lot of other people because many of us gathered around the

piano singing until late in the evening. I'm sure I had the biggest mouth as we sang Christmas carols and other songs both old and new, but there were many that gave me competition. All in all a great time was enjoyed by everyone.

Our last conference for 1986 is fast approaching and the theme for Saturday night will be a talent show. Our District Commodore, Richard Raudabaugh, would like one or more from each Division to demonstrate their talent. We know the Third Southern has many talented people, so let's tune up that ole banjo and show Roy Clark he has nothing on us. Another sing-a-long has been promised if we can find someone to accompany those Great voices. But regardless of whether or not you are an entertainer or will be in the audience I'm sure this will be another fun evening.

Ed Miller, RCO-W, 3SR

CONFERENCE UPDATE - Summer and Fall

The 1986 Summer Conference held at the Wilmington Hilton was a big hit on all counts. From the Welcome Aboard party Friday evening to the "Christmas in July" party Saturday night, all ran smoothly.

The District Board meetings were well attended by interested members and much of importance was approved at these meetings.

The workshops as always were well attended and presented. Helen McCabe and Alice Stamm, combining Public Education and Member Training, presented new methods on "How to be a Better Instructor" and from the comments I heard I am certain their material will be used in the next training sessions. Growth & Retention, Public Affairs and Vessel Examination also presented excellent workshops. Several other meetings were well attended, such as the AUXLAM Trainer's and the Past Captain's Association Breakfast/Meeting.

The theme "Christmas in July" was carried out at the Banquet and afterwards at the party we had several Santas as well as gifts for all. It was a jolly-jolly time for all. Especially the sing-along afterwards.

I would like to thank Will and Lenore Roush again for taking care of registration so well, and my dear wife, even though she was ill, for taking care of the mail reservations. Without their help, it would have been an almost impossible job. Thank you.

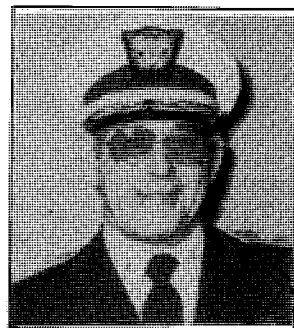
Now we must get ready for the next one in Ocean City October 24, 25, 26 at the Flanders Hotel. Hope your reservations are already in (using the Topside Jr. you received for registration). Elsewhere in this issue are the schedule of events, listing the workshops to be held including LT William Cherry's Question and Answer period on the new IS procedures. Also listed are the menus for meals and the uniform of the day which unfortunately would not fit in the Topside Jr.

We are looking forward to another successful three day period. We certainly hope that you are too. Don't forget to bring your special T-shirt for the T-shirt contest. Hope by this time you have registered into the Talent Show to exhibit your special talents. It should be a great Saturday. Hoping to see more of you there!

Phil Stamm, Conference Coordinator, 3SR

TOPSIDE (3SR) SUMMER 1986





We have completed our season of on the water patrols and operational activities. We are content with the thought that now is the time to do some relaxing, watch TV and rest our weary bones to ready ourselves for next year's operational activity.

Not so, for now is the time to get involved in teaching or assisting at the Fall and Winter Public education classes, teaching those boaters we assisted this season to better assist themselves next season.

We also now have time to devote to the classroom training required to further our own skills as Instructors, Examiners, completing specialty courses to attain AUXOP status and the classroom training and examinations required for Crew Member, Operator and Coxswain.

So let's get those weary bones in motion, have a busy Auxiliarist's Winter season, so we can remain slim, trim and ready for next season's operational requirements.

Bob Wecker, IPDCO, 3SR



FLOTILLA MEETINGS SHOULD BE FUN!!

Flotilla 10-06 believes that flotilla meetings should be fun, entertaining, educational and included fellowship.

At the May meeting all these qualities were present, as FC Frese called the meeting to order promptly at 1930, followed by Pledge to the Flag led by VFC Moyer. All Flotilla staff officers were present and gave reports. We have a 10 cent Jargon jar, which is rapidly filling.

William A. Bubnis FSO-IS gave a very interesting talk on the history of bells on board ships.

We had many guests and three prospective members, among which were many of the members spouses, IPDCP X James McCabe, and VCP II Helen McCabe.

A special social honor had been planned for a joint celebration. Myrtle and Carroll Wolf celebrating their 50th Wedding Anniversary, and Doris and Robert Moyer their marriage. A sheet cake and decorations were in place, along with a framed wedding picture of the Wolfs. Guests and members alike enjoyed a prolonged social hour, which does much for the members, new and old, to make them feel important and wanted by the flotilla, and fellow members, which is as it should be. All members are important.

By 2230 all was cleaned up, and a fun meeting of Flotilla 10-06 was a memory that will long live in the hearts of all, especially the Wolfs and Moyers.

Alice Stamm, DSO-PE, Flo. 10-6, 3SR



FLAG DEDICATION FORTESCUE SUB SAR UNIT



The Auxiliary flag shown above will be flying at Fortescue whenever Auxiliarists are on patrol or standing radio watch. Shown left to right: Martin Giacomoni, DCP III; CDR Ken Holleman, Deputy Commander of Group Cape May; Jack Gordon BM1, Officer-In-Charge of Fortescue Station; Anthony Stanewich, Immediate Past Flotilla Commander of Flotilla 3-3.

Submitted by Martin Giacomoni, DCP III

POSTER CONTEST WINNERS FLOTILLA 14-4, HANOVER, PA

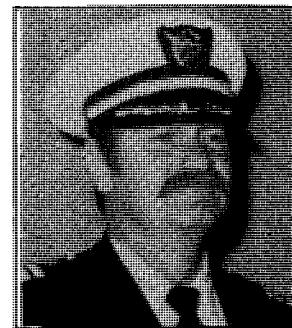


Pictured above are winners in the poster contest (1986) sponsored by Flotilla 14-4, Hanover, PA. Presenting the students with their ribbons are Career Candidate Officer Harry F. Mallgrave and Division XIV 1986 Safe Boating Queen, Kelly Barnes. Flotilla 14-4 had 6 top winners on District level with judging held in King of Prussia.

Submitted by Joyce B. Groft, VFC 14-4, 3SR

FROM THE EAST

Update.....William Pierce, RCO-E



I sit here, in my kitchen, already one day late for the *Topside* deadline, trying to formulate in my head words to try and motivate, or re-motivate my friends and fellow Auxiliarists to get more active, more involved with this very important work we do — making our waters a safer place for all.

Most of us say we join for our own education and this is probably true (it was for yours truly anyway). But this education that we get, we soon find out, is really useless (except for

ourselves), unless we share it. "Sharing of ourselves" might be the motivation word I'm looking for. Imparting our knowledge so others may benefit. Not only in the classroom where we teach and preach water safety, but on the ramps, in the marinas where we examine boats for safety items—let's impart safety tips to the people who will operate these safer boats; through our operations program where we can motivate others through our expertise on the waters.

Don't knock our boat crew program, AUXLAM program, AUXOP program — be **PROUD** of an organization that cares enough about its members to constantly train them to do a better and safer job (isn't this why we joined?) "PRIDE" — another motivation word? The more active and involved and educated we become the prouder we are of being members.

Tomorrow I leave for New York Harbor for OPSAIL. I have through the USCGAUX been trained for this and other events like it. It feels very good to know that the Coast Guard has entrusted in us a great responsibility for this and other events. I feel very confident in my self because of the training I've received.

"Confidence" — another motivation word? The more trained we become, the more confident we become, not only in ourselves, but in our fellow Auxiliarists who have received like training.

So come on — get yourselves trained or retrained (Things are always changing in our moving world) to build that "Confidence" in yourself; to "Share Your Knowledge" and yourself with others and feel that "Pride" swelling up inside yourself. We do have a great organization. Be an active part of it. **WE NEED YOU!**

Together is a lot more fun!

Bill Pierce, RCO-E, 3SR



SAFETY ON THE WATER

On a recent day's operation on the Delaware River, I was amazed at the congestion on the water and the speed which the skippers of those small vessels travelled and maneuvered around each other as they raced up and down the watercourse endlessly.

The surface of the River was churning from the criss-crossing of the many wakes and it was foolhardy to stand or try to move around in a small boat.

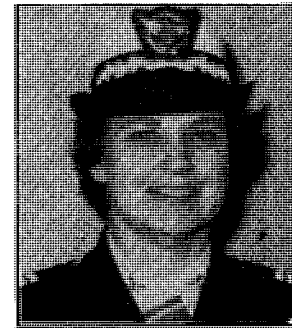
It was a perfect situation for an unwary or inexperienced person to break a finger or a leg by trying to fend off another boat pitching alongside. It is always good seamanship and safer to use a fender.

When tying alongside, either another boat or a pier or float, there should be some slack in each line to allow the boat to "rest" easy. Each line should be long enough to prevent a "hanging," and all lines should take equal strain when the vessel is moored.

John E. Johansen, PDCO '68-'69, 3SR

FROM CENTRAL

Update.....Nancy K. Davis, RCO-C



THE BIG FOUR, The Coast Guard Auxiliary's four cornerstones! Many articles are written about public education, courtesy examinations, and operations. Lately I've noticed more and more emphasis is being given to fellowship. There was a time when our main programs were talked about, written about, and "sold" to the members and times when fellowship was forgotten.

No longer! What better way to participate in the four cornerstones (including fellowship) than with fellow Auxiliarists, fellow boaters, and friends at our District conferences. Various workshops are presented, the District board conducts the business of the District, friends from the Coast Guard and other Coast Guard Auxiliary Districts attend and fellowship abounds.

I was unable to attend the July conference due to prior plans which were made over a year in advance and I missed all of you. I was excited when visiting my first Division upon my return because I had missed all of my Auxiliary friends.

Hope you have resolved to attend the October conference at The Flanders in Ocean City, New Jersey. Let's really celebrate a terrific year in 3SR with the fellowship of our organization. Plan to come and participate, bring a friend with you who might not normally attend these conferences. Let's show our great fellowship to the entire nation.

Nancy K. Davis, RCO-C, 3SR

WHY DID WE JOIN?



Every so often I reflect back on my time in the Auxiliary and reaffirm my reason for becoming a member. That reason was and still is to help the boating public. What better way to do this than working with the Coast Guard and staying active in Operations, Public Education, Vessel Examination and all the other activities as they all interact with one another.

It is reassuring to know some other people feel the same way. Last year when I became District Qualifying Examiner (QE) I passed all the requirements for Coxswain with the exception of the total hours in Operations. In order to get time quickly, I signed on with Lex Svabs and patrolled the lower Delaware Bay. Our patrol day consisted of driving approximately one hundred miles to Lex's marina, boarding the ABO IV (now the ABO V) running a 10 or 12 hour patrol, docking the ABO IV, scrubbing down and driving one hundred miles back home.

One day while driving home, Lex asked, "Do you know why I do this?" I replied "No, Lex, unless you are as crazy as I am." He replied, "Oh no, this country has been very good to me, I want to do everything I can for my country." You see when Latvia was taken over in World War II, Lex went through the German labor camps, was liberated by the Americans and came to this country as a displaced person (DP) and has been a credit to it ever since.

While talking to DSO-LP (Legal) Welton Fischer at the Wilmington Conference, we were discussing reasons people have for joining the Auxiliary. Welton very emphatically stated that he joined to help the boating public. I'm certain that many, many more joined for the same reasons. Why does Walt Greenidge, Katherine and George Slayback work so hard in District Materials when they don't get one dime of the profits? They do it for the THIRD SOUTHERN and their reward is the satisfaction of a job well done.

Perhaps I should not have mentioned names when there are so many others, not mentioned, that contribute so much. We have one great group in our District, so many in fact that if you're one of the few on an ego trip, why not burst your bubble and join in. Ask not what your District can do for you, but what you can do for your District.

Walt Porter, Past RCO-Central, DSO-OP, 3SR



Past Captain's AssociationJohn McIntosh, Pres.PCA

Our Past Captain's Association breakfast meeting on Sunday 20 July at the Wilmington Hilton was again a pleasant ending to an excellent conference.

Among the Conference guests who were able to join in our meeting were CAPT and Mrs. George Passmore. CAPT Passmore is presently Deputy Commander, Atlantic Area, soon he assumes the rank of Rear Admiral and the responsibilities of Commander, Third CG District. CAPT and Mrs. James Wallace joined us. CAPT Wallace is Chief, Auxiliary Division at Headquarters. From our adjoining districts; the Third Northern was represented by DCO Frank and Martha Pasztornicky, the Fifth District was represented by PCDO Stan and Suzie Kennedy. Our own District Bridge was present in force.

Our program to inform the public through speaking engagements about the Auxiliary and the Coast Guard is continuing, even if slowed a little by summer. Public Affairs and Growth and Retention were both mentioned at the meeting. Remember the more people who know about the Coast Guard, the Coast Guard Auxiliary, and our programs, the easier it will be to convert that recognition into membership. Another thought— it's very possible that recognition by friends and neighbors of the accomplishments of the Auxiliary may be the difference between some member or members remaining active or dropping out. We are an advertising program for the Auxiliary. Let's keep it going.

Our District Commodore, Dick Raudabaugh, mentioned the plans for a talent night at the Fall Conference in Ocean City and hoped the PCA would participate. Any Past Captain that can sing, dance or tell jokes should contact your President. (That should be about all of our membership.)

A nominating committee has been appointed to present candidates for the 1987-88 elections. Members are PDCO Bob Carson, Frank MacDonald and Lee Crossman. Bob Carson will be chairman, Lee Crossman will serve as recorder.

John McIntosh, PDCO President PCA

New Jersey Safe Boating Legislation

New Jersey now has a tougher drunken boating law but it will be at least another six months before it is firmly anchored.

Implementation of the new law is being delayed to give the state law enforcement authority time to prepare for the changes.

New Jersey Governor Thomas H. Kean recently signed legislation that for the first time conforms penalties for operator convictions to those in the state's driving law for motor vehicles.

Still awaiting action by the state Senate is a bill making the operator of a vessel involved in a fatal accident subject to a charge of third degree murder.

Other proposals to restrict juvenile operation also are pending.

State Assemblyman Richard Zimmer, a Republican from a lake district in Hunterdon County, said he believes a better definition of intoxication and stiffer penalties will be more of a deterrent to reckless operation. If you boat while drunk, you should be kept off the waters, he said in an interview in the state capitol.

Although the new drunken operation law became effective when it was signed in to law in late June, the legislation provided for a 180 day inoperative period to give the New Jersey Marine Law Enforcement Bureau time to implement it.

"We won't be enforced it for approximately six months which in effect means not until the next boating season," said Lt. William Momm, who holds positions both as Chief of the State Police Marine Bureau and the State Boating Law Administrator.

"We need time to gear up and carry out the logistics — to buy breathalyzer equipment and to hire breathalyzer operators and get the forms."

"Basically the older law provisions will apply until then," added Momm, who conceded that that law has been difficult to enforce. The enforcement problem partly stemmed from the failure of the law to specify criteria to determine when an operator is under the influence of alcohol. The new law establishes a blood alcohol level of .10 as the definition of intoxication in boating operation. Operators of all powerboats and any sailboat 12 feet or longer are covered by the new statute.

Penalties range from \$250 to \$400 and loss of the right to operate a vessel or six months to a year for the first conviction for operating under the influence of drugs or alcohol and up to a \$1,000 fine and loss of operator privileges for 10 years for a third offense.

It's not all good news, however, the State Marine Police who continually suffer from a lack of manpower and other resources, will be expected to enforce the law without more money. The Legislature did not appropriate additional money for implementation of the new law.

Ineffective boating laws and the lack of resolution of some aspects of boating has concerned a number of legislators from New Jersey seashore and lake districts for years, but most of the proposals have been adrift until the recent change of control in one house of the legislature - the Assembly — this year. There had been no major revision in more than 30 years.

Unlike car drivers in New Jersey, those at the wheel of its more than 140,000 pleasure boats or 60,000 transients have to be neither trained nor in some cases licensed.

New Jersey is the only state in the country that has licensing for state-controlled non-tidal waters. A boat owner needs a state license to operate on New Jersey lakes, but there are no qualifications or requirements for one. All that's necessary is a visit to the nearest motor vehicle agency, where anyone aged 13 or older can buy a license for \$3. No training or test is required.

The committee learned that support for licensing of boat operators is hardly universal. Boating groups, members of the state boat regulation commission, marine trade groups and other boating groups favor stiffer laws for drunken boating, better enforcement of laws and more training for recreational boaters, hunters and fishermen as alternatives to formal licensing by the state for either tidal or non-tidal waters.

William J. Garry, a member of the New Jersey Boat Regulation Commission, an officer of the national education staff of the Coast Guard Auxiliary and a syndicated columnist told the state Assembly Law and Public Safety Committee at a hearing in the spring that tests do not make you a good boater. They are also impractical because of varying sea conditions. He favors better education of boaters through boating safety courses with completion of such a course a requirement for operation.

Garry credits stronger emphasis by the U. S. Coast Guard Auxiliary and the U. S. Power Squadron on their Public Education courses as the reason for the drop in the number of boating fatalities nationwide in the past 10 years from 1,446 to 1,063 despite an increase in the number of boats.

Enforcement of state boating laws in New Jersey is inadequate, according to testimony at the hearings, because the state marine bureau is seriously undermanned.

Garry further stated that education and law enforcement through the presence of more marine police are the answers to better safety. He and groups like the Marine Trade Association fear the Zimmer-Albohn bills are a precursor to licensing by New Jersey in its tidal waters as well as nontidal. Zimmer stated that his legislation has not been aimed in that direction.

Submitted by Carol Wilusz, FSO-PA 13-1, 3SR

Public EducationAlice F. Stamm, DSO-PE

Phil and I were fortunate to receive an invitation from the Fifth District to attend their Public Education Seminar at Yorktown, Virginia. This was a two day seminar held for advanced instructors.

Robert T. Platt, DSO-PE, was in charge of the entire event. He was ably assisted by Dean W. Coston, Wayne Rardon and Roger W. Cram. All had different styles of teaching which complemented each other greatly.

We had an extemporaneous two minute presentation on a word that each of us drew just before speaking. Phil's choice was "sound" while I drew the word "light." Our next task was to prepare a two minute talk for the following morning on one of the following subjects: lecture, demonstration or guided discussion. The topic was given to us on a card and both Phil and I spoke on "lecture."

Each participant was instructed before arriving to prepare a five minute presentation with training aids. All of the presentations were videotaped. All of the participants were excellent, and one member commented, "Since we are all professionals, it's like the Supreme evaluating the Chief Justice." As each of us completed a presentation we went with one of the instructors to see ourselves as others do, and took with us our peers' evaluations.

A new introduction technique was used at the seminar. Upon arrival we were given the name of a fellow student we were to look up and get to know. At the opening session each of us introduced this other person and gave some personal information to the audience. It was a nice change from introducing and speaking about one's self.

Friday night was a social time. Saturday evening the training aids we had been asked to bring were set up, and after dinner we had a chance at "show and tell." Some of the training aids were simple while others were very complicated.

Some of the topics covered during the two days were: Making a lesson plan, the qualities of a good instructor, establishing member training programs, managing public education courses, the use of the overhead projector, how to make overheads, and how to use the video camera. A great deal of information was covered, and much input was offered by all students.

On the whole, it was a worthwhile learning and participating experience. Phil and I were very pleased to have been included.

Please note: PE Workshop at Ocean City Conference will cover "How to put on a Successful Workshop." Please be there!

Alice F. Stamm, DSO-PE, 3SR

THE AUXILIARY TEACHES THE COAST GUARD

On a recent visit to Coast Guard Station Stillpond, ADSO-PES Phil Stamm gave the crew a sailing lesson, using the station's morale sailing vessel.

Friday, the Chief, BMC Guy Berry, had a private lesson, and decided that anyone desiring to use the sailboat would have to pass a test given by himself or Phil. This would enable the crew to go sailing in their spare time.

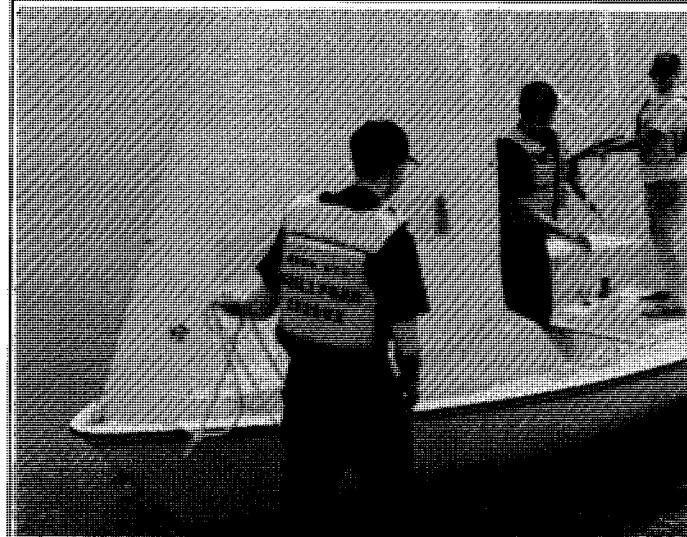
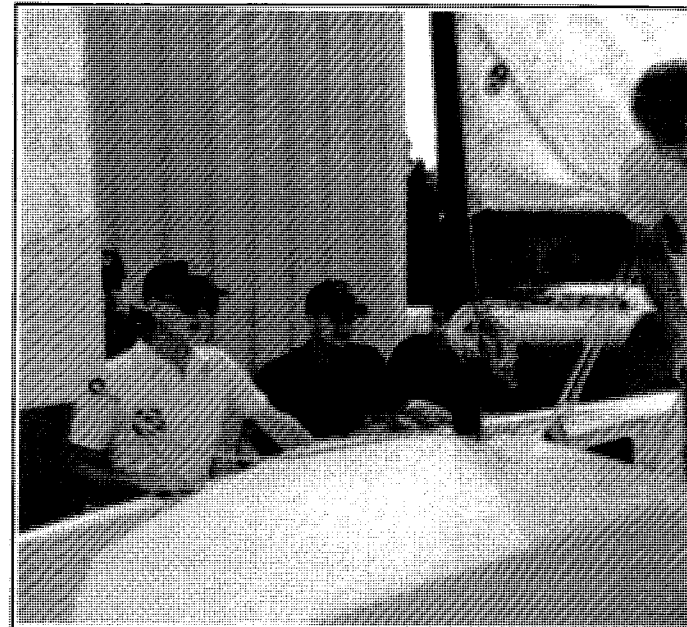
Sunday, all hands turned out for a lesson on how a boat sails, and how to rig and prepare to get ready to launch. Then two at a time, Phil took them out and demonstrated the proper way to come about, tack and other fundamentals. Each had a turn at the helm. They seemed to like the quiet after the loud powerboats they usually use when underway.

They will all take the Sailing and Seamanship course provided to the Station by Flotilla 10-6, 3SR.

Good luck to all the men and women of Coast Guard Station Stillpond with their adventure in sailing.

Pictured in right column are some scenes from the sail class.

Alice F. Stamm, DSO-PE, 3SR



3SR SUMMER CONFERENCE WILMINGTON, DE — JULY 1986

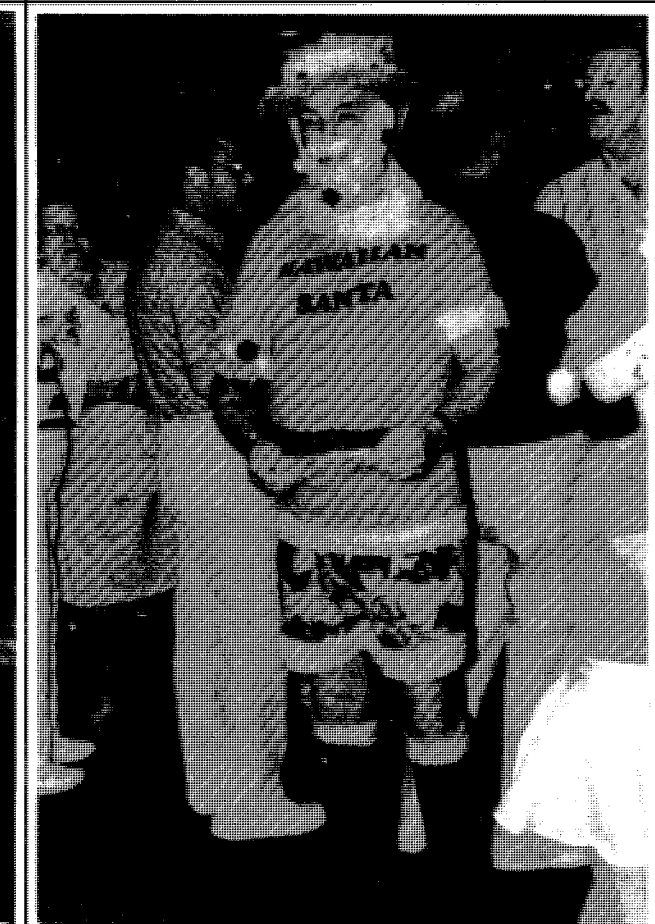
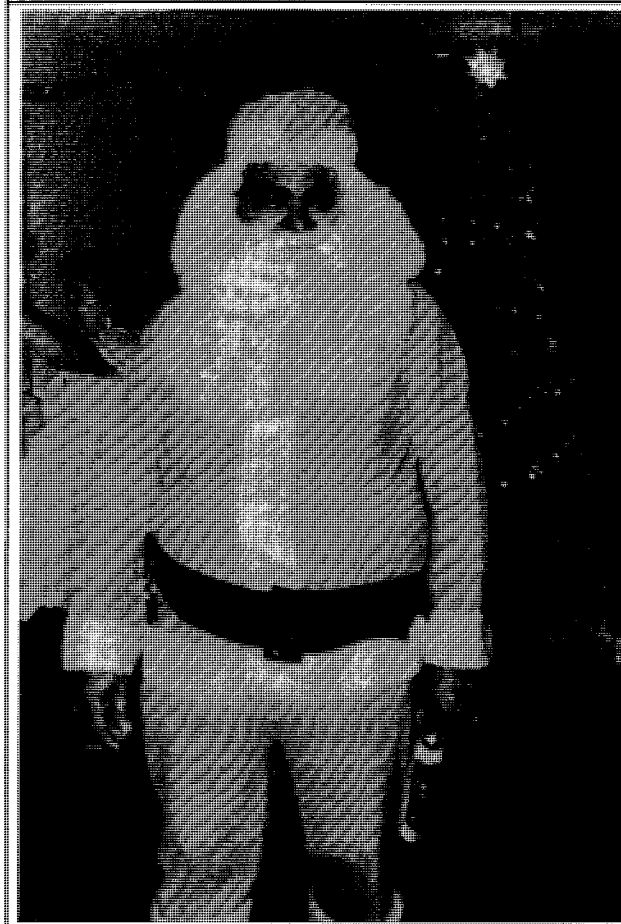
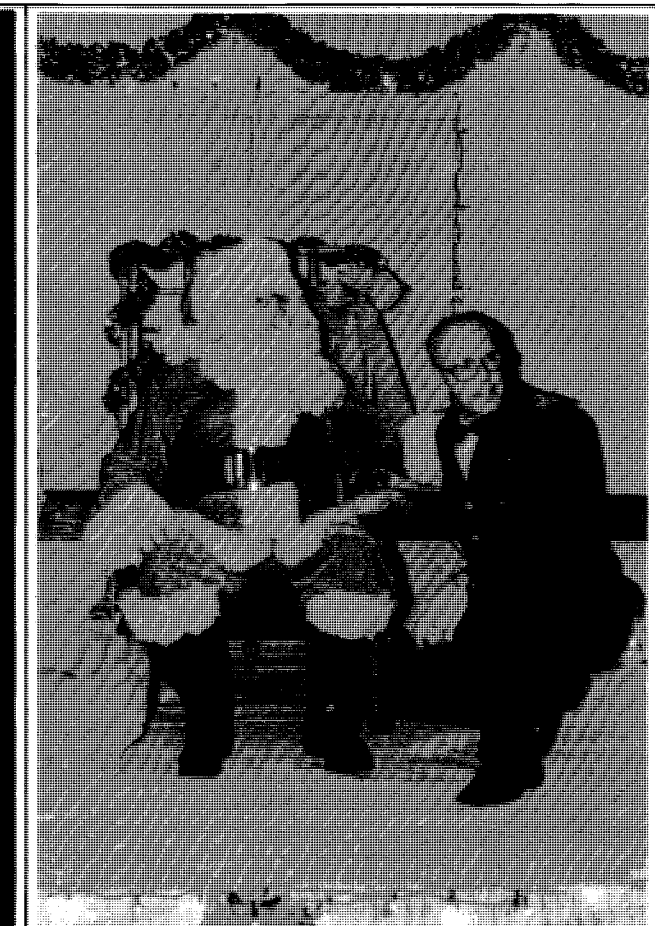
Pictures on these two facing pages show a few of the events at the summer conference in Wilmington. On this page top right: CAPT James Wallace presents Dan Maxim, Flo 2-9, with award for Senior Pilot. Two pictures in 2nd row of this page show: (left) Gene Pester, DCP VI; (right) Joan Siegfried, Division XI; receiving their AUXOP pins from VADM (then CAPT) George Passmore. Congratulations to both Gene and Joan. Incidentally Joan is the first female AUXOP in Division XI.

The Christmas-in-July theme after the banquet was thoroughly enjoyed by all who attended. Picture at bottom left of this page shows some of the participants in the SING-A-LONG after the gift exchanging. At bottom right and on opposite page are a few of the Santa Clause Contest participants.

A thoroughly enjoyable evening — enjoyed by all who attended.



Christmas in July — Fun for all



SANTA CLAUS CAME TOWN THANKS GUYS YOU WERE GREAT

Career CoordinationAllen E. Wenrich, DSO-CC

"I liked getting the VIP treatment — a very pleasant and informative weekend" was repeated on a candidate's critique form about the AIM Satellite Weekend at the U.S.C.G. TRACEN, Cape May, New Jersey in May of 1986.

I think the candidate said it all. The Coast Guard AIM Project Liaison Officer, LTJG Mary Ellen McCaffrey (herself an Academy graduate), did an outstanding job of coordinating our visit to introduce the AIM candidates to the Coast Guard and its many missions. Everything went smoothly and all the "Coasties" we came in contact with were pleasant, helpful and cooperative.

Friday evening after everyone arrived (on time also), learned they had to make their own bed and that they would not have to respond like the recruits, LTJG McCaffrey and Helen McCabe, BC-MAE explained admission requirements to the Academy, as well as the mission of the Coast Guard. After a film, "To Meet the Challenge" everyone retired for the night and most got a good night's sleep in spite of the recruit "fire watch" coming through the dormitory regularly with flashlight and boot camp shuffle.

Saturday morning we arose (0630) to a beautiful late spring day with lots of sunshine. (I say this because of the contrast to last year's weather when it rained and blew and inhibited some of the activities). Ken Lannan, SO-CC VI gave our candidates a five minute "Everything you should know about close order drill and military formation" course, and we were off across the base to breakfast.

Following breakfast, it was back to quarters to pick up swim gear for the swim test so that the candidates could go out on the small boats. Most everyone enjoyed the free swim time following the test (all but two passed) which was superbly supervised by the CG swim instructors.

Then — off to the ship tours. LTJG McCaffrey accompanied us on these and was very helpful answering questions and explaining the general characteristics of each. We then toured the

USCGC POINT FRANKLIN, an 82-foot cutter, and the USCGC HORNBEAM, a large buoy tender, from bridge to engine room. Here again everyone we met was helpful, friendly and eager to answer any questions we had.

Then — on to noon chow (there were even good comments about the food on the critique sheets). Following lunch, we took a good "march" to the Seamanship Center (an excellent facility, staffed with fine Coast Guardsmen who came in on their day off to do "their thing" for us) for an excellent movie "Cape Disappointment" about Coast Guard Motor Lifeboat School and the operation of a 44-foot motor lifeboat (the one that can do a 360° roll and survive. Following this were the boat rides — the water was so calm they even took the Auxiliarists out. However, they were very sincere (understatement) about *everyone* wearing a PFD *properly*. After the boat rides — on to the marlinspike demonstration and participation. Anyone who can't learn marlinspike from these guys with the set-up they have, would have trouble putting a leash on their dog.

The day was not over yet — on to the Air Station and helo demonstration and SAR briefing. Here LCDR Tom King (also an Academy graduate) and his crew did an excellent job explaining their jobs in the Coast Guard. His enthusiasm for his job and the Coast Guard was very evident and we all left there feeling that we wanted to go to the Academy and make a career of the Coast Guard if we could.

After a full day, we headed back to the quarters to clean up and get "de-briefed" by Ms. McCaffrey. Our candidates gave her a very deserved ovation and we all headed home tired, hot, sunburned but with a smile on our faces and a warm spot in our hearts for the true "Coast Guard" — the warm bodies that make it all happen.

To all those who helped a big THANK YOU and WELL DONE and please continue to help. We need everyone's support of this program all year long.

A workshop will be conducted at the Fall Conference in Ocean City. Hope you have planned to attend and participate in this program.

Allen E. Wenrich, DSO-CC, 3SR

Member TrainingJames J. McCabe, DSO-MT

Rear Admiral William H. Langenbert, U. S. Naval Reserve (retired) had a philosophy — "Never forget the sailor."

We in the Coast Guard Auxiliary in positions of leadership would do well to adopt the same.

Our flotillas are the *working unit* of the Auxiliary. We should have only the good of the individual member (our *sailors*) in mind.

Much has been written about Management and Leadership. **DO NOT CONFUSE THE TWO!** Management involves the physics of *things*. Leadership involves the chemistry of *people*.

Therefore, we manage things — but we lead people. Most times in the Auxiliary I feel that we are **overmanaged and underled**. Maybe that's why Growth and Retention is such a problem.

What has all this got to do with Membership Training? Well, all the studies I've read indicate that people join the Auxiliary to implement their boating skills. That makes the Flotilla Member Training Officer the *most important person in the Flotilla!* If the MT Officer doesn't fulfill the member's wish of additional training, that person will either "walk" or become apathetic or even a counterproductive member of the Flotilla.

And believe me, I know from past and present experience what a *work-horse* job being a Flotilla Member Training Officer is! If you try to do it all yourself, you'll burn out very, very quickly. **You need help** — help from the PE Officer to qualify new instructors, help from the VE officer to get new Courtesy Examiners; help from the Operations Officer to work with members on Boat Crew Qualifications; help from the Growth & Retention Officer to set up BQ'ing schedules. And let's not forget the importance of the Materials Officer to get all the manuals and forms you're going to need.

We haven't even mentioned the **AUXOP** courses. Do you have qualified instructors to conduct these classes? No? Then run — don't walk — to your Division MT Officer for help. What about putting on AUXOP courses at the Division level? Division XIII does this quite successfully. Talk with Louise Sowers — she'll be happy to share information on how you too can establish a successful AUXOP program.

As you read the above, did you "get my drift?" The Coast Guard Auxiliary Flotilla is a team with as lot of players. If you work together as a team you will be fulfilling each member's wish and getting a lot of people involved — **teamwork**, it's called. And from teamwork comes enthusiasm and from enthusiasm comes new members! It looks like you're having fun 'cause you are!!! You have accomplished much because you have **led people**, not managed things.

And people are much more fun!

Helen McCabe, ADSO-MT, 3SR

Growth & RetentionCaroline Sweigart, DSO-GR

MOTIVATE TOWARD OBJECTIVES

One of the most frustrating problems for our membership is that of motivation. To encourage you to continue reading this article I try to give some startling fact or catchy statement. What will motivate you to accomplish the mission objectives?

Most people use motivation to describe actions that will have certain effects. One effect is to start behavior, another to give purpose and direction. Other effects are to stimulate the continuance of a desired behavior or the cessation of an undesirable behavior.

Through this article it is my purpose to make you reaffirm your commitment to the Auxiliary. When we took the oath to join, when we took the oath to be a staff officer or an elected officer, we agreed to certain responsibilities. Not everyone can "do it all" but we are fulfilling a large part of our responsibilities yet lacking to correctly report our activities. Getting the paperwork done is a frustrating yet necessary task. Through your commitment you indicated that you were willing to accomplish your share of the efforts required to assist the other flotilla members. Have you been doing this? You know what part you've had an opportunity to play.

Now before the end of the year you can set new mission objectives for yourself and your unit. It is time for this re-evaluation. This again is the next to last year of the green ribbons. Can your flotilla achieve the most important one . . . the one for Growth and Retention?

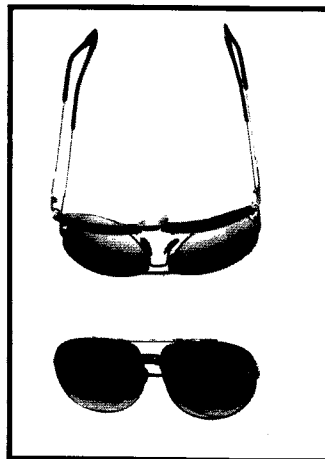
Only through your own motivation can you work to succeed. Growth in the Auxiliary is similar to the growth of a seed. The potential is stored within the tiny seed. Everything is waiting for the right growth factors to happen. When these favorable conditions occur growth begins. If any of the favorable conditions are withdrawn the seed stops developing. If the time span during which these factors are withdrawn becomes too elongated, the seed that had started to germinate dies. If enough of the newly developing seeds die, the crop fails. We don't want our crop to fail. Our potential is there. Motivate your flotilla for a **NET** increase of three members for our mission objective. Motivation will promote favorable conditions.

Let's be motivated enough to bring in the successful crop for 1986. We CAN and will.

Caroline Sweigart, DSO-GR, 3SR

AUXILIARY SUNGLASSES

TINTED HEAVY
ON TOP, THINNING
TOWARD THE
BOTTOM. TINTED
IN BROWN
OR BLUE



CARRIES THE
AUXILIARY LOGO
ON THE LEFT
LENS. IT WON'T
INTERFERE WITH
YOUR VISION.

Get one from your
MATERIALS OFFICER



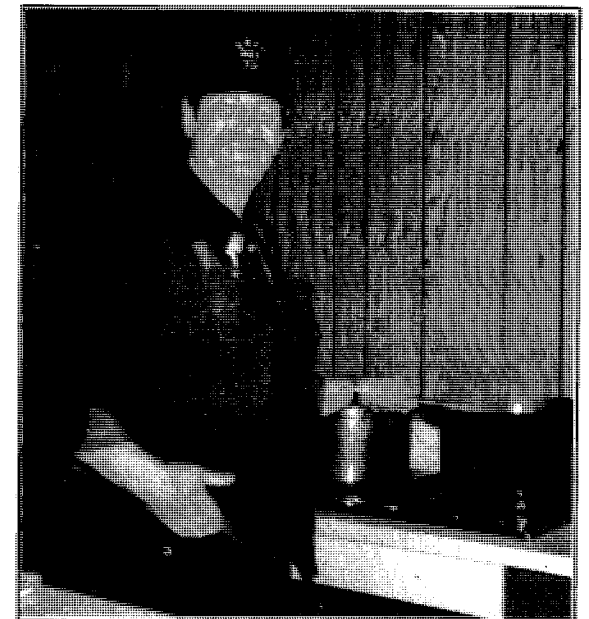
OFFICIAL NATIONAL STORE
U. S. COAST GUARD AUXILIARY

CAN WE TALK?

All the members of your 3rd Southern Member Training Team will be at the Fall Conference in Ocean City, NJ in October. If you have a question or a problem or would just like to say 'hello,' please don't hesitate to look us up.

Jim McCabe, DSO-MT
Louise Sowers, ADSO-MT
Alex Svabs, ADSO-MT
Helen McCabe, ADSO-MT

Pictured at right is Rear Commodore East William Pierce at a rare moment (he is working). Bill volunteered to cook the spaghetti for his Flotilla at a recent fund raiser. Fun was enjoyed by all. "Have Fork will travel!"
Submitted by June B. Layton, FSO-SR



HOW THE COAST GUARD COPED

Outnumbered 100 to one, armed only with bullhorns and citations, they kept one thing in mind:
It was, after all, just one big birthday party.

They don't need the Coast Guard for this job," as one official put it, "they need a New York City traffic cop—one who's worked Times Square." Keeping the parade route up the Hudson River clear on the Fourth of July was the largest Coast Guard operation since World War II. And it went off without a hitch.

Over there are 270 of the most beautiful ships ever built; over here, 30,000 pleasure boats that want a closer look. For 100 regular Coast Guard vessels, it was a day of holding the line, battling bulges, pleasure boats that want a closer look. For 100 regular and 200 auxiliary keeping a Presidential security zone from collapse, and answering thousands of distress calls. "Picket boats," mostly sailboats, formed the "fence" on the outer perimeter, while lookouts from the bridges of cutters spotted fence-hoppers. There were two currents working in the Hudson that day: the one heading to the ocean, and another stronger one drawing the spectator boats to the edge of a grand procession.

The largest vessel in the Coast Guard's fleet, the 378-foot *Dallas*, served as a command post. Previously, she helped lead the search for the *Challenger* wreckage and has notched up 16 drug boats—marked by 16 marijuana leaf clusters on her tower. The smallest member of the fleet, the 145-foot runabout *Gypsy* out of Philadelphia, played sheepdog all afternoon. Here's what it was like. . .

Feedbags and Fuel

The Auxiliary and Coast Guard patrol boats line up for briefings off the *Dallas'* port-side accommodation ladder. An ensign holds up a chart outlining their territory. They're given "feedbags" filled with brand-new Motorola VHF radios, instructions and safety gear. ("Wonder how many of these radios we'll get back," jokes one ensign.) Then their orders: "Go up the Hudson and stop these sailing vessels from coming through. Stop them. Shut 'em down. Kick some butt."

"Aye, aye," they answer.

A shrill whistle signals 8 o'clock colors.

Auxiliary boats, as *Gypsy* owner Phil Mendla will tell you, don't like to be tied to a dock. He trailered his 15-foot run-about all the way up from Philadelphia, launched her at the George Washington bridge and has been camping out on army cots in a huge, open riverside warehouse with his crew (his son, Chris, 27, and staff officer Dave Wick, 33) since Wednesday. They've been up, fed, fueled and ready since dawn. Eight hours of sleep, maybe in the last 48 hours. No pay. They're volunteers. But now, just as the battleships are starting their 21-gun salutes, they're tethered to a Hoboken dock awaiting orders.

Phil, who served as a radio operator for the Coast Guard in World War II, gives the Auxiliary a lot of time. Retired from a career as analyst in the navy Supply Office, he simply likes the satisfaction of doing a job well. He saved a couple of lives recently when the *QE2* was in Philadelphia. A cabin cruiser with 15 people aboard was among the flotilla of boats viewing the Queen. The cruiser had let either fuel or propane fumes build up. It exploded. Four died instantly. Phil pulled two of the 11 survivors from the boat's wreckage.

"We've got lots of volunteers in this country," he says. "Firemen, police. People like to help out. You could never get me to do some of the things hospital candy-strippers do. But thank God they're there to do it. I like to think people look on the Auxiliary that way."

Phil and his crew will do just about anything the Coast Guard asks. But they don't like to be tied to a dock. So when the orders come down to take an observer out on patrol, they don't mind at all. . .

The parade begins, led by the Coast Guard's 295-foot square-rigger *Eagle* whose 50th anniversary happens to coincide with the Statue of Liberty centennial. VIPs onboard include Coast Guard "boss" Secretary of Transportation Elizabeth Dole, the governors of New Jersey and Connecticut, and Walter Cronkite. As OPSail's official host ship, it is *Eagle's* job to set the pace for the procession and to come to the aid of any visiting Ships in distress. (When Colombia's *Gloria*, for one, reports that her mascot—a dog—is sick from swallowing a chicken bone, the *Eagle* dispatches its ship's doctor to play vet.)

Meanwhile, the *Gypsy* barely gets away from her dock when she receives her first SAR assignment. A 38-foot Silverton cabin cruiser has two very seasick passengers aboard. Can we take them ashore? Negative; our vessel is too small. *Gypsy* radios back to base and gets permission to escort the yacht to the Auxiliary staging dock. "I feel bad for people who get seasick," says Dave Wick. "They miss all the fun." Everyone agrees.

Next, *Gypsy* comes upon a 25-foot sailboat. Her skipper is standing on the deck, tugging on the anchor line. It's snagged on the keel. Can we help? Negative. *Gypsy*, without winches, is not equipped to be of any use in this situation—except to radio for a larger Auxiliary vessel.

We come alongside of two boys lounging in an inflatable. The tide is drawing them into the security zone.

Captains Aboard

"Captain," Dave says over the bullhorn (Dave calls everyone "Captain," no matter what they're driving or paddling), "we're going to have to ask you to move back behind the boundaries of the security zone set up between the *Dallas* over there and that battleship."

The boys seem dazed. They grin and wave.

"You don't have to explain it to them," says Phil, taking the bullhorn. He turns to the boys and yells: "Get that boat outa here. Now!" They move with a jolt.

From his view on the bridge of the *Dallas*, Lt. Commander Al Sganga can see that things are going the way they're supposed to. It's working—better than expected. Thanks to the organization, the planning, the communications (boats are lovely," he says, but adds, jokingly, "It's mass people, the electronics technicians, the Auxiliary. "It's a beautiful day and pandemonium."

... The word goes out from the *Dallas*: "All boats. Hold 'em tight." The Tall Ships are acting like magnets. The lines are starting to bulge. No one can get close enough to these monarchs of the sea.

"Hold 'em tight. Hold 'em tight," the orders come over the *Gypsy's* VHF. Just then Phil spots something that makes his jaw drop and eyes bug out. Some character is walking on the water out in front of the *Deutschlander*, the West German battleship. Chris guns *Gypsy's* 70 horses and we intercept. It's a blond-haired man with pontoon shoes. The speed of our approach seems to startle him and he may be losing his balance.

"I am for this ship," he calls out to us. He points to the *Deutschlander*. "German television is getting a shot." He's already starting to turn back.

"Captain," Dave says to him, "you are in a security zone."

"Jawohl, jawohl," the German says, "all right. I go. I understand." He shuffles back to the battleship. . .

A report comes from an Auxiliary craft: "It's impossible to hold the line. Too many vessels breaking it. Including tugboats."

The crewmen of the tiny *Gypsy* turn to see one such tug plowing its own course through the security zone. "We've gotta get that one to turn," Phil says.

"You tell 'em" Dave says. "I make it a habit not to argue with anything that outweighs me 500 to one."

It would soon be time to pull the plug anyway.

Without a Glitch

Later when the dust had cleared, the numbers would tell the story of a remarkably problem-free day. There were a total of 1,943 SARs recorded over the long holiday weekend and many unrecorded. Roughly one out of ten were medical emergencies, but most were simply boats out of gas. There was one major collision under the Verrazano Bridge—a sailboat and powerboat squared off and two people went into the water. There were several other cases of capsized boats and a few men overboard, but no fatalities during the celebration.

As two veteran Auxiliary volunteers put it: "Then (during the Bicentennial in 1976) they were coming out of the woodwork. It's different this time. They're better behaved. They seem to understand why we're here this time."

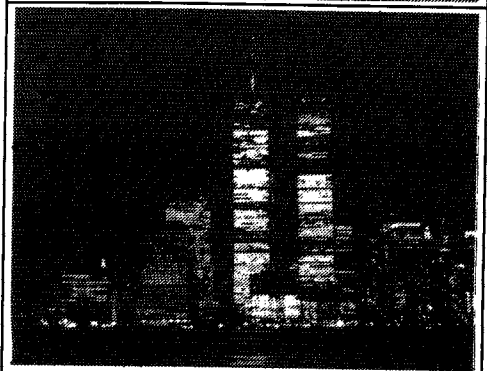
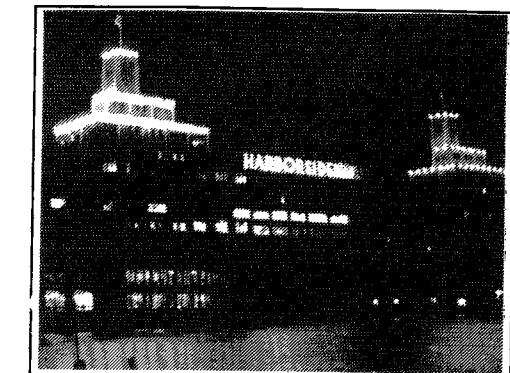
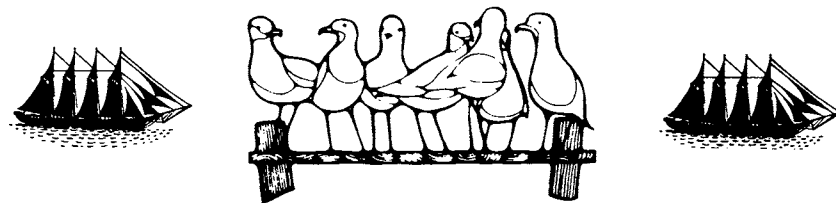
Comments from the Coast Guard made it clear that the operation was one headache that none of them would have missed for the world. Overheard from the people in uniform: "OPSail was wicked awesome . . . this has been the most patriotic thing I've ever done in my 16 years in the Coast Guard . . . the fact that it came off with so few glitches is amazing . . . being on the inside and seeing all the effort that went into it, it's hard to imagine anything any bigger . . . We all had a good time. But the hardest thing? Trying *not* to feel proud to be an American."

—Chris Davis, with Margaret McGovern and Polly Whittell

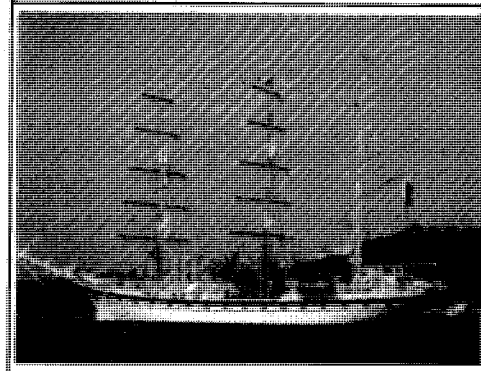
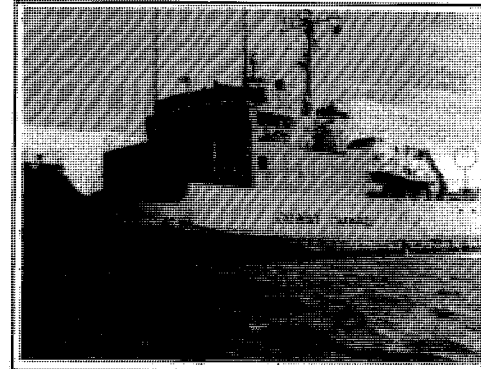
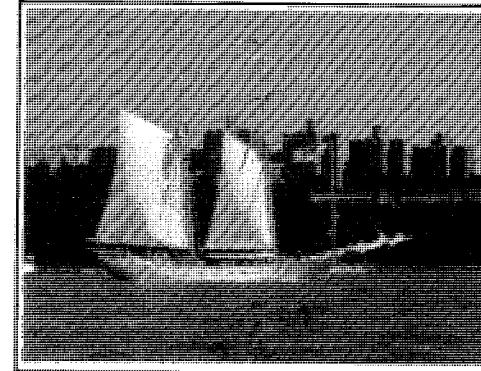
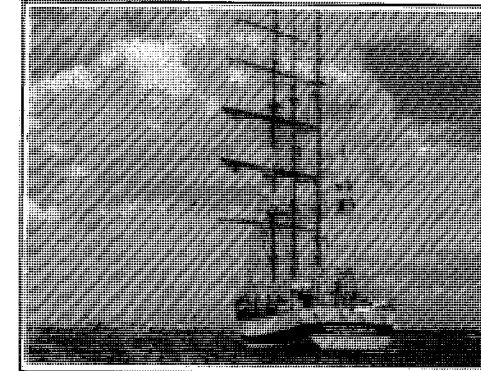
Topside Editor's Note: The above article which appeared nationally in Motorboating & Sailboating covered the day's activities of three of our members from Division II, and I am sure expresses just a few of the same type of events that all those from this District experienced during their patrol activities. There is another article from the North Jersey Herald-News covering members from Division I reprinted on the next page of this issue. I regret that none of our members sent in articles to be used in *Topside*. I do however thank the reporters and staff of Motorboating & Sailboating and the North Jersey Herald-News for their great articles.

I would also like to thank Rick Dotterer, DCP X; Louise Sowers, ADSO-MT and Don Kepner, VFC 2-4 for providing me with pictures to be used along with these articles.

Elsie Nichols, DSO-PB 3SR



The Night Scenes Photos above: Rick Dotterer, DCP-X, 3SR



Daylight Scenes—Photos above: Rick Dotterer, DCP-X, 3SR

Volunteers add expert skills to OpSail '86 success

By Judy Voccola
Staff Writer

NEW YORK HARBOR ABOARD THE NOJO — Water was in no short supply, but Norbert, Dick, Lacy and Warren hadn't had a shower for three days.

The four U.S. Coast Guard Auxiliaries from Wilmington, Del., were operating out of the harborside Financial Center, an aging WWII Marine Terminal in Jersey City outfitted for the weekend for use by the Auxiliaries, the volunteer arm of the U. S. Coast Guard. The terminal offered Spartan facilities for the 800 Auxiliaries and 225 boats moored there for Liberty weekend, but lack of a shower did not deter the veteran crew who were in New York to help the Coast Guard clear the parade route, maintain security lines for the fireworks display, aid spectator boats and their occupants who were in trouble, and generally exercise vessel control.

It was the chance of a lifetime, being a part of OpSail '86, agreed the four crewmen who came to Jersey City by auto last Wednesday, trailing the "Nojo" behind them. Dressed in the official Auxiliary uniform of blue pants and shirt, the four started out at 7 a.m. Friday morning under orders to clear spectator boats away from the United Fruit pier in the Hudson River. They returned briefly to the terminal where they were quickly reassigned to picket and patrol duty beyond the Verazano Narrows bridge, clearing the parade route and keeping back curious spectator boats.

Captain Norbert Schneider, a retired stone mason, expertly guided his 23-foot fishing boat, outfitted with an official patrol banner, flag and flashing blue warning light, through a maze that included almost anything that would float. There were speedboats and houseboats, well worn harbor tugs and dinghies rebuilt for sightseeing, ocean-going yachts and tiny rubber rafts, sailboats and ocean liners, and a toy speedboat under radio control from the skipper of a large white cabin cruiser.

The spectators were as diverse as their boats. There were people dressed as the statue, people dressed in red, white and blue spangles and people hardly dressed at all. One elegant sailing sloop floated past carrying occupants turned out in blue blazers and white pants, seemingly ready for afternoon tea.

All were there to see the fabled tall ships, and they kept Schneider and his crew busy as they edged in for a closer look.

Most turned back as soon as they were waved away, and the few who persisted were

quickly dispersed by an official Coast Guard boat nearby.

About 4 p.m., the "Nojo" had to refuel and returned to the terminal where Lacy Compton was dropped off and a sandwich supper picked up. By 6 p.m., they were out again, this time patrolling the East River boundary of the fireworks security zone.

With infinite patience, Schneider, Dick Hudson and Warren Connor instructed spectators "Move your vessel back toward the bridge; the river is closed" as they patrolled the line between the South Street Seaport and the Brooklyn pier where the Amerigo Vespucci was moored.

They held the line for more than three hours, politely refusing requests from boaters who said their only dry clothing was on a boat across the harbor, who said they were taking fuel to a stranded boat, and who said they were expected at an important meeting on a pier inside the zone. They instructed other boaters where to find fuel, but were at a loss when two men sped up and asked where they could find a waterside convenience store.

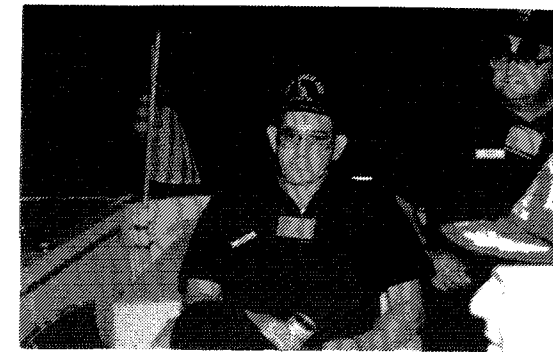
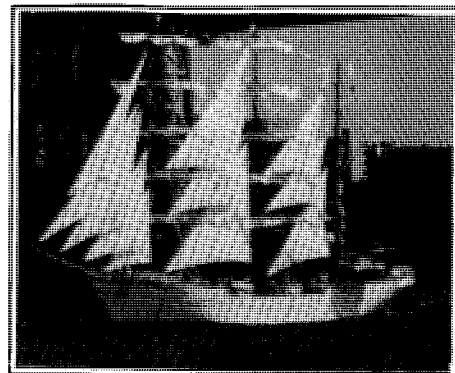
After catching a few glimpses of the fireworks as they monitored the line of boats stretching across the river, the weary crew returned to the terminal at 11 p.m., happily surprised at the lack of serious accidents and relieved that they had not become entangled in anchor lines during their patrols through the jammed harbor.

The Nojo crew are typical Auxiliaries who not only volunteer their time and boats to help with vessel control at large events, but teach boating safety and perform courtesy safety inspections for the public. They are organized by flotillas, which in turn, form divisions and districts. They are the nation's largest volunteer organization.

Returning to the terminal, the crew found a makeshift cold shower had been ordered built by Donald C. Hughes a Passaic businessman who is Rear Commodore of the the Auxiliary's Third Northern District and chief coordinator of OpSail '86. In addition to coping with the shower, Hughes spent the day overseeing the details that assured a successful operation.

"There is no doubt in my mind that many lives have been saved by the preparations and activities of the Auxiliary," said Harold Fish, Vice Commodore of the Third Northern District and chairman of OpSail '86. Fish, who holds a doctorate in pharmacy and operates an apothecary in Mt. Vernon, N.Y., said the Auxiliary is "one big united family, professionals who are professionally trained."

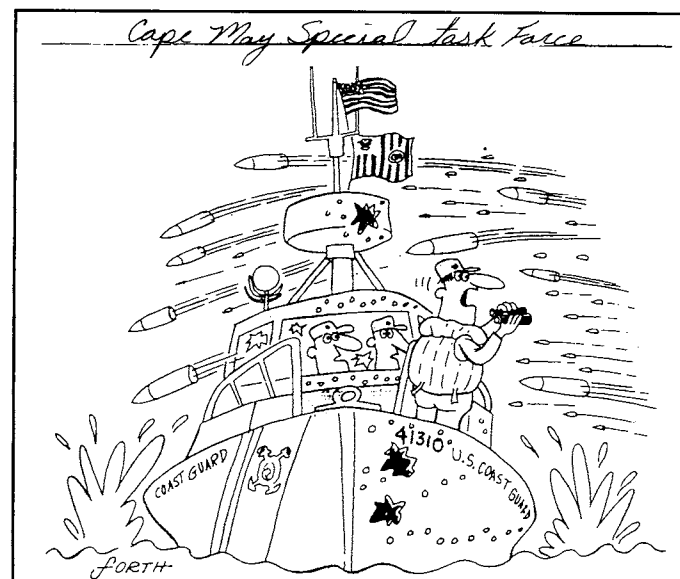
Reprinted from the North Jersey Herald-News, Sunday, July 6, 1986



TIME OUT FOR R & R

Relaxing, sleeping, socializing, flying a kite (in case you might wonder what Jake Lincoln is doing) — any one of which was a break in the day's activities.

The sketch below was taken from Jake's scrapbook covering the weekend events.



"OK, men. Get ready to fire a warning shot across their bow."

Jake Lincoln, Eli A. Smithland, Tony, Stephen A. Mullen, Robert Johnson, Mike Mauro



pictures submitted by: Jake Lincoln, DCP-VIII; Rick Dotterer, DCP-X; Louise Sowers, ADSO-MT and Don Kepner, VFC-Flo 2-4



Operations.....Walton Porter, DSO-OP

We are progressing slowly in Operations. This time last year we had 6669 Ops hours, as of July 31, 1986, we had 5925 Ops hours which is 42.4% of our goal, this does not include Ops Sail 86. Let's stick in there and give it our best shot.

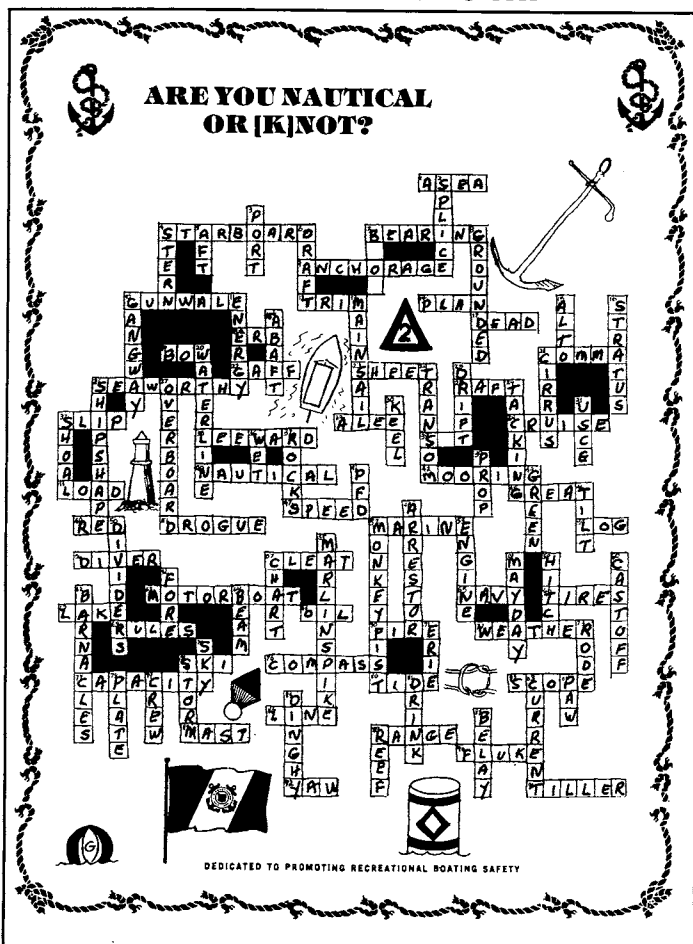
Saturday 26 July was a very rewarding day at Cape May. Approximately 25 members were checked off as qualified in Helo Ops and 8 others were checked off in Crewmember underway tasks. As usual we were treated well and made to feel welcome. Anyone not involved in the Boat Crew Qualification Program is missing a lot of very interesting training. I realize everyone is not Operations oriented and therefore not involved, but a little time spent browsing through your Boat Crew Manual could stimulate your interest. Try it — you may like it. In the past week five new BCQP members have been added to the rolls.

I can understand how some of our older members (being one of them) feel about changes in our programs, but changes are necessary. I ran the East coast in tug boats before joining the Auxiliary and was active in Operations over 25 years before the BCQP came into being. My first reaction was "Why do I have to change now?" I did a lot of thinking, yes sometimes I thought to h*!#@ with it, but once I got into the Boat Crew Manual I realized it was not really that bad. Now I can see the uniformity and professionalism that is being precipitated by the program. As I get around as a Qualifying Examiner I can see a great deal of enthusiasm for the program, enough in fact, I'm sure it will be a success. When something good is introduced, the 3rd Southern will make it better.

Another thought comes to mind that can affect all our programs, elections. Elections will be held in the coming months and as sure as death and taxes someone will win, someone will lose. Whatever the outcome, whether your candidate wins or loses, let's all unite and work for one common cause; the good of our District.

Walt Porter, DSO-OP, 3SR

NAUTICAL PUZZLE SOLUTION



MILESTONE - THIRTY

What did you do when you reached that big milestone... number 30? Probably you celebrated. So did Flotilla 3-6. In July of 1956 the charter was presented to the Cohansey Flotilla No. 36. That means that in July 1986 we have been in operation for thirty years.

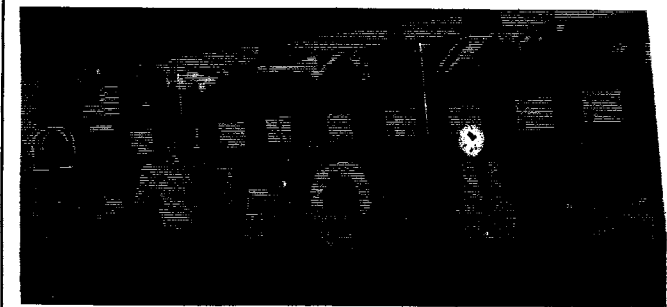
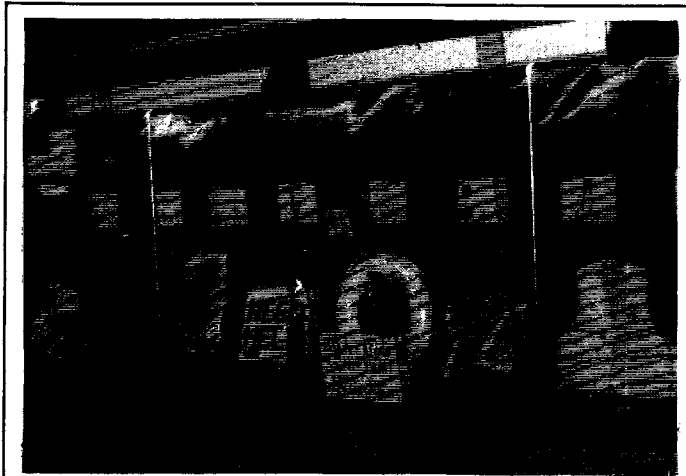
Sure we celebrated, too. That's a long time. Permanent members, all former Flotilla Commanders and our present members were invited to a dinner at the Bait Box Restaurant at Hancock's Harbor, Greenwich, N.J.

We had a chance to remember some of the things that had happened during those years and set some goals for the future. There was recognition for our newest member who had just become a qualified Instructor (we're ready to put Annette to work when our classes start in September) and for our hard working member, George who sets our CME record.

On our roster there is still one of the charter members, who took part in that first recognition for Flotilla 36. We expect the secretary to have an article in *Topside* when we celebrate number 60. We're alive and enjoying the work and fellowship of the Coast Guard Auxiliary.

Rhoda Davis, FSO-SR, Flotilla 3-6

FLOTILLA 14-5 NSBW DISPLAY



Photos Submitted by Willard Roush, Division XIV

Vessel Examination.....Edward W. Rearick, DSO-VE

How To Improve Your Presentation... and Land More CMEs

Give me a few minutes of your time and I'll tell you how to improve your "sales presentation" and land more CMEs. By following a few simple but effective rules you can make your day on the ramp or CME station easier, more enjoyable and, most important, profitable for you and the boater. I'm talking about one of the most obvious — your presentation and how to put so much interest into it the boater will be following you every step of the way. By the time the examination is over, the boater will be better informed and you will have a "satisfied customer."

How To Make The Most Out Of the First Few Minutes... I think you will agree that the first few minutes of your presentation are the most important. Your opening encounter with the boater affects the success of your presentation.

Making The Boater Feel Comfortable Is Vital To Your Presentation... When you approach the boater, do you show a genuine appreciation for the opportunity to make your presentation? Are you sincere? Do you make him feel comfortable in your presence or do you come on strong? One of the basic rules is to act friendly, be friendly, and make a friend of the boater. Everyone responds to a friendly smile and a warm greeting.

Appeal To What Interests The Boater... Appeal to the boater's sense of the familiar. If he has antennas, strike up a conversation about his radios. If the boat is freshly waxed, mention the work he must put in keeping his boat in such nice shape. What you are doing is putting him on comfortable ground and once you have been able to accomplish this, the CME should come easily.

Let The Boater Know You Won't Waste His Time... Promise not to waste his time. Start out by pointing out to him that you too are a boater and understand why he wants to get launched. He will appreciate the fact. Let him know it won't take long, show him the AUX. 204 and mention that you have heard some insurance companies are giving discounts to boats that have a CME Decal. Considering the rising costs of insurance, I'm sure this will get his attention.

Identify Your Service... For those who do not know, the new Aux. 204 is an excellent vehicle to do this. It explains our program quite well and will let you elaborate on whatever area you feel is necessary. If the boater is not interested in what you are selling, don't push. Could be he knows he is lacking something and doesn't want to "fail." Catch him next time.

Your words and methods will be different from mine. Because your presentation and approach must be individually tailored, work out a style for yourself that you feel most comfortable with. Use all the elements mentioned and you will help insure your success. It may sound simple but it means a stronger presentation and more CMEs, isn't it worth a try? *You Can Bet Your Life On It!*

Edward W. Rearick, DSO-VE, 3SR

3rd SOUTHERN WINNERS NATIONAL CONFERENCE COMPETITION

Report from the National Auxiliary Conference in Denver in September announces three Third Southern Winners in the finals. *Topside* came in as Honorable Mention — second only to the 7th District's *Breeze*. We will keep trying — but they are a hard act to follow. Flotilla 2-76 publication *Lifeline* came in as Honorable Mention — second best Flotilla Publication in the nation. Most important winner — Harry Bickel, Division IV who won best in show for his Anchor Training Aid. It also came in first in the category. Congratulations to Harry Bickel and Muriel Lewis, editor for *Lifeline* on their accomplishment. And of course, we on *Topside* will keep trying to win Best District Publication, but do feel extremely proud to come in second.

Elsie Nichols, Editor

WHO ARE THEY?

Those people from every corner of the Eastern half of Pennsylvania, the Entire State of Delaware and the Southern half of New Jersey. From Allentown to Wilmington, Huntingdon to Newark, Trenton to Felton, Dover to Johnstown, Philadelphia to Cape May, Gloucester to Reading; North, South, East and West. Two in a Private Plane, one in a Wheel Chair, some by Car, others by Mail and still more on the phone. They must be the folks from the U. S. C. G. Auxiliary, Third Southern Region. I can't name them all, nor can I express my feelings to all of them, but they sure are one SWELL BUNCH OF PEOPLE. The entire Third Southern. I have received calls from MANY, well wishes in person from others and get well wishes from MANY MANY more by mail.

I thank you ALL for your concern and well wishes.

I'm sorry, I didn't intend to shake anyone up. Just a few of those bad days I guess.

I called the BOSS in Gloucester the other day and almost got in trouble again. I only stopped in the office to soak up some of the AC and take in a little slack. Sorry. I wasn't working. Just taking it easy for a bit, I promise.

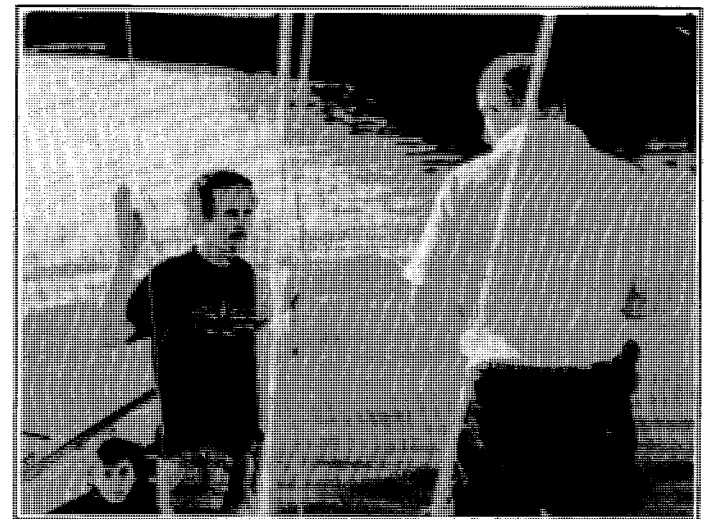
I had folks from Delaware visiting me every day during my stay in Dover, more of that famous Coast Guard Family. My family. A special THANK YOU to those folks.

I can't thank all of you in person, I'd be busy for the rest of the year, but I would like to take this opportunity to express my thanks to ALL OF YOU.

WHO ARE THEY? They are my Friends in the THIRD SOUTHERN. Thanks again to ALL OF YOU.

George J. Smyth, PRCO-W, 3SR

FLOTILLA 11-8 ACTIVITIES



Shown above Jack W. McGuire being sworn in as a new member of Division XI, Flotilla 8 on June 21, 1986. What makes this unique is Jack took his oath from Flotilla Commander James Boyer while aboard his own sailboat, a Vagabond 17 foot, at a meeting of members aboard sailboats on Blue Marsh lake, Reading, PA. His daughter Amanda was looking on.

Barbara, Jack's wife, and his daughters Amanda and Becca all took the Sailing and Seamanship course at the Reading Base in the Spring of this year. Now they are putting their skills to use enjoying their boat and the lake.

Flotilla 11-8 was chartered as the only sailing flotilla in the 3rd district of the U. S. Coast Guard Auxiliary in January 1981. All 33 members are sailors. Among them there are 16 facilities with 100% inspection. Activities this summer have included a raft-up at Still Pond in the Chesapeake Bay and a tour of Coast Guard Station Still Pond in June. There was a family picnic and a slide presentation given by members who attended the 4th of July celebrations at the rededication of the Statue of Liberty.

Submitted by Jane T. Gammons, Division XI, 3SR

TIPS FOR INCREASING YOUR CREDITS AIDS TO NAVIGATION/CHART UPDATING PROGRAM

GENERAL INFORMATION:

- Order the Local Notice to mariners (LNM) for your boating area, keep your charts up to date, and use new editions when they are published. New editions are announced in the LNM. This practice avoids reporting items that the National Ocean Service (NOS) has already received or published. If you find errors in LNM, report them to the Coast Guard (CG) and send a 77-5 to NOS stating the error, the LNM number, and that you reported the error to the CG.
- Fill out form in ball-point pen or type; DO NOT USE PENCIL.
- Complete *all* blocks on the forms.
- Use the same format for your name on each report.
- Organize chart updating cruises.
- Provide additional information to verify your corrections— photographs, engineering drawings, newspaper articles, names and addresses of your information source, sextant angles, and chart section showing plotted angles, etc.
- Do not intentionally duplicate reports, including information published in LNM. This results in no credits being awarded.
- Submit your reports in a timely fashion—do not hold them until the end of the year.
- Know and communicate with your Flotilla FSO-AN. He/she can answer many of your questions or get you an answer.

NAUTICAL REPORTS - NOAA Form 77-5

- Notify the nearest CG unit if you detect problems with aids to navigation. Indicate on your 77-5 to NOS that this has been done.
- Form a conclusion for your report. Example: "The area of this survey has generally shoaled," or "The charted landmarks are no longer visible and THIS tank should be charted."
- If you report a critical correction requiring publication in the LNM, you will automatically receive "bonus credits."
- Use chart sections or photocopies of charts to clarify location of the item you are reporting. Also provide explanation of how position was determined. If sextant was used provide angles and charted features used to determine angles. Show results on chart section.
- If you conduct a survey, submit a chart copy and indicate control used and the location of the sounding lines. Compare survey results with charged soundings and indicate on the chart the shoaler soundings found during the survey.

COAST PILOT REPORTS NOAA Form 77-6

- Give the page, paragraph, and sentence number of the item being corrected.
- Supply photos, if appropriate.

SMALL-CRAFT FACILITY REPORT — NOAA Form 77-3

- Indicate on the form whether the facility is "new," "discontinued," or you are supplying "updated" information.
- For a new facility, submit a chart section with the location clearly shown. State on form if owner wants facility charted.
- Submit a business card or brochure, if available.
- Give the owner's full name, address and telephone number
- If towing is available, indicate the hours of operation and the radio frequency they monitor, if any.

Charles Dane Alden
Deputy Chief, Operations Department
Chief, Aids to Navigation Division

Pictured at right: The County Board of Freeholders in Camden County, NJ, presented NSBW proclamation to Flotilla 13-1 of Gloucester City Coast Guard Base. Shown from left: Camden County Freeholder Joseph J. Roberts Jr.; Freeholder Joseph F. Carroll; Deputy Freeholder—Director Joseph J. Milano; Flotilla Commander Edward W. Sayers; Sandra Bowen, FSO-MA 13-1; and RCO-E William Pierce.

ROYAL WRITES AUXILIARY BOAT INSURANCE

by Martin S. Herz, NIPCO

That's right! The Royal Insurance Company of America (RAMS INTERNATIONAL) writes vessel insurance on operational vessels belonging to members of the Auxiliary, at competitive rates, and has been doing so since early last year. This program was designed by Royal just for members of the Coast Guard Auxiliary.

The vessel insurance program (VIP) began in the fall of 1983. The first of a series of articles appeared in *The Navigator* in the fall 1983 issue. It was repeated in the Winter (1983) issue, and again in the Spring and Fall issues of 1985. These articles explained how to obtain quotes and what the limitations are.

How, can an Auxiliarist, who owns an operational facility (vessel) obtain insurance coverage?

A. Your Facility:

1. Must not be more than thirty (30) years old.
2. Must not be valued at \$100,000 or more if it is a sailing vessel.
3. Must not be a houseboat.
4. Must not be home-ported in the Caribbean.

B. Contact your Local Royal Insurance Independent Agent. The agent will contact the nearest Royal Personal Marine Underwriting Office. That office will review and provide insurance on the member's operational facility vessel if it meets Royal's Coast Guard Auxiliary Underwriting requirements.

C. Application forms are available from your District Materials officer. In addition you will need to provide in writing (a) the estimated percentage of time your vessel will be used under orders, and (b) the present number of engine hours on your engine hour meter.

D. If you cannot locate an agent handling Royal Marine Insurance, then contact one of the following regional offices. They will provide you with name(s) of Royal Agent(s) in your area.

NEW ENGLAND TERRITORY

New England States and New York State
25 New Chardon Street, Boston MA 02114
1-800-225-6212 — Mr. John Stephen

MID ATLANTIC TERRITORY

Delaware, Maryland, New Jersey, Pennsylvania, Virginia, West Virginia
330 Market Street, Philadelphia, PA 19106
215-627-6060 — Ms. Debbie Hessler

Now that you know the WHO, WHAT, WHERE and HOW on Auxiliary Operational Vessel Insurance, you may wish to get a quote on your boat, when it is about time to renew your insurance.

NSBW PROCLAMATION TO FLOTILLA 13-1



ARMED FORCES DAY

May 17, 1986

Flotilla 7-12

Shown below are some of the activities conducted at C.G. Station Barnegat in observance of Armed Services Day.

1. Tim Riley explaining safety equipment to visitors.
2. Estelle MacDonald and Alfreda Riley — "Greeters" in Station Barnegat Lobby.
3. Bos'n explaining features of surf boat.
4. Flotilla 7-12 hosts to Armed Forces Day. Left to Right: H. Farrer, A. Turner, F. MacDonald, E. MacDonald, E. Frank, P. Apello, A. Riley, T. Riley, J. Whitmore and N. Foster.

Photos submitted by H. Farrer



CHANNEL 6 NEWS WITH TUG McGRAW

Three Minute Segment about the Coast Guard Auxiliary Sponsored by Flotilla 2-5

In an effort to inform the public about the workings of the Coast Guard Auxiliary, Flotilla 2-5 had Tug McGraw and the Action News Team come to the new ramp at the Frankford Arsenal and there they filmed the Auxiliary in action! Two Auxiliary facilities put on a Search and Rescue demonstration, assisted by Edgar Dodenhoff from Division XII handling Comms. Members of Flotilla 2-5, 2-10, 2-4 and some from Division VI participated. Also on hand to tell the Auxiliary story was Tom Ryan, Division II's AIM candidate from a few years ago who was in Philadelphia attending the Fire School at the Navy Yard.



1986 FALL CONFERENCE 3rd DISTRICT SOUTHERN REGION — U. S. COAST GUARD AUXILIARY 24, 25, 26 OCTOBER 1986 FLANDERS HOTEL, OCEAN CITY, NEW JERSEY SCHEDULE OF EVENTS



Registration Desk Lobby Friday 1700-2000
District Store—Map Room Saturday 1000-1600



FRIDAY, 24 OCTOBER 1986

1930 District Board Working Session Ocean Room
2000 District Staff Meeting South Solarium
2130 Welcome Aboard Party Garden Room
B. Y. O. B. — all set-ups supplied

SATURDAY, 25 OCTOBER 1986

0730—0830 Breakfast Main Dining Room
0830—1230 District Board Meeting Ocean Room
ELECTIONS - FIRST ITEM ON PROGRAM
0900—1030 MT-GR (Member Training-Growth & Retention) Workshop Central and South Solarium
0930 Ladies Program Terrace Room
1045—1215 PE (Public Education) Workshop South Solarium
1045—1215 CC (Career Coordination) Workshop Central Solarium
1230 Luncheon (T-Shirt Contest) Main Dining Room
1300—1400 AUXMIS Question & Answer-Period Room To Be Posted
1300—1500 QE Session for BCQP check-off Room To Be Posted
1400—1530 Special Presentation — *Leadership & Management*
by PDCO 3NR Robert Didio Solarium
1830 Cocktails — No Host (B. Y. O. B.) Garden Room
1930 Banquet Main Dining Room
Talent Show - Following Banquet Solarium

SUNDAY, 26 OCTOBER 1986

0830—1000 Breakfast Main Dining Room
0900 Past Captains' Breakfast Marine Room

MENUS

SATURDAY BREAKFAST

- Orange Juice • Hot or cold cereals • Scrambled Eggs with Bacon • Lyonnaise Potatoes
- Sweet Rolls & Toast • Butter, Jams and Jellies • Beverage

SATURDAY BUFFET PICNIC

- Assorted Condiments • Hamburgers • Hot Dogs • Baked Beans
- Potatoe Salad • Cole Slaw • Pasta Salad • Sliced Tomatoes • Rolls, Butter • Beverage • Desert Table

SATURDAY DINNER

- Melon in Season • Celery and Olives • Roast Prime Rib of Beef or Flounder Stuffed with Crab Meat
- Baked Idaho Potato • Cut Green Beens • Chef's Salad Bowl • Strawberry Sundae • Rolls, Butter • Beverage

SUNDAY BREAKFAST

- Orange Juice • Hot or cold cereals • Scrambled Eggs with Sausage • Home Fried Potatoes
- Sweet Rolls and Toast • Butter, Jams and Jellies • Beverage

UNIFORM OF THE DAY

FRIDAY EVENING SATURDAY

Before 1230 - Casual
1230-1800 Service Dress Blue or Appropriate Civilian Attire
After 1800 - T-Shirts from Contest or Service Dress Blue
Dinner Dress Navy Blue Jacket or
Dinner Dress Blue (White Shirt, Black Bow Tie, Miniature
Medals, No Name Tag) or
Appropriate Civilian Attire
Casual

SUNDAY MORNING





THIRD DISTRICT SOUTHERN REGION CALENDAR—1986

DISTRICT CONFERENCE

October 24 — 26 Flanders, Ocean City, New Jersey

DISTRICT AREA MEETINGS

CENTRAL AREA

November 8 - Newark, Delaware

EASTERN AREA

November 22 - Manahawkin, New Jersey

WESTERN AREA

November 18 - Reading, Pennsylvania

TOPSIDE DEADLINE

November 15

1987 TENTATIVE SCHEDULE DISTRICT CONFERENCES

Winter Conference - Valley Forge Hilton

January 23 — 25 1987

Spring Conference — Treadway Inn, Lancaster

April 10 — 12, 1987

Summer Conference — Wilmington Hilton

July 17, 18, 19, 1987

Fall Conference — September 25, 26, 27, 1987

*July 4, 1986
As the sun set . . .*

. . . on a historical, once in a lifetime event enjoyed by all who would gladly do it all over again — the very dramatic picture at the left depicts a fitting climax to the day's events. Only sorry, it could not be reproduced in the colors of the original photo submitted by Louise Sowers, ADSO-MT, 3SR. Other stories and pictures inside this issue.

DEPARTMENT OF TRANSPORTATION
U. S. COAST GUARD
DIRECTOR OF AUXILIARY 3 (SR)
c/o COAST GUARD BASE
GLOUCESTER CITY, NJ 08030

OFFICIAL BUSINESS
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