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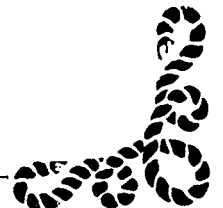
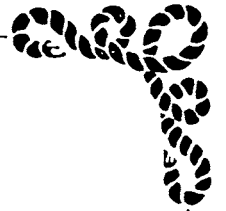
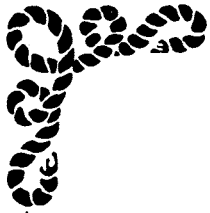


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THIRD COAST GUARD DISTRICT (SR)  
c/o Coast Guard Base Gloucester City, NJ 08030

☆☆☆☆  
District Commander ..... VADM PAUL A. YOST, JR.  
Chief of Boating  
Safety Division ..... CAPT. M. SHYTLE  
Director of Auxiliary (3SR) ... LT. COLLIN S. CAMPBELL  
Asst. Director of Auxiliary (3SR) LT. WILLIAM M. CHERRY

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JOHN MCINTOSH ..... President, Past Captain's Association  
ROBERT L. WECKER Immediate Past District Commodore (IPDCO)

### Editor/Publications Officer

ELSIE M. NICHOLS  
1045 West End Boulevard  
Quakertown, Pennsylvania 18951  
Tel: (H) 215-536-3871 - (B) 215-443-9300

### ADSO-PB

ROBERT H. NICHOLS  
1045 West End Boulevard  
Quakertown, Pennsylvania 18951  
Tel: (H) 215-536-3871

### DIVISION CAPTAINS

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II ..... FELIX MENDLA  
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IV ..... HARRY DAVID  
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### FRONT COVER:

Thomas Point Lighthouse  
Upper Chesapeake Bay  
See Story and  
additional pictures - Pages 12 & 13

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



Have you heard the saying that 10% of the people do 90% of the work? I hope you'll be pleased to know that is not the case with the Auxiliary. Quite the contrary. Look through your Directory and you'll see that the elected and staff positions are spread out among the members of the flotillas. Did you know that if we filled every elected and staff position with a different individual that would be 1797

people out of a total active membership of 2405? As I figure it, that's more than 10%. Let's take it a step further. There are 1574 staff positions alone! So, guess who's carrying the load.

Of course, many of our members are wearing two or more hats. To the best of the elected officer's ability, he should try to avoid the two-hatted syndrome. Allow others the opportunity to participate in a staff position. This doesn't mean you should take a new member and slap shoulder boards on him and declare him a staffer. But all new members can benefit from being assistants to staff officers. They can help with some of the work and learn the job as they go. After all, all of our staff officers learn the job through OJT (on the job training). I guess you all know that I think the staff jobs are the crux of our activity. Their relationship with each other can make or break a flotilla. All of our programs are interconnected. If one staffer isn't meeting his commitments it can impact on several others.

Staffers, you are our program managers, our experts, our advisors, and our doers. We need your views and suggestions. We need your reports to know what you think we should know. Your report is our best link with the membership. Your report can point out areas that need attention, not just for your unit but across the region. Without a report, how does the SO know how it's going? How does the DSO know? Of equal importance is feedback. When the SO and DSO get your report, they must analyse it and provide feedback. It is frustrating to keep sending in the report with no idea what happens to it. Is it read, filed, or trashed? As always, it's a two way street. If you want the staff to report up, you've got to report down. Staffers, you help us form our policies and procedures and we need your advice.

Staffers, we need you. In fact, we can't exist without you.  
LT Collin S. Campbell, DIRAUX 3SR

### DON'T WE KNOW IT!!

The typographical error is a slippery thing and sly, You can hunt 'til you are dizzy, but it will somehow get by. 'Til the forms are off the presses, it is strange how still it sleeps, It shrinks down in a corner, and it never stirs or peeps. That typographical error is too small for human eyes, 'Til the ink is on the paper, when it grows to mountain size. The boss just stares in horror, then grabs his hair and groans, The copy reader drops his head upon his hands and moans. The remainder of the issue may be clean as clean can be, But the typographical error is the only thing they'll see.

Robert P. Anderson, FI-43

(Reprinted from USCG 12th District Publication  
"WHISTLING BUOY.")

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



### FIRST IMPRESSIONS

The term PROFESSIONALISM has become a very popular word in the Coast Guard Auxiliary. It conjures up an image of someone who is highly trained in a particular specialty, pursues duties with enthusiasm and takes great pride in their work. Frequently, it is difficult to determine by appearance whether a person is or is not a professional in a given field. However, personal

appearance and adherence to accepted professional courtesies tell an outsider a lot about the individual. These FIRST IMPRESSIONS of our members are based upon the initial impression a member creates. An unkempt appearance while in an Auxiliary uniform creates an image of inefficiency and UNPROFESSIONALISM, and may be taken for a lack of personal or unit pride. Auxiliary members who lack the personal pride to tend to their own appearance and behavior are often sloppy when attending to their official duties. We must remember that to the public, we frequently are confused with the active duty Coast Guard and as such we all have a responsibility to live up to the proper image of impeccable appearance, proper military bearing and faultless deportment. When we wear the uniform we are on public display. Many more eyes are on us than we even think are observing us when we are in uniform.

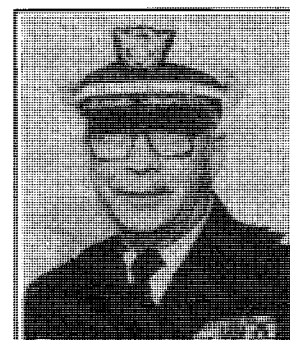
It rings true that flotillas whose personnel always look and act sharp, giving the appearance of being professional, can be

counted on to excel and be professional in their tasks. True Auxiliary professionals are proud of who and what they are as well as what they do. And I am proud to be associated with such individuals. For not only do they perform as professionals, they look and act the part as well. They routinely comply with all uniform and grooming standards and always stand ready to render the proper courtesies. We all have to be reminded of these things from time to time, no matter what our position is. It is easy to get caught up in the day to day details of our jobs and fail to take the time needed to tend to our personal appearance. We are all volunteers in this life-saving profession, but we have committed to maintain the standards as established by the Commandant. We all too often invoke the luxury of convenient excuses: "I'm too busy," or "I don't have time" or a host of other "reasons" why we have neglected our appearance. What we should admit is that we have not bothered to take the time.

It is important that each of us look and act like the professionals we are. Freshly shined shoes, cleaned and pressed uniforms, and the willingness to go out of our way to help others are the hallmarks of a true Auxiliarist. Whatever you do in the Auxiliary, your actions are a direct reflection upon yourself first and the organization second or vice versa. By taking and displaying obvious pride in your appearance and behavior, you ensure that the very critical FIRST IMPRESSION outsiders get of the Auxiliary is that of true professionals. Who knows, the impression you make could help others decide to join our organization. Remember, YOU NEVER GET A SECOND CHANCE TO MAKE A GOOD FIRST IMPRESSION!!!

Richard Raudabaugh, DCO 3SR

## FROM THE BRIDGE Update . . . . . Alexander M. Lewis, VCO



### PASSING THOUGHTS

When was the last time you met with someone in the local Coast Guard unit (the Regulars, or the Reserves)? They are all parts of the Coast Guard family, and it is good to meet and work with our "relatives."

Usually, the Reserves have their training program on the weekends, which ties in readily with the availability of most Auxiliarists. What can we do together? Where can they be of help to advance our training programs? We can take it a step further and say that many of our staff officers have parallel persons in these units. Would not an exchange of ideas and experiences be of great benefit?

Why not invite local Reservists to our unit meetings, be it Flotilla, Division, Area, or District? They could be invited to share in our training and in our fun. Some of us who have been at our specialty for a time could share our knowledge with our counterpart in the Reserve unit. Being a family member

means we travel a two-way street, and the trail we are blazing now will become an eight-lane highway.

The same thoughts apply to our Regulars. They are presently very much in attendance at Auxiliary meetings and functions. They are ready and have trained and indoctrinated some of our Auxiliarists. As a result, we have had Auxiliarists standing watches, and assisting in the activities of Group Cape May, Base Gloucester and Station Still Pond. Reach out and touch a family member.

Soon our main efforts will be directed to Public Education. In these latitudes the big push in Public Education is the fall program. This might also be termed "the dry land preventive SAR program." Promoting safety on the water is the prime mission of the Auxiliary, and it can be done most productively in our 12- and 13-lesson boating courses.

A great asset to our courses is that the great majority of the students who take them are responsible people. We should impress them with the fact that we are the exponents of safe boating practices and skills. The opportunity for one-on-one or small group contact is there. What better opportunity do we have to prevent accidents from happening?

Alexander M. Lewis, VCO 3SR

**ARE YOUR RESERVATIONS MADE?  
FALL CONFERENCE - SEPTEMBER 27, 28, 29**



# NOGI

Notes Of General Interest



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

Quotes  
Topside, FALL 1985

**UNIFORM SLIDE SHOW** - PDCO Bill Dischert has available for your viewing pleasure, a slide presentation showing all of the uniforms and how and when they should be worn. Includes ribbons and medals too. **CONGRATULATIONS TO COMMODORE DISCHERT on being appointed to National Staff.**

**MATERIALS** - The Materials people have a quick way to get name tags for only \$2.50 each. Also please order PE items on a separate form and include the stock number and item description on all Penalty Indicia labels above the name of the receiver.

**A HEADQUARTERS REMINDER** - Auxiliarists are reminded that their positions, whether elected or appointed, are known as offices. Auxiliarists should not identify themselves as having rank—i.e. Commander Jones/Captain Jones and should never sign correspondence indicating the signer possesses rank.

**FAREWELL!** My family and I would like to thank all the members of the CGAUX for making us feel part of the family. We will always remember the CGAUX. You have made this tour of duty a most enjoyable experience. Fair winds and following seas. Signed, YN3 Bob Fothergill. We'll miss you too Bob.

**ZIP CODE CHANGE** - Base Gloucester City and the Director's Office have a new ZIP code. It is 08030-9999. Please add the '9999' after the old ZIP.

**HEADQUARTERS LOOKING FOR LIVE ACTION PHOTOGRAPHS** - HQ needs color prints depicting the "Auxiliary in Action" in all programs. Prints should be mailed directly to Commandant (G-BAU-1), USCG Headquarters, Washington, DC 20593. Put your name, address, and member number on the back of each photo. Prints will not be returned so do not send negatives. Contest deadline is 31 December 1985.

**COMMERCIAL TOWING AND AUXILIARY FACILITIES** - ALDIST 153 (which the Auxiliary does not have) says that Auxiliarists who own commercial towing vessels cannot offer them as Auxiliary facilities.

**COAST GUARD UNITS AND THE BCQP** - All of the Operational Commanders, Group Cape May units, Base Gloucester City, Stations Barnegat and Beach Haven are doing a super job in training and qualifying of Auxiliarists. All will continue to provide training as CR, OP and CX. However, OP and CX qualifications will not be signed-off by the regulars when using Coast Guard boats (except for LORAN, RADAR, etc.). So if you want to be a crewmember (CR), you could go to a CG station and by demonstrating the tasks to be a CG QE, even on a CG boat, you can attain your qualification. If you want to go to operator (OP) or coxswain (CX), you can still get signed off for LORAN, RADAR, etc. on a CG 41 footer, but you would have to use an Auxiliary boat for all the underway tasks. The operational commanders do not believe that learning how to drive a 41 or 44 equates to an 18 to 30 pleasure craft. They'll still train and qualify Auxiliarists, but for OP and CX they want you to demonstrate your skill on your boat.

**WILMINGTON CONFERENCE** - Delaware sure can be proud of its first District Conference. Everyone had a super time. The training was great, the food was great, the rooms were great, the banquet was great, and the carnival was great. What really made the conference shine was that fact that so many flotilla members came and enjoyed the training and fellowship. The only reason we schedule the conferences around the region is to make it more convenient and less expensive for the flotilla member to attend. At every conference the training sessions, workshops, and seminars are for the flotilla members. The flotilla member is the heart and soul of our outfit.  
COLLIN S. CAMPBELL

C.G. Consumer Fact Sheet (Reprint)  
One of a series of fact sheets published by:  
U. S. Coast Guard  
Office of Boating, Public and Consumer Affairs  
Washington, D.C. 20593

## BOATING SAFETY HOTLINE EXPERIMENT

**What's the Hotline For?**  
The Coast Guard is conducting a trial toll-free Hotline for boaters. The purpose of the Hotline is to:

- Provide information on boats and associated equipment involved in safety defect (recall) campaigns for the past 5 model years. If you own a new boat or are buying a used boat and don't know if it's been in a defect campaign, you can find out, and get instructions on how to get the defect corrected.
- Take complaints about possible safety defects, or assist consumers having difficulty getting corrective action for a safety recall already announced.

The trial period, which will start on June 3, 1985 and run for approximately one year, will allow the Coast Guard to evaluate the need for a permanent Boating Safety Hotline.

**Who Can Use The Hotline?**  
Anyone with access to a telephone in the United States, including Alaska and Hawaii, by dialing the toll-free number:  
**(800) 368-5647**

The number for calls from Washington, D.C. area is 472-2385.

### When Can I Call?

A Hotline operator will be on duty Monday thru Friday, 8:00 a.m. to 4:00 p.m. eastern time. If the Hotline is busy when you call, please try again.

### Will The Operator Answer All My Questions?

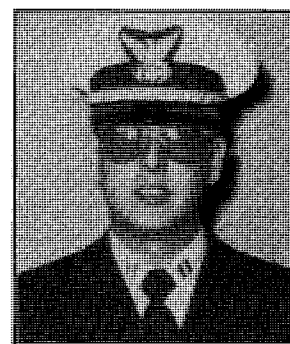
Yes, the operator will try to answer all questions. If the recall information is lengthy or complicated, the operator may take your name and address and send recall information in the mail.

If you want to report a possible safety defect, the operator will mail you a preaddressed, postage-paid form to fill out. This will insure that the Coast Guard gets the most complete information on the nature of the possible defect. Copies of all report forms will be sent to the appropriate manufacturers, who frequently take action on their own to correct the problem.

### What Consumer Questions Cannot Be Answered By The Hotline?

Sorry, the Hotline can't help the consumer resolve disputes with boat dealers or manufacturers about service or problems that do not involve safety; and the Hotline operator cannot recommend or endorse specific boats or product lines.

## ASST. DIRAUX Update . . . . . LT William Cherry, Asst. DIRAUX



As an 'ole' Warrant Boatswain buddy of mine always used to say as he dropped his can of beer, made his 15th consecutive error on the typewriter, spilled his coffee, or stabbed himself in the leg putting away his knife, "Ya jus gotta be smarter than the equipment your working with!"

There's a lot of logic in that simple statement, especially when your equipment is a computer named 'AUXMIS'...

**AUXiliary Mis-Information System**—just kidding! But, how you ask, can a mere mortal be smarter than a computer? That's easy—YOU ALREADY ARE! Even those of us who aren't geniuses can think . . . a computer can't. That's right, 'ol AUGGI AUXMIS is a slave to his/her programming. And, DO YOU KNOW what a computer and a keypunch operator have in common? *Neither can interpret.* Keypunch operators can type only what they see and the computer can record only what the keypunch operator types . . . the operator CAN'T tell that an unslashed 'O' (Oh) is really a '0' (Zero), that a '1' is really a 'l' not an 'I', that the last name 'JAMES' is really the member recorded in AUXMIS as 'JAMES JR', etc.

What all this means is that you can eliminate most of your own problems with AUXMIS by following a few simple rules:

1. Type or neatly print all information on your 'input' forms—don't make the keypunch operator interpret . . . they are notoriously poor 'guessers'! (Note added by your typesetter: - If you type 0's (Zeroes)-back space and slash them, and if you type 1's(ones) back up and underscore them—or do it by hand after you take the form from the typewriter. Even though the typewritten '0' and '1' (Zero and One) is different from the 'O' and 'I' (Oh and el) — reading the carbon copy in a hurry the operator may not readily distinguish the difference.)

2. When entering member numbers and last names on your 'input' forms, **double-check** both against a current AUXMIS printout to ensure that the information on your input is an **exact match** for what is already in the computer—don't make the computer guess . . . it CAN'T and WON'T!
3. Always review the keypunch copy of your input to ensure that it is legible prior to submission. Often, the original is as 'clear as a bell'; but, the keypunch copy is unreadable!
4. Finally, **think** about what you're doing when you are completing 'input' forms. Read and comply with the pre-printed preparation instructions on the form and/or in the "AUXILIARY MEMBER AUXMIS GUIDE" (COMDTINST M16790.2). Ask questions if you don't understand—don't you be the one doing the guessing . . . REMEMBER, your inputs create your own personal Auxiliary record and a small part of Auxiliary history!

In an attempt to help the membership with No. 4 above, your friendly and innovative Directors submitted the 'central core' of a proposed "Third Southern Region AUXMIS GUIDE" to all members of the District Board at the July District Conference. This guide is intended to explain the AUXMIS paperwork 'flow', delineate the responsibilities of all those involved, provide preparation and handling instructions for all AUXMIS inputs, and institute a system of checks and balances to ensure that "what we do and report is what we get." Watch for more information on this project after the review and comment process is complete! (Note: from an SO-IS point of view—hope the Captains will discuss the proposed system with them for comments—since they will be training the FSOs)

As a final note of interest, the AUXMIS keypunch 'log jam' has recently 'broken loose' . . . "swoosh!" Expect to see the numbers leap upward on reports dated after 31 July.

LT William Cherry, Asst. DIRAUX (Detached) 3SR

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



### ELECTIONS

Well, here we are again, coming down to the wire. Elections are coming up at this conference in Cape May. As you know, this is my last year as Rear Commodore West. This term of office over the past two years has been very enjoyable for me. I have traveled over the entire district quite a bit, met

some real nice folks and have had some real nice times. I would like to thank all of you for your help and support during my term. We have had some ups and downs, but all in all I think we are doing pretty well. We have lost a few flotillas and have gained one in the West. I know of plans right now in the making for at least one more and possibly two others. They may not

be chartered by the end of the year, but they are in the mill. These three are being worked on in the western area, and I am sure there are thoughts along the same lines for the Central and Eastern areas. We will all have to work together to support our growth.

I see signs in the background of candidates getting ready to enter the paddock for the coming elections; by the time this issue is in your hands you will probably have seen the signs as well. Whoever the next Commodore is in the West, I would hope we will all support that person as well as I have been supported. I'll still be running around the District, and if I can be of help to any of you, please feel free to ask. If I don't get thrown out of the office in Harrisburg, I'll still be in there on a daily basis, so give me a call if I can be of help.

Once again, thank you all for a most enjoyable term as your Rear Commodore West.

George J. Smyth, RCO-W



## PUBLIC EDUCATION

Public Education—When and where did it start and who were the people involved?

There was no organized classroom instruction for the public unless he (women were not privileged to be members of the Coast Guard Auxiliary until 1955 and "that other organization" is, even to this day, not accepting them wholeheartedly) was a member of a boating club or the Coast Guard Auxiliary which had classes in the various aspects of boating.

In the Nov.-Dec. issue of *Topside* appeared an article entitled, "A New Activity for 1948." (The year was, of course, 1947).

Quoting the introducing paragraph which states: "A general circular has been received from Captain C. A. Anderson, Chief Director U.S. Coast Guard Auxiliary which states:

"As a winter counterpart of Courtesy Boat Inspection, it is HQ desire that during the first week of January each year the Auxiliary inaugurate an educational program for the general public. In the form of a lecture series, the program is designed to fill the needs of the new and prospective boat owner. It should cover only the rudiments of small boat seamanship and should emphasize the practical rather than the theoretical."

The article outlines the ten (10) lesson course in detail and then outlines an eight (8) lesson course in "Preliminary Piloting."

The account continues: "Claude S. Brubaker, training officer for the Southern Area, 3rd Auxiliary District (sic) for 1948, is organizing a group of Instructors to handle the above program. Lectures will start in January and it is expected that they will be given at the Customs House, 2nd and Chestnut Streets, Philadelphia."

Most of the Instructors have "sailed Heavenward," Al LaSor, Claude Brubaker, W. Ross MacDonald, Ray Weldon, Charles L. Smith, and, possibly one or two others who escape my memory at this moment.

In the absence of any rosters of the classes of those days, it is difficult to recall all who participated. Bob Fairheller and your Historian fall into that group. The latter taught in his turn at the Custom House through 1952. Beginning in January 1953, the Essington Flotilla sponsored a Public Education course in conjunction with the Adult Evening School at Upper Darby High School. This was the second PE class in the Third District (Southern Area) and the first sponsored by a Flotilla, the one at the Custom House being a District Sponsored course.

Currently, there are several hundred PE classes being conducted throughout the Third District, Southern Region (the name has been changed slightly, but not the geographical coverage).

The fact that the statistics indicate a declining death rate as the result of recreational water activity is probably a good measurement of the value of our courses.

*John E. Johansen, PDCO, Historian, 3SR*



## Public Education . . . . . Alice Stamm, DSO-PE

Attention all Instructors: There will be a PE workshop on the new Coastal Piloting Course and on BS&S at the fall conference. This will be run by ADSO-PEC Walton Porter, and we all know what a good instructor he is. So mark the fall conference in Wildwood Crest on your calendar and come and learn from the best.

The following is a reprint from *Boat US* for all comms experts and instructors who teach Radio Telephone in our public education classes. Also of interest to all our boaters.

### "FCC ELIMINATES LICENSE FOR MARINE VHF RADIOS"

Boat owners no longer need to obtain a restricted radio operator's permit to use VHF radio. The FCC has changed its rules to eliminate the license requirement for maritime and aviation users. While boaters do not need a license for VHF operation on US waters, they still need a license for VHF operation outside the US and for "MF" and "HE" single sideband transmission in all waters. Since the permits were issued to anyone who applied, they were relatively meaningless and an administrative burden, according to the FCC.

Anyone desiring information on the Water 'N Kids program to start available instructors on their way to teaching our youth safe boating, please contact me and I will send you lots of information. Am planning a workshop in teaching Water 'N Kids at a future conference. Remember, the more children to whom we teach safe boating, the less uneducated adults we will have to put up with on the waters in future summers.

Have you ordered your books and pamphlets for your fall classes? Have you sent in your Intent To Teach Forms and notified *Boat US* in writing.

See you all in Wildwood Crest where we always have such a good time.

*Alice Stamm, DSO-PE 3SR*

## TRUE FRIENDS OF THE AUXILIARY

Recently DCP Mike Deitzler and VCP Frank Taylor were treated to a very educational tour of the Safe Harbor Water Power Corporation facilities. The hydroelectric power plant, located at Conestoga, PA, is currently undergoing a \$120-150 million dollar expansion. The power plant has been producing electricity since Dec. 7, 1921. The water held back by the dam creates Lake Clarke where Division XIV operates Susquehanna Base. The lake is approximately ten miles long and covers an area of 7,360 acres.

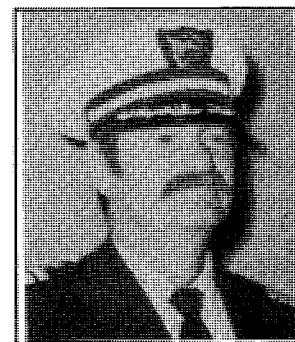
Messrs. Chubb and Feller have long been Friends of the Auxiliary. The Safe Harbor Power Corporation has provided many invaluable services. The Corporation has provided us with a base to operate from, launch and haul-out our docks annually, empty trash, mow grass and keep asking us what else they can do for us. They also promote the Auxiliary through their many brochures. They have supported the Auxiliary in every way and are truly providing a service to not only us, but the boating and fishing public.

I don't think anyone would deny that they are true friends of the Auxiliary.

*Mike Deitzler, DCP XIV 3SR*

*Pictured left to right: Mr. William B. Feller, Superintendent of Property; Frank J. Taylor, VCP, Div XIV; Mr. Donald B. Chubb, President and Chief Executive Officer; Michael R. Deitzler, DCP, Div XIV.*

## FROM THE EAST Update . . . . . William Pierce, RCO (E)



Everyone knows that the one most important job in the Auxiliary is the one they, themselves have. This is a very true statement. Without you doing your most important job, the Auxiliary would be no more. Now that we know this, what do we do? First, we make sure we thoroughly understand what is expected of us in the job. Second, we make sure we know our job as well as we can. i.e., If you are a staff officer—let's say VE—know the book inside and out. So you can answer any question an examiner might ask you. If you are PE staff—know what courses there are to teach to meet different circumstances. Plan at least 6 months ahead. Work closely with the MT staff to make certain your instructors are the best. If your job is "Instructor," know your material. Study

from texts other than Auxiliary. Be prepared to teach. Practice both in front of your family at home and in front of your Auxiliary family at the flotilla. Accept constructive criticism and advice.

No matter what staff job you have, understanding it is half the battle.

If you are an elected officer (the one in charge of the paper work *Ha, Ha*), pick the best person for that staff job, not your friend who might not be the best. Be on top of everything. Know who is doing what and when it should be done. And don't forget—DONE means that the paper work is in.

Commodore McIntosh likes to say "Sometimes the most important person in the flotilla is the guy or gal who turns on the heat and brings the hot dogs. Without them it would be a cold and hungry meeting."

Remember each and every job in the organization is the most important. So let's all do ours to the very best of our abilities.

Let us maintain our high standards and keep the U.S.C.G. Auxiliary the best service organization in the world.

*Bill Pierce, RCO-E, 3SR*

## FROM CENTRAL Update . . . . . Nancy K. Davis, RCO (C)



A little seed lay in the ground And soon began to sprout: Now, which of all the flowers around, Shall I, it mused, come out?

And so it criticized each flower, That supercilious seed, Until it woke one summer hour And found itself a weed.

By grace one day I came to see That it would wiser be To cease my criticizing "them" And right what's wrong with me.

If you cannot work cooperatively with fellow Auxiliarists, it will be difficult for you to do your job. You need their cooperation and they need yours. I believe that members who leave active membership had learned the technical skills they needed to be good Auxiliarists but were unable to form satisfactory relationships with others in the organization. There are simple principles to be learned from experts in human relations.

**EXPRESS AN INTEREST IN OTHER MEMBERS.** Almost everyone is self-centered to some extent. Cultivate relationships in your flotilla. Ask questions about their boat, their family, and their Auxiliary interests. But, remember there is a fine line between honest curiosity and snooping!

**BE A GOOD LISTENER.** After you ask questions, listen to the answers. Really listen! People often take turns talking rather than listening to each other.

**BE COURTEOUS.** Many people are rude both in business and in the Auxiliary. When you show common courtesy to fellow humans, you will gain their respect and support. Always answer memos and letters and return telephone calls.

**MAINTAIN HONEST AND OPEN RELATIONSHIPS.** When you are asked questions or asked for your opinion be frank, but be tactful too.

**BE AN OPTIMISTIC AND POSITIVE PERSON.** Everyone knows you attract more flies with honey than with vinegar. Fellow Auxiliarists are likely to solicit your opinion or offer you help when you are perceived to be a cheerful person. Chronic complainers are a drag on the morale of other Auxiliarists. With a positive attitude you'll be asked to be the first to try out new techniques and procedures.

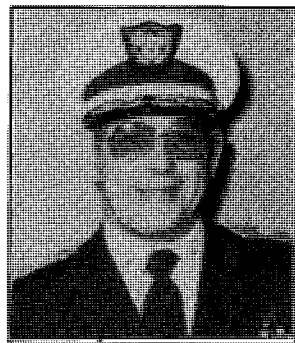
**DISPLAY A HELPFUL, COOPERATIVE ATTITUDE.** Many jobs require teamwork. Our organization is designed with cooperation in mind. If members do not cooperate with each other, the total system breaks down. Not everyone is concerned about a smooth functioning organization, but they do want cooperation from you.

**BE A TEAM PLAYER.** Promote the team concept, give information and opinions to other Auxiliarists, and touch base with them on important issues.

**USE REALISTIC COMPLIMENTS AND GIVE OUT RECOGNITION.** Paying a compliment is positive reinforcement. When a member is rewarded for doing something, the tendency to do it again will be strengthened. Be sure that your compliments are sincere; express your appreciation, and write thank you letters.

Getting along with fellow Auxiliarists is important in performing your job satisfactorily. The above strategies and tactics for getting along with people will help retain Auxiliarists. Try 'em, you'll like 'em!

*Nancy K. Davis, RCO-C 3SR*



Planning and arranging for our Fall and Winter Public Education Classes is a most important and ongoing project for each Flotilla in our District. To be totally successful in this endeavor requires the involvement of all members. From past experience most of us realize this is no easy task. Following are some items to consider when setting up classes:

1. Have we included in our advertising dates-times and places of our classes?
2. Do we have firm commitments for ample classroom space?
3. Have we compiled a list of all our instructors and have they been assigned the classes and dates they are to teach?
4. Is our inventory of BS&S and S&S books sufficient to insure all students in the class have the opportunity to purchase these books at the beginning of the class or will we be one of the unfortunate flotillas that have to try to acquire additional books from other flotillas if the National Store is in short supply?

After the above and other details not mentioned here have been taken care of, we can breathe a sigh of relief. Right?—Not entirely. As all active Auxiliarists know we still have some free evenings left in the week.

So we can now concentrate on increasing our own Auxiliary education by pursuing our specialty courses to attain AUXOP status. We also will probably want to get involved in the AUX-LAM program and the classroom portions of the BCQP program.

If you have taken the time to read this article, you must agree your Auxiliary offers ample off-boating season activity to keep you busy while waiting for next season's Operational activity.

Bob Wecker, IPDCO 3SR

### IT'S ELECTION TIME AGAIN!

The following two articles were reprinted from USCGAUX 9th District East Publication EASTWIND since they contain some very worthwhile suggestions regarding election of officers.

"We are approaching the time of the year when the Commodores, Captains and Commanders are elected. The ultimate success or failure of a unit depends on the selection and support of these elected officers.

How are we selecting our elected officers? First, he/she must be a leader. Second, he/she must know, understand and actively support the Coast Guard Auxiliary aims and purposes. Third, he must be noncompromising in his judgement and fair in his decisions. Fourth, but not least, he must have the time to use these in the performances of his office.

It is a big order. The Auxiliary is fortunate to have a sprinkling of these individuals. It is interesting that those having these characteristics are not always the ones running for elected office. It is up to you to seek out and convince these individuals to submit a nomination request. This is NOT the path of least resistance, it requires effort. you may be that individual.

Remember, every Commodore was a Captain and every Captain was a Commander.

A.J. Albrecht, RCO (9ER)

A goodly number of our past Division Captains and their ladies attended the July meeting of the PCA at the Wilmington Hilton on 28 July.


We had the pleasure of having as our guests, the Conference's main speaker, Senior Reserve Officer, Atlantic Area, Rear Admiral Douglas W. Fredricks, USCGR, and his wife Pat.

Our 1984 AIM candidate, Robert McKenna, has had an active summer. As reported in the Summer issue of TOPSIDE, Bob received his appointment to the Coast Guard Academy. The presentation was made by Captain Dan Charter. Bob's high school crew, representing Monsignor Bonner High School, won the National Schoolboy Rowing Championship. As a result the crew received an invitation to the Shamrock Games in Ireland in late June. According to a note received by PDCO John Johansen, Bob is at present getting squared away at the Academy.

In 1985 the PCA is sponsoring another candidate for the AIM program. Todd Laskey of North Cape May, NJ is our selection—we wish him well.

Our breakfast meetings continue to be a great chance for discussion and fellowship among those who have served as Division Captains. The practice of registering for the PCA meeting at the Conference is leading to some confusion. One of these days we won't be able to take care of last minute breakfast requests. To better plan our program we will include space for registration for the PCA meeting on the Conference registration form. Also, it may be that the tickets for the PCA meeting will be in the envelope that you receive when you register for the Conference.

John McIntosh, PDCO 3SR, PPCA



**NEXT TOPSIDE DEADLINE**

**OCTOBER 30**

### YOUR TURN IN THE BARREL

Now is the time of year that we are looking for candidates to run for our elected offices. All too often a candidate is picked simply because it's his or her turn in the barrel!

What should we be looking for when we are selecting our candidates?

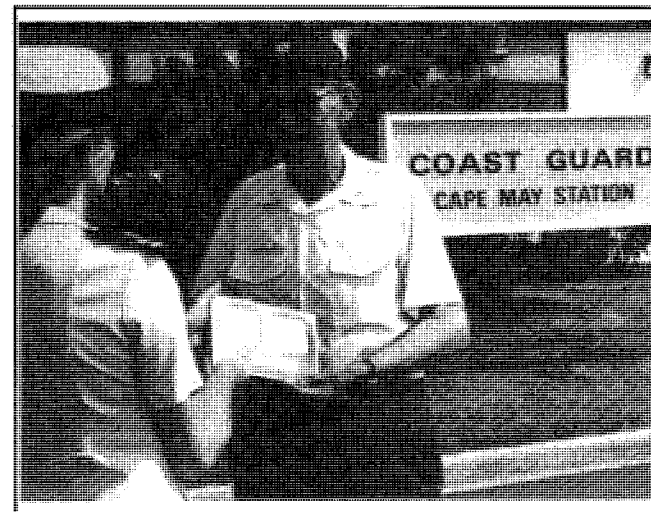
1. The most important is someone with a positive attitude about the Auxiliary, its goals and programs. Someone who really believes in the Auxiliary.
2. Someone who is a leader. Someone who is capable of motivating people.
3. Someone who likes and knows how to work with people.
4. Someone who knows how to manage people and programs.
5. Someone who is willing to take on responsibility and to make decisions even when they are not popular.
6. Someone with integrity.
7. Someone who is willing and able to give up a lot of time for the Auxiliary.
8. Someone who has the support of his or her family behind them and their work in the Auxiliary. All too often when this doesn't happen the Auxiliary can cause family problems and nothing is worth that.
9. Someone who knows the Auxiliary; who has an indepth knowledge of how it works and how to work within its structure.
10. The individual should have good working knowledge of the AUXMIS System.

An elected officer should consider all of the above when selecting members for his or her staff.

L. Wargo, DCP III (9ER)



Left to Right LT Brice-O'Hara, Mr. Gordon Lusky and Mr. Daniel Beall



Above Mr. James Ristine receiving award at Cape May Station

### COAST GUARD AUXILIARY AIDS LOCAL COAST GUARD STATION

The Coast Guard Auxiliary was established by Congress in 1939 as a non-military, voluntary affiliate of the Coast Guard. Although first called the Coast Guard Reserve, it gained its current name in 1941 when Congress created a military Reserve. The purposes of the Auxiliary are fourfold. Set forth in Title 14 of the United States Code, they are:

1. To promote safety and to effect rescues on and over the high seas and on navigable waters;
2. To promote efficiency in the operation of motorboats and yachts;
3. To foster wider knowledge of and better compliance with the laws, rules and regulations governing the operation of motorboats and yachts; and
4. To facilitate other operations of the Coast Guard

The primary service performed by the Coast Guard Auxiliary is the indoctrination of owners and operators of small craft in safety requirements for the operation and navigation of their boats. A secondary purpose is the utilization of the Auxiliary craft and personnel, with suitable training, in carrying out selected duties of the Coast Guard.

An example of the contributions of local Auxiliarists was recognized recently at Coast Guard Station Cape May. Mr. James Ristine, an Auxiliarist, and Commander of Auxiliary Flotilla 8-6, Avalon, NJ, was honored for service to the Station from October 1984 through May 1985. In this time, Mr. Ristine spent one and frequently two days a week, manning the communications watch at the unit. He is interrupting his service to Station Cape May to begin similar duties at the Coast Guard's summer search and rescue detachment at Townsend's Inlet Station.

Two others who are continuing to supplement Station Cape May's workforce are Mr. Daniel Beall, a member of Auxiliary Flotilla 8-3, Wildwood, NJ and Mr. Gordon Lusky, a member of Auxiliary Flotilla 8-6. Mr. Beall spends two days a week at the Station, and in addition to communications responsibilities, oversees the inspections of private aids to navigation. Mr. Lusky is on the radios one day a week. On weekends, all three might be found variously involved in other Auxiliary functions such as, Courtesy Marine Examinations, underway on search and rescue patrol, or on the mike of the radio stations owned and operated by the Auxiliary.

Note: The above article along with pictures was a News Release issued by USCG Station Cape May.

### QE - PROGRAM SCENES - CAPE MAY - JUNE 8, 1985



## HELO DEMONSTRATION — LAKE CLARKE

The principals for this event were—U. S. Coast Guard Air Station, Cape May, NJ, U.S. Coast Guard Reserve and the U. S. Coast Guard Auxiliary—THE COAST GUARD FAMILY.

A lot of planning went into making this a very successful day. Father Gross from Flotilla 14-1, Lancaster put up a weather flag and a prayer and we had a beautiful day. The entire event started off with a letter to request permission from the Director Detached, LT Cherry. Next a letter went to CPO Dickey, Cape May Air Operations. From there it was a matter of writing letters and filling out forms for the Coast Guard and the PA Fish Commission. LCDR Thomas King was our primary contact at the air station. We discussed the event and a committee was formed. The PA Fish Commission was asked to be a part of the committee. Waterways patrol officer Brian Burger attended our meeting and expressed his concerns and suggestions. We also had assistance from C.A.P. in the person of Rich Hamm. Rich is an air traffic controller and provided the pilots with the necessary navigation information. Contacts were made with the Safe Harbor Water Power Corporation, Township Supervisors of Lower Windsor as well as their Chief of Police. State Senator Brightbill and Congressman Goodling were invited—the latter unable to attend due to a busy schedule. Lake Clarke Rescue Inc. again assisted us on the water in keeping the boaters out of the operating area. The Craley Fire Company and Ambulance Association provided coverage in the event of an emergency. Everyone did a super job.

The helo was piloted by LT Bart Kolb and co-pilot ENS Cynthia Axell, crew member Petty Officer Fowler. Flying in the bag, due to a SAR case just prior to departing for our event, LCDR Thomas King. I was able to learn Mr. King's parents' address in the Harrisburg area and invited them.

The event was attended by many friends of the Division. Commodore Raudabaugh and Juanita, The Nichols, The McCabes and Auxiliarists from as far away as Wilkes Barre attended. CAPT William R. Babineau, USCG Reserve and his wife also attended, as well as two USCG Reserve petty officers from Gloucester City.

The public as well as Auxiliarists had a unique opportunity to talk with and have explained the operation of the helo and actually sit in the pilot's seat. Senator Brightbill's sons got a very good explanation from LT Kolb.

In addition to the helo, the plentiful food and friends of the Auxiliary—Henry Reeser, BCQE, did a dock side demo of the dewatering pump and gave a demonstration of throwing life rings with participation of some of the Auxiliarists present. At the conclusion of the event the Lower Windsor police gave a talk on their anti-drug program and performed a demonstration with their specially trained dogs.

The event was video taped and can and will serve as a training aid in the future.

Three on-the-water helo demos were performed; a simulation of the extraction of an injured person by the basket to the helo; an actual extraction of a person (namely Mike Deitzler who was on reserve duty for this event) from the water by basket; and last the extraction by use of the platform while the helo demonstrated its amphibious capabilities.

The crowd was estimated at approximately 1000 ashore and 300 boaters afloat. LT Cherry authorized an additional vessel for patrol that day and with the assistance of the Lake Clarke Rescue personnel, we had excellent coverage of the area.

Mike Deitzler, DCP XIV 3SR

Pictures to the right show:

Top: Helo arriving and

Bottom—the victim (Mike Deitzler) in the water.

## ALL IN THE FAMILY

THE COAST GUARD FAMILY, THAT IS! The Coast Guard Mutual Assistance Fund is a prime example of the Family concept whereby each member can contribute to the Fund and in turn, if need be, can also be the beneficiary of the Fund.

You folks in Third Southern have every right to feel proud for out of total contributions of \$3000+, the Auxiliary contributed approximately 33-1/3%; the Reserves 17%; and the Actives, the remaining 50%.

OUTSTANDING! When I look at these figures, I believe that we can and will beat the Active Coast Guardsmen in their contributions next year. Don't you agree?

Do you know that each active Auxiliarist can participate in two (2) very important segments of the Fund program? Read on and learn about this: Under EMERGENCY LOANS, Basic Maintenance Loans are available for those who suffer sudden financial loss; Emergency Transportation Loans available in the event of serious illness; Emergency Travel Assistance Loans available for family members at time of illness. Also, a Temporary Income Supplement Loan is available in the event a paycheck is lost, stolen or delayed.

The second segment is the Admiral Roland Student Loan Program which provides up to \$12,500 for Undergraduate, Postgraduate or Vocational Education.

In addition to the foregoing, the Active Regulars have the availability of a Housing Assistance Program to help with closing costs or Security Deposits on Rentals, as well as a General Assistance Program which helps with Funeral Expenses; Extraordinary Medical or Dental Costs; Debt Consolidation, and Household Goods Loans.

Remember: all that you gave is tax deductible—but more importantly "Earth's great treasure lies in human personality and that service to humanity is the best work of life."

You are helping out someone less fortunate than yourself and there but for the Grace of God go you!

Russ Appler, DCO-AIDE 3SR



## Vessel Examination . . . Edward W. Rearick, ADSO-VE

Don't your friends deserve the very best? You might say that's a foolish question to ask. Or is it? I've spent many hours wandering from marinas to launching ramps looking for that elusive mariner, the one whose vessel needs an examination and when you find him, he says "But So & So always examines mine." Well So & So isn't there and you are! So you turn on your best charm and just pass the time of day. Suddenly the ice breaks and the elusive mariner says "Well as long as you're here, you might as well *Inspect* my boat." You break out your 2901 and start going down the list. Lo and behold you discover the numbers improperly spaced, or was it the discharged extinguisher, or maybe it was the soggy PFDs, or the long expired visual distress signals. The list could go on but you know what I mean. When you're done you explain what you found and why you cannot award him a decal only to receive the reply "Well So & So passed it last year."

Sure So & So passed it. After all he is just a slip or two away, an old buddy. He knew you would correct your deficiencies before the year was up. After all, you are a safeboater, right? Somewhere down the line we VEs are not getting our message across. We can't give preferential treatment to anyone. Ultimately their life may depend on it.

In a meeting I attended recently, I heard remarks that certain law enforcement agencies do not acknowledge the Auxiliary CME decal. They want to check the boat themselves. Have we devalued the Seal of Safety trying for some personal gain? The Auxiliary has worked long and hard to gain respect for their safety program. We must get the message across to our Courtesy Examiners before it is too late. That Seal of Safety means just that.

Edward W. Rearick, ADSO-VE

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

It becomes increasingly difficult to talk to Vessel Examiners without the subject of losses in CMEs and apathy among the examiners coming up. The causes for the negative numbers are as varied as the suggestions for reversing them.

With current statistics, we have ample ammunition for the harbingers of doom to take shots at our "Shaky & uncertain future." Even though we are ahead of last year, we are still down from previous years. I readily agree CMEs have been on a downslide, but it is not necessarily an unhealthy situation.

We often profit more from our enemies than by our friends. We owe our success to opposition. We shouldn't think badly about members who predict a dim future. If they didn't have concern, they wouldn't be worried about the trend. Apathy is our most feared internal enemy; since mankind has always tended to rise to a challenge, the losses we are encountering make for opportunities for those willing to meet the challenge. Consequently, the negative predictions produce a positive effect on an inspired member. Fortunately, we have many in our midst who will not shrug it off with "So what?". The frustrating cliches that perpetuate stagnation such as "We never did that before . . ." cannot be accepted by concerned examiners.

Will the program produce more CMEs? Only time will tell. I don't advocate change for change's sake, but we must try things that are new. We can judge whether our ideas are good or should be used as a lesson and move on to greener pastures. But let us judge AFTER a well-thought-out idea has been tried, and not condemn it without a fair trial.

The opportunity for imaginative exciting thinking is upon us. Let us not fail to take advantage of this time to strengthen our organization and the numbers will take care of themselves. you CAN and WILL make the difference.

George Brouse, DSO-VE 3SR

## THE WATCHFUL EYES OF THE CHESAPEAKE

In a recent patrol assignment in the Upper Chesapeake Bay the GeeGee, patrol skipper Harry Harrington and Crew Members Geneva Harrington, Richard Hudson, Warren Connor and Bill Walsh, all members of Division I were accompanied by a field reporter, Kimberly Hook, from *The Mariner*, Elkton, MD. with the permission of CG Group Baltimore. A very nice article with the same title as above highlighting the Auxiliary and Auxiliarists was published in the *Mariner* under date of July 5 1985 and by-line of Kim Hook. Below are some excerpts from the article.

"Coast Guard Stillpond. Coast Guard Stillpond. Coast Guard Stillpond. Be advised. This is Coast Guard Auxiliary Patrol 465. We have toured the lower end of the Sassafra. All is quiet and clear. Request permission to secure . . ."

These were words spoken by Dick Hudson as he closed out another patrol on the Sassafra last Saturday at about 7 p.m. Hudson was part of Patrol 465 which left Duffy Creek Marina Saturday at about 10 am to report for duty at 11. With the exception of one tow and a request to one boater not to dangle her legs over the side of her sailboat (if she had fallen she could have been seriously cut on the motor props) it was a pretty quiet day.

But Hudson like the other four crew members has seen a lot of days that weren't so quiet in their long tenure with the Auxiliary.

Dick Hudson has served on Auxiliary National staff for the past eight years and is a past rear commodore of Third South-

ern. Over the years he has written several textbooks primarily used for Auxiliary training courses and portions adapted for public boating courses. He also teaches radio communications, marlinspike seamanship and a beginning course in meteorology.

Harry Harrington has served 17 years with the Auxiliary. He is currently a communications staff officer in Division I. Harry's specialty in the Auxiliary is teaching engine maintenance and also marlinspike seamanship.

Harry's wife Geneva although always helping her husband with the paperwork of the Auxiliary did not become a member until 1980 so that she could patrol with him in their boat. She now has 2 more sessions to complete her Boat Crew Qualifications Course.

Warren Conner is commander of Flotilla 1-4, joining the Auxiliary in 1980 and teaches sailing, piloting and meteorology as well as Water 'N Kids.

Bill Walsh is Vice Commander of Flotilla 1-1 and joined the Auxiliary three years ago."

The above are only brief excerpts from the article which goes on to describe all the members personal accomplishments as well as Auxiliary participation and was accompanied with several pictures of the crew members. A truly nice tribute to the Auxiliary and its members and their many accomplishments.

submitted by: H. A. Harrington, SO-CM Div.I, 3SR



## A WEEKEND AT THOMAS POINT LIGHTHOUSE

If it's different and you are qualified, **GO FOR IT!** That is what Phil and I did.

A visit to Thomas Point Lighthouse in the Upper Chesapeake Bay was a unique experience. We learned of the possibility of weekend work at the lighthouse from LT Sue Kenner at an operational meeting at Curtis Bay. To be qualified for such an assignment, you must be a Comms expert and have government clearance. We both met those requirements and had a curiosity about life on a lighthouse. Since Thomas Point Lighthouse will only be manned until October of 1985, at which time it will be automated, it was now or never.

The weekend of June 7, 8, and 9 was the one we selected for our duty. We arrived at CG Station Annapolis in time to meet the new OIC as his change of command had taken place that morning. We were put aboard the 41 footer with all our luggage, and taken out to the lighthouse. Guests must bring their own linens and all the food for their stay. Upon arrival we were greeted by MK2 Scott Metzbowler.

There are two "coasties" on the lighthouse at a time, and they share the responsibility in 12-hour shifts. They are on a food allotment and bring all their food for a two week stay. Their tours are two weeks on and two weeks off. Annapolis boats deliver and pick up their mail on an irregular basis. They have a 14-foot recreational boat that hangs on davits from the lighthouse. They can use this boat to go into shore for extra supplies.

Both "coasties" on duty at the time of our weekend were from the local area. In addition to Scott, SA Steve Johnston shared the assignment.

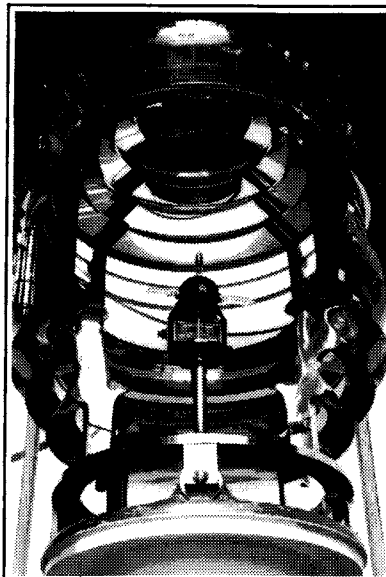
Inside the lighthouse there are two bedrooms, each with two beds, bureau, hanging lockers and shelves. We were assigned to the upper bedroom, and during our stay Scott and Steve shared the downstairs bedroom.

The lighthouse is entered through the galley which is well equipped with a 4 burner stove and oven, a microwave oven, a freezer, and a refrigerator with freezer top. There were the usual cabinet space, and pots and pans, many of which are hung on the wall near the stove. A table and chairs finish out the galley.

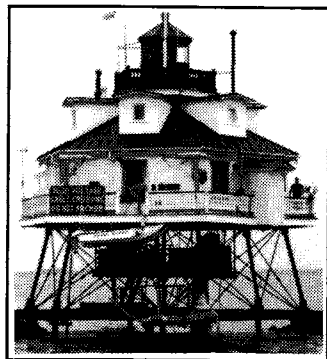
Off the galley are two other rooms - a tool room containing tools, electrical controls, osmosis machine for turning 12 gallons of sea water into potable water every hour. Also two water storage tanks, plus a generator in case they lose power. The power is run under the water from a point one to one and a half miles from the lighthouse. Even though the cable area is marked "High Voltage No Anchoring," boaters sometimes do not obey the signs, not realizing they could pull up the cable with their anchor.

The other room off the galley is an all purpose room: Radio, Television and living room. There is also a complete head with washstand, shower, hot water heater, storage places, etc. The head itself is an incinerator into which you place a plastic bag before using and when flushed the bag and its contents are incinerated. No pollution.

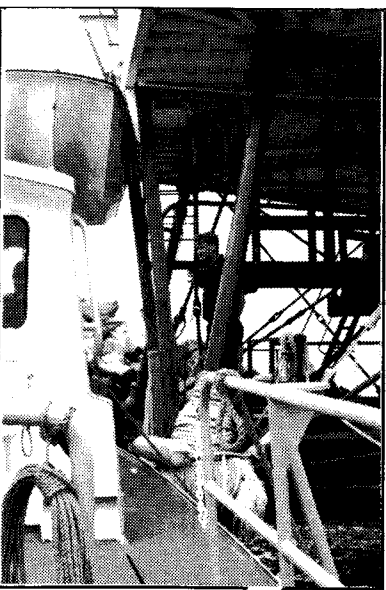
Upstairs is the second bedroom, and a weight room—both with closets. From this floor a staircase leads to the light itself. A small door opens to crawl through and walk around



The Light



The Lighthouse



The 41 Alongside

the upper level of the light. Inside the light resembles a cross with a light bulb at each end. When one bulb burns out, the next one moves into place. If needed there is another piece that fits into the center of the light and uses kerosene. The light is not quite as bright with the kerosene, but is still there for mariners to see.

The light is turned on one half hour before sunset and turned off one half hour after sunrise. During this time the light is timed every hour with a stop watch. It must be exactly 18 seconds for 3 flashes. 17½ seconds will not do and the light is adjusted until it is 18 seconds on the button.

The fog horn is turned on from the weight room on the second floor. Anytime there is less than five miles visibility it goes on. It sounds four times a minute for about two seconds each time. The first morning of our stay it went off at 0600—a shocking way to be awakened. The second morning we were up and perking at 0625 when it went off. The foghorn is located on the upper level outside and below the light.

Another service offered by the "coasties" covers requests from passing ships for Radio Beacon Calibration. They give 3 long and 3 short blasts and the machine is operated from the Radio Room.

A log is maintained that records the weather details which are transmitted by radio Channels 8323 to Group Baltimore every three hours, copied (or repeated) by Annapolis CG Station. In addition to the weather details which consist of water and air temperature, height of waves—how many seconds apart, wind speed and direction and air pressure, the log records each time the light is turned on and/or off and checked as well as the turning on and off of the foghorn.

Other duties of the men stationed there include helping locate boats that might be in the area and maintenance of the lighthouse itself. While we were there they were burning and scraping paint off the outside in preparation for repainting.

Recreation is cable television, reading and the weight room. They can also fish or crab off the lighthouse. There is a grille outside to cookout if it is not windy. They can also sun bathe on the lower level. At any time they leave the radio room they have a portable radio to take with them.

While we were there Phil and Steve cooked and we enjoyed crabs caught in a bucket the night before. We also had a visit on Saturday from the new operational officer, Group Baltimore—James Blythe, and his lovely wife, Robyn. They were given a tour of the facilities and visited with the men on duty at the time.

The lighthouse was built in 1874, and although it will be automated in October, it will still be manned through the winter to be certain all is working well. It is a shame to see these old traditions being done by machines instead of humans. A weekend on the lighthouse is a glimpse into the past and the romance of lighthouse keeping.

Sunday after lunch Annapolis sent out the 14 footer for our return trip. It was nothing like the luxury of our trip out on the 41,

believe me. We had one to one and a half foot waves and winds, so you small boat handlers know what kind of a ride we had back.

The OIC of Thomas Point Lighthouse is BM1 Frank Remaly with 23 years of service in the Coast Guard. On tour with him is FN James Rea with four years experience.

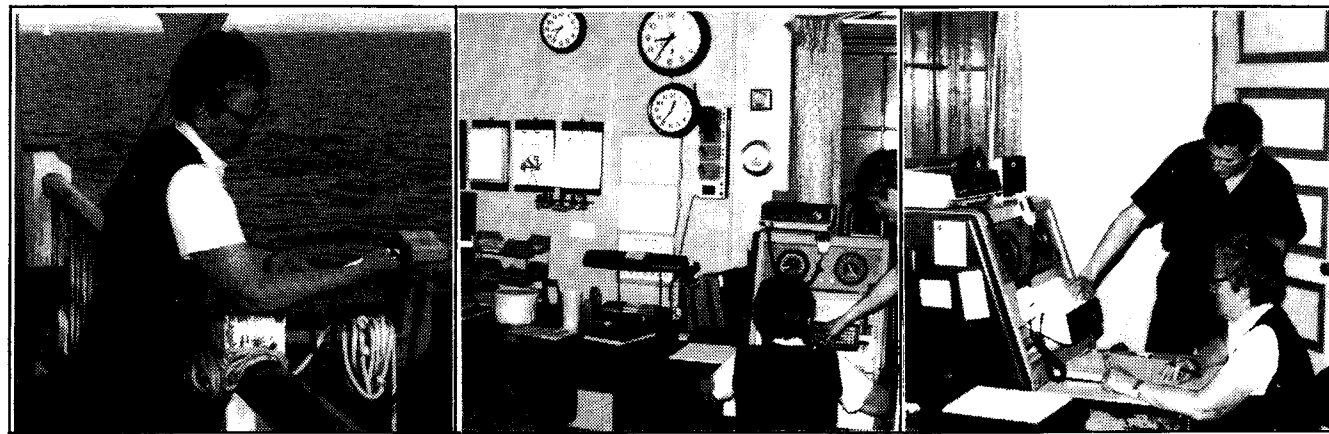
It was an interesting and enjoyable experience, and the hospitality of Scott and Steve during our visit was outstanding. We worked long hours to try to give them a break from their duties and it was appreciated.

Alice Stamm, DSO-PE 3SR

A few additional scenes taken during the weekend



Above on the 41 and below manning the equipment



**MAKE YOUR RESERVATIONS NOW!  
FALL CONFERENCE - SEPTEMBER 27, 28, 29**

Update . . . . . Phil Stamm, Conference Coordinator

### ANNUAL 3SR SEPTEMBER CONFERENCE

Our next Conference will be held at The Grand Hotel, Oceanfront at Rochester Avenue, Wildwood Crest, New Jersey on September 27, 28 and 29. Much has been planned for your education and interest at this Conference.

Four Workshops are in the works—Career Candidate including the new RAP program, Public Education (what better time than just before you start Fall classes), Member Training (all the latest ideas from the ADVIT class), and Growth and Retention (How to get 'em and keep 'em). We all can use some of the information given out by the experts.

We will have the famous chicken barbeque at lunch at Eleanoris Beach (weather permitting). And the highlight of the luncheon time will be a "T-Shirt Parade" for everyone. So bring along your T-Shirt with the whackiest, craziest, funniest, silliest (and/ any other "est" you can think of) quotation, saying or illustration—get into the Parade. There will be a prize for the "Most Original" T-Shirt presented. We leave it up to you—let's make it fun for the participants and the audience alike. Now might be the time to wear the one you have been hesitating to wear before.

Since we will have no formal classes in the afternoon we are, with the help of Group Cape May, preparing an afternoon presentation that will top all. That is all I can tell you at this time.

Please get your reservations into the Hotel as soon as possible. They will hold our block until September 2, 1985 and after that you are on your own—first come, first served.

The rest is now up to you. If you haven't sent in the forms for registration passed out at the Area Meetings and sent to your commanders, DO IT NOW! Time's a waste'n! The schedule for *Topside* was very tight and you will be receiving this at the last minute—so call in by phone if necessary— but get those reservations in.

ALSO please note—NO MEAL TICKETS WILL BE SOLD AT WILDWOOD CREST. We must notify the hotel and the barbeque supplier several days in advance of the conference. So please get your meal reservations to me before September 20th.

Don't miss out on one of the best Conferences the Third Southern has ever had. Talk to someone who has been attending—we not only acquire education—we have fun!

Phil Stamm, Conference Coordinator 3SR

**1985 SEPTEMBER CONFERENCE**  
**3rd DISTRICT SOUTHERN REGION — U. S. COAST GUARD AUXILIARY**  
**27, 28, 29 SEPTEMBER 1985**  
**THE GRAND HOTEL, WILDWOOD CREST, NEW JERSEY**



**SCHEDULE OF EVENTS**

Registration Desk.....Lobby.....Friday.....1500-2000  
 Saturday.....0700-1130  
 District Store.....Saturday.....1000-1600

**FRIDAY, 27 SEPTEMBER 1985**

1930-2100 District Board Working Session  
 2000-2100 District Staff Meeting  
 2130-?? No Host Get Together

**SATURDAY, 28 SEPTEMBER 1985**

0800-0815 Opening Ceremony  
 0815-1200 District Board Meeting  
 Elections -First Item on Agenda  
 0830-1000 Member Training (MT) Workshop  
 0830-1000 Career Candidate (CC) Workshop  
 0930-1100 Ladies Program  
 1000-1200 Growth and Retention (GR) Workshop  
 1000-1200 Public Education (PE) Workshop  
 1230 Picnic .....Electronic Beach (Weather Permitting)  
**"T-SHIRT" PARADE - Everyone Eligible - (See details in writeup on page 13)**  
 1400 Cape May Base Surprise Presentation  
 1830 Cocktails — No Host Bar  
 1930- Banquet  
 2100 Evening Entertainment

**ALL  
 MEETING OR  
 ACTIVITY ROOM  
 LOCATIONS  
 TO BE POSTED  
 IN  
 HOTEL  
 LOBBY**

**SUNDAY, 29 SEPTEMBER 1985**

0900-10:30 Past Captains Association Breakfast/Meeting  
 (Members and Spouses only)

**MENUS**

**PICNIC LUNCHEON**

Barbeque  
 ½ Barbequed Chicken  
 ALL  
 The  
 Fixin's  
 Beer, Soda



**BANQUET**

Entree: Stuffed Pork Chop  
 or  
 Baked Flounder  
 Waldorf Salad  
 Broccoli Spears — Oven Browned Potatoes  
 Rolls & Butter  
 Ice Cream Cake Roll  
 Coffee, Tea, Sanka

★ **UNIFORM OF THE DAY** ★

**FRIDAY EVENING** Casual  
**SATURDAY**  
 Before 1800 - Tropical Blue Long  
 After 1800 - Dinner Dress White Jacket or  
 Dinner Dress Blue or  
 Appropriate Civilian Attire  
**SUNDAY MORNING** Casual



**Join your friends at the Picnic - Don't Forget Your T-Shirt—Get into the Parade!**

**HOTEL RESERVATIONS  
 THE GRAND HOTEL**

Ocean Front at Rochester  
 Wildwood Crest, NJ 08260  
 800-257-8550; in NJ 800-582-5991

**IMPORTANT NOTE:  
 MAKE RESERVATIONS EARLY!  
 CUT-OFF DATE 2 SEPTEMBER 1985**



Rates: Single ..... \$57.00 per night\*  
 Double ..... \$57.00 per night\*

*\*plus 6% sales tax*

**ONE NIGHT'S DEPOSIT REQUIRED**

*Hotel Reservations Must be Made by 2 September 1985*

USE THIS CENTER PORTION OF PAGE FOR MAKING HOTEL RESERVATIONS

**RESERVATION FORM FOR SPECIAL RATES AT THE GRAND HOTEL**  
**U. S. Coast Guard Auxiliary 3(SR) - 1985 FALL CONFERENCE - September 27 - 29, 1985**

Name: \_\_\_\_\_ Require one night's deposit by check or credit card.  
 Address: \_\_\_\_\_  MASTERCARD  VISA  
 \_\_\_\_\_  
 # of Card: \_\_\_\_\_  
 Phone: \_\_\_\_\_  
 Arrival Date: \_\_\_\_\_ Departure Date: \_\_\_\_\_  
 Expiration Date: \_\_\_\_\_  
 SIGNATURE: \_\_\_\_\_

I Desire Reservations for:

Single @ \$57.00 per night + tax  Double @ \$57.00 per night + tax



Make checks payable to and mail to:

**THE GRAND HOTEL**

Ocean Front at Rochester • Wildwood Crest, NJ 08260

USE THIS PORTION FOR CONFERENCE RESERVATION

**REGISTRATION FORM FOR 1985 FALL CONFERENCE - SEPTEMBER 27, 28, 29, 1985**  
**THE GRAND HOTEL, WILDWOOD CREST, NEW JERSEY**



Name: \_\_\_\_\_ Flotilla No. \_\_\_\_\_  
 \_\_\_\_\_ Registration Fee (Each person attending) ..... @\$ 3.00 = \$ \_\_\_\_\_  
 \_\_\_\_\_ Tickets — Picnic Luncheon ..... @\$ 8.00 = \$ \_\_\_\_\_  
 \_\_\_\_\_ Tickets — Saturday Night Banquet-Stuffed Pork Chops ..... @\$15.00 = \$ \_\_\_\_\_  
 or  
 \_\_\_\_\_ Tickets — Saturday Night Banquet-Baked Flounder ..... @\$15.00 = \$ \_\_\_\_\_

I am eligible and expect to attend the Past Captain's breakfast with (\_\_\_\_\_) guests

I expect to attend MT-  CC-  GR-  PE-  Sessions

**GRAND TOTAL** = \$ \_\_\_\_\_

I expect to attend the Ladies program

**PLEASE NOTE: No meal tickets will be sold at Wildwood Crest - Reservations must be made in advance**  
**For this portion of the Reservation Form — MAKE CHECKS PAYABLE TO: U. S. C. G. Auxiliary 3rd (SR)**

**and Mail To: M. PHILIP STAMM, Conference Coordinator • 405 Randall Road • Wyncote, PA 19095**

**LAST DATE FOR RESERVATIONS - 20 September 1985**

*Penalty Indicia not authorized for reservations*

**MAKE YOUR RESERVATIONS EARLY!**





**DIVISION VII ANNUAL AWARDS BANQUET**

On May 11, 1985, Division VII held its annual Awards Banquet at Carroll's Caravelle Inn in Manahawkin, NJ. Shown below are some of the award presentations: Top row - left to right: LT Collin Campbell presenting the Meritorious Flotilla Award to Franklin H. Hermann, Commander Flotilla 7-10. (Greatest accomplishment in the area of service to the boating public and the Coast Guard); DCO Richard Raudabaugh presenting the Past District Commodore's Trophy to Immediate Past Flotilla 7-12 Commander Frank J. Dalley. (Flotilla accumulating the greatest number of points in all programs in 1984); VCO Alexander Lewis presenting the Past District Commodore's Plaque (for winning in 1983) to Immediate Past Flotilla 7-12 Commander Frank L. Dalley; 2nd Row, left to right - RCO-E William Pierce presenting Operations Award to Franklin H. Herman, FC 7-10; CWO John J. Labriar, Commander of Beach Haven CG Station presenting Stanley J. Pojnar, Flotilla 7-2, the CG Station's Operational SAR award; DCP Frank McDonald presenting George Smith the Captain's Award for being the most helpful to the Captain in 1984; 3rd row left to right - DCP McDonald presenting Auxiliarist of the Year Award to Emanuel Greenwald, Flotilla 7-12; LT David S. Cline, Commander of Barnegat Light Coast Guard Station presenting DCP McDonald the CG Station's Humanitarian Service Award; VCP Robyn G. Norcross presenting The Support Missions Award to Emanuel Greenwald, Flotilla 7-12.



**Public Affairs . . . . . Lenore J. Roush, DSO-PA**

The goal of the Public Affairs efforts shall be directed towards publicizing the aims, purposes, and activities of the Auxiliary in order to develop public understanding and appreciation of its role and also to assist the Coast Guard in carrying out the service's public information program.

One of our prime Public Affairs goals is to make the Coast Guard Auxiliary synonymous with boating education, nationally as well as in our local communities. The closer we are associated, in public consciousness, with boating skill and good seamanship, the greater will be response of the recreational boater to our fine programs.

The public relations function is one of the most essential in the Coast Guard Auxiliary. Without continuous, effective communication with the boating public about our services and activities, we not only let down our good program but ourselves as well—and we can ill-afford to let this happen. Public Affairs should be a priority concern at all levels of management and membership in the Auxiliary.

As of 7/12/85, we have reached 51.6% of our goal. At this time we have a total of 1761 hours in PA. At the same time last year, we had a total of 1715, so we are a little ahead, but not as much as I would like to see.

We need Civic Lectures, Radio and TV. I would like to see more contact on the Speakers Bureau. Get in touch with your Civic Organizations and try to make plans for a speaking engagement.

I would like to congratulate all SO-PA's who have been faithfully sending in monthly reports. Also to the Captains who appointed good SO-PA's and Commanders for their FSO-PA's.

Keep up the good work and let's finish up the year with a big bang.

*Lenore J. Roush, DSO PA*

**Communications . . . . . Jack Powell, DSO-CC**

The first subject I would like to address is identity—my identity. In the District directory, I am listed as John L. Powell. In the last issue of *Topside* my article was by-lined Jacob Powell. I am neither of these people. I really am, John J. (Jack) Powell and prefer *Jack to the more formal John J.* Since the address is the keystone to successful communications, I hope that I have clarified mine.

There is considerable confusion surrounding the FCC's decision to abolish the *Restricted Radiotelephone Operator Permit*. Many boaters, including Auxiliarists, are confusing the Operator's Permit with the Marine Radiotelephone Station License. In your contacts with the boating public, in Public Education Classes, or during Courtesy Marine Examinations, please stress that the Station License (authorization to have a radiotelephone aboard), which includes assignment of call letters, is still required. This is issued at no charge and is valid for five years. The Operator's Permit (authorization to use the radiotelephone) is no longer required. This permit was also issued at no charge and is valid for the life of the person to whom it was issued. If you have one, don't dispose of it as it may prove useful if sailing in foreign waters.

When on patrol, we frequently hear *broadcast* calls (calls not addressed to a specific vessel or station) requesting radio checks, time checks, etc. Since we know that such calls are against FCC regulations, the inclination to so inform the caller is natural. However, Auxiliarists are *NOT* to respond to such calls. This is the responsibility of law enforcement agencies such as the Coast Guard and Marine Police; the role of the Auxiliary is to help reduce infractions of FCC rules through education of the boating public.

If you have questions regarding the role of the Auxiliary in marine communications, discuss them with your FSO-CM. If he hasn't the answers, he will pass the question through the communications chain of responsibility until it reaches a level at which it can be answered.

*Jack Powell, DSO-CM 3SR*

**POSTER CONTEST WINNERS**

Pictured below are four District 1st place winners in the poster contest for 1985. These winners were sponsored by Flotilla 14-4, Hanover, PA. Flotilla 14-4 had a total of 11 winners at District level and 19 winners at Division level.

*Submitted by Joyce B. Groat, FSO-PB 14-4 3SR*

In June 1985 Flotilla 7-12 presented the Ship Bottom School art class with their winning posters and a trophy for first place. Shown to the right participants with their posters and Ann Smith, the art teacher, accepting the trophy from DCP Frank MacDonald.

*Submitted by Frank MacDonald, DCP-VII, 3SR*



☆ ☆ ☆ **IN MEMORIAM** ☆ ☆ ☆

To honor the former members of 3rd Southern District who have passed on to other horizons between September of 1984 and July of 1985.

Curtis Thompson  
Dorothy Stockley  
Peter Grimm  
Raymond Kellner  
Jules Shein  
Michael Rafferty  
Michael Evans  
Robert Labaw

Julius Hyman  
Claude Sullivan  
Edward Bitter  
Ralph della Sala  
Ernest Guam  
Alfred Taft  
Russell Lincoln  
Ellery Bowman

Alfred Brant  
Herman Sandler  
LCDR John Heikel  
Robert Pfeifer  
Frank Savino  
Dorothy Vath  
Miriam Young  
Roy Keehen

Bill Horn  
Robert Moody  
Melvin Reazor  
William Cunningham  
Signumd Schaller  
Earl Snyder  
John Henderson  
Jane Raig  
James Raig

## FAMILY RESCUE

The Coast Guard rescued a family of three from the water after the fishing vessel *Two Brothers* sank 58 miles east of Ocean City, Md., May 12.

The family abandoned its 50-foot lobster boat after a pump stopped working and water filled the vessel, causing the boat to list, roll and sink.

The owner managed to send a distress call just before the boat sank. Another fishing vessel picked up the call and relayed it to Group Eastern Shore. Group Cape May's radiomen on watch—RM1 Michael Deitzler, a reservist on duty that weekend (Note: Mike is also Division Captain of XIV in 3SR USCGAUX) and RM3 Thomas Rechenback—overheard the relayed radio call. The radiomen notified the group's officer of the day. VM1 Alan Dixon.

Two reservists—RD1 N. J. Dipalma and RM1 Frank Englehart—were assisting Dixon. Dipalma and Englehart plotted the position and saw that the boat was only 60 miles southeast of Air Station Cape May. The duty air crews went on alert and made preparations to get two H-52 helicopters airborne.

The weather on scene was poor with six-foot swells, a ceiling of about 100 feet, and visibility of only 100 yards in fog and light rain.

The first helicopter on scene (crewed by LT Robert McLaughlin, pilot; LT Bart Kolb, copilot; and air crewman AD2 Robert Nutter) found two lobster buoys. Then it found an oil slick from the sunken vessel, which the helo crew followed, leading them to the three people in the water in survival suits.

After finding the survivors, the crew landed to pick up the owner, his wife and 14-year-old son.

They flew the family to Air Station Cape May, where an ambulance took the survivors to a local hospital. The family was treated for hypothermia and released in good health.

—Group Cape May

(Reprinted from Commandant's Bulletin 14-85, July 4)

## IN MEMORY OF GORDON S. DAVIS

### Former Member of Flotilla 8-1

The following article was sent to Flotilla 8-1 by Laura Davis, wife of former Auxiliarist Gordon S. Davis, who passed away last year. She found it among his memorabilia and wanted to share it with his fellow Auxiliarists. Gordon was an avid boatman, a great shipmate and skipper—his boat was the *Sinbad*, and seems he also was a romantic judging from the following article signed by him.

"Of all the moments when peace seems everywhere and a man can let his soul relax in contentment, the prime one in this sailor's book is the moment just before the dawn when you're a thousand miles at sea. For an instant, the world stands still. You are in darkness, and there is nothing but the jet quiet of the night around you, except for a handful of stars that stare down at you without winking. Then the breeze begins to stir, flapping the signal halyards and making the ship heel over slightly. You breathe deep; you feel a stirring of emotion.

Then the sun pops up over the horizon. It does not creep up; it jumps up. Light comes like an explosion. One moment you're standing in darkness; and the next you are in full brightness, as though someone had quietly touched the light switch, but the light is very soft.

It is a good scene to think of when the day's doings get hectic, when the pressure jangles your temper, when the demands of life press too insistently. Think of the calmness of the sea, the velvet breeze on your bare arm, the gentle rock of the ship, the intimate quietness of the night; and let yourself relax for a moment. And then remember that a new day will dawn; you can count on it. The sun is there. It is waiting for the right moment; but it's there, and it will come up. To know that you can always count on a new day is to live with hope.

s/G. S. Davis

submitted by: Freeman R. Smith, FSO-PB 8-1, 3SR

of AUXMIS. We are approaching the start of boating classes, still in the operations and CME season, and it's always time for some MT.

Let's look at the beans AUXMIS has counted for the year up to now and try to guess where we might end up—at the District level. At this point the Third Southern has achieved about fifty percent of its goal in each of the program areas: MT, OPS, PE, PA and VE. GR is about 100 percent of its goal. What this is likely to mean is that unless we put some real effort out as a District, we may not reach any of the six goals by the end of the year! GR may look good, but the last quarter usually has a great many disenrollments. Maybe if we try starting now, we can save these members and not lose them in November and December. The fifty percent level is not real good for this time of year in the other areas, but with a little preventive SAR we can get them out of danger. If every flotilla were to do one or two extra MT sessions, we could make the MT goal. If every Division were able to support two extra PE classes, the PE goal would be ours. There's still time to do OPS and VE before colder weather closes in on us. FSO-IS officers and FCs look at your AUXMIS reports now and use them to see where you need the push. Don't wait until December and use AUXMIS as a "postmortem," use it now and avoid the Christmas rush!

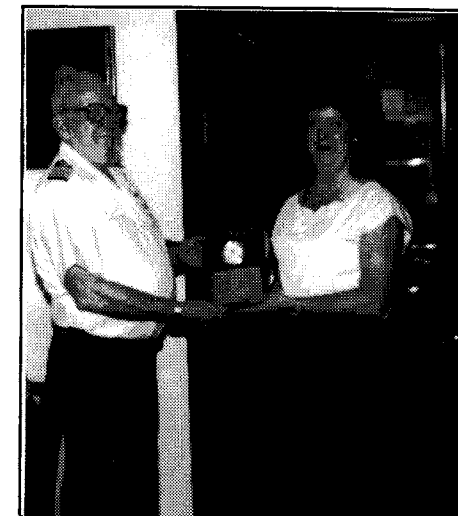
Joe Sowers, DSO-IS 3SR

## ★ ★ SORRY WE GOOFED! ★ ★



In the last edition of *Topside* we inadvertently listed an incorrect Flotilla number for a CME award made to Louis Olszewski. Louis "O" as he is commonly known is actually from Flotilla 11-7. Our apologies to Louis "O" and to Division XI and Flotilla 11-7. Pictured at left Louis "O" accepting his CME award from RCO-W Geoge Smyth at the Reading Base. The second picture at right shows Pat Lauer, SO-PB, and editor of the winning Division publication *Crow's Nest* accepting the award on behalf of Division XI.

Pictures submitted by:  
Dick Reber, DCP-11



## FLOTILLA 2-4 MEMBER RECEIVES COMMENDATION FROM PENNSYLVANIA AIR NATIONAL GUARD

MSgt Joseph S. Runewicz of Warminster, a member of the 111th Tactical Air Support Group, Pennsylvania Air National Guard recently was awarded the Pennsylvania Commendation Medal.

He is assigned as the Group's recruiting office manager, located at Willow Grove Naval Air Station in Horsham.

The medal was presented by Maj. Gen. F. H. Smoker Jr., Deputy Adjutant General for Air, headquartered in Annville.

Sgt. Runewicz was cited for his "outstanding success" during Pennsylvania's April to September 1984 recruiting drive. A result of his efforts he was also selected as the Pennsylvania Air National Guard's Outstanding Recruiter for 1984. This is the second year in a row he was so named.

According to Maj. Alan Brown, chief, Consolidated Base Personnel Office, "Sgt. Runewicz made a major contribution to the attainment of Air National Guard force-wide end strength at a time when doing so was particularly critical to the future of the Air National Guard."

Maj. Brown continued, "Through hard work and determination, Sgt. Runewicz used his experience to produce double the number of enlistments required of each member of the Pennsylvania Air National Guard's recruiting force, thus making him the highest producing recruiter in the Commonwealth during this important recruiting drive."

Sgt. Runewicz has been a member of the Air National Guard and the 111th Tactical Air Support Group for 12 years. He previously spent six years on active duty with U.S. Air Force, and completed a 1969-70 tour in Southeast Asia stationed at Da Nang Air Base, Republic of Vietnam.

Sgt. Runewicz is a highly decorated non-commissioned officer. He wears the Air Force Commendation Medal, Air Force Achievement Medal, Small Arms Expert Marksmanship Ribbon with bronze star, NCO Professional Military Education Ribbon, Air Ribbon with two oak leaf clusters, Air Force Good Conduct Medal with one oak leaf cluster; Air Force Longevity Service Ribbon with three oak leaf clusters, National Defense Service Medal, Vietnam Service Medal, Armed Forces Reserve Medal, Air Force Outstanding Unit Award, Republic of Vietnam Gallantry Cross with palm, and Republic of Vietnam Campaign Medal with three bronze stars.

The outstanding recruiter is a 1966 graduate of George Washington High School, Northeast Philadelphia, and received an associate's degree in business administration from Bucks County Community College in 1980.

He is active in community affairs and serves as the Public Affairs Officer with the United States Coast Guard Auxiliary, Flotilla 2-4, at Willow Grove NAS. He is an avid enthusiast of radio controlled aircraft, and actively involved in the Flying Tigers Radio Controlled Club of Furlong.

(Above article and picture reprinted from local Warminster Newspaper)



## Information Systems . . . . . Joe Sowers, DSO-IS

Do you know where your Auxiliary AUXMIS Member Guide is tonight? Somehow I suspect that many of us would have to answer this question with a resounding NO! In fact, I suspect that a lot of us are saying "What is an AUXMIS Member Guide?" when actually each of us was given one several years ago.

This is the manual which explains every one of the forms we use to put information into AUXMIS. It also lays out the definitions of each of the categories of mission and gives some examples of how to fill out the various forms. While it is undergoing revision because of new forms and being expanded to include interpreting the output reports, it is still a useful document to have on hand. I mention this because many of the errors we are seeing could be avoided by just looking at this manual. See if you can find your copy—it just might be handy at times.

I usually—at least in *Topside*—spend much of my efforts on "philosophy" discussing Error reduction, the uses of AUXMIS as a management tool and very little on the subject of bean-counting or Goals and Awards. This is the time of year where these items come together with the management uses

## DIVISION III SUMMER ACTIVITY NOTES

When the thermometer rises to the 80s and 90s we know it's summer in South Jersey. What does that mean to the members of Division III? Fellowship, of course. Flotilla 3-6 has had two dinners and pleasant evenings following them. Flotilla 3-5 has had a picnic. When a picnic lasts two days, that's SOME picnic.

Special recognition has been earned by several people. John Cogan was presented with a letter of congratulations and a framed certificate for the professional manner in which he participated in an assist. CDR Hollemon of Group Cape May praised him for the way in which he had handled the communications, controlled traffic in the area and transported the victim to shore. He was commended for keeping a cool head in aiding a situation which, without his help, might have been much more serious.

Two new qualified Air Observers have been added to the list, Gerry Lustenberger of Flotilla 3-4 and George Ayars of Flotilla 3-6. Gerry has her private pilot's licence and is now dreaming of owning her own plane. Many women in this day and age go back to work to earn the things they want and so is Gerry. If you had visited one of the Atlantic City casinos lately you

might have heard Gerry, back at her old job of singing on one of the shows.

George has been too busy with the surface patrols to have the opportunity to be in the air yet.

Division III is lucky enough to have four QE's, two of them very active in Operations on the Delaware Bay. As a result, many of our patrol days have been work days with members being checked off for both Crew and Operator. Members of all the flotillas as well as some members of Division VI have been hard at work. Our congratulations go to Tony Stanewich FC Flotilla 3-3 for being the first of the group to become a qualified Operator.

Our CME work is progressing slowly. When you are out on the Bay and see the great number of boats not proudly showing a current decal, you wonder where all the examiners are hiding. There is a large field out there waiting for us.

Our Fall seasons of classes and meetings will soon be upon us. Enjoy the sunshine, get rested and all ready to show the rest of the world what the Coast Guard Auxiliary is capable of doing. Good luck.

*Rhoda Davis, SO-PB-PA Div. III, 3SR*

## MARINE DEALER VISITATION PROGRAM

I would like to congratulate the members who have done such an excellent job on this program. This is probably the only program that can brag that the members who participate send in their reports. I thank you for this, it makes my job much more pleasant. I will not brag anymore, for if I have it this nice, everyone will be calling the commodore for my position next year.

Now for additional information on this program. The Marine Dealer information booklet CG-510 has been cancelled. The Marine Dealer Visitation Visitor's Guide has now become part of the Public Affairs Officer's Guide, enclosure (10). Members should have a copy of enclosure (10) if they participate in this program. You should be able to receive a copy from your FSO-PA. If for any reason you cannot, write or call me and I'll send you a copy. I will list the basic enclosures to the new Marine Dealer Visitation package at the end of this article.

I noted from talking to marine dealer visitors that almost every dealer who was visited in the past wanted future visits and if someone forgets them, they are on the phone wondering why. So members, this should tell you how interested the dealers are. Don't let those dealers get away. Each qualified member should take an interested member with them and show them how it's done. Those new members coming into your flotilla who are interested in the CME program would be likely candidates for future visitors. Don't let them stop with CMEs, have your FSO-PA or your flotilla marine dealer visitation person talk to them. Take them out on marine dealer visits. Train them right at the start and keep them interested. You will find this also helps retain interest and helps your growth and retention. Boy if you Flotilla Commanders all read this and follow my advice, you'll have so many members staying in your flotilla, you'll think you have a division.

Members when you order the Marine Dealer Visitation package, I suggest you order the Marine Dealer Boating Safety Pledge CG5106. By way of suggestion, if you can put the signed pledge in a frame (maybe purchased by your flotilla) and present it to the dealer it makes it something they are proud of and will hang it for everyone to see. Note: even if you have heard otherwise, fill in the form CG5093 and send it to

DIRAUX. He will send it on to Washington as was done in the past. Remember, July 1, 1985 is past and you can visit dealers out of your division limits, but, only when the following has been done: **You must make sure the applicable division is cognizant that you are making the visit in their area, and that they have not visited last year and/or are in the process of making the visit, or the dealer has been visited and is awaiting a decal.**

You as visitor can follow-up with handouts, answer questions and can make additional visits as necessary.

You can provide the dealer a list of local BS&S and S&S courses and give them phone numbers for additional information on the classes.

As visitors you can provide a list of local Courtesy Marine Examiners along with their phone numbers.

Below is a list of numbers that may aid you when ordering material.

### POSTERS

Ansc Nos.	Aux. Numbers	Description
3501	Aux-101	CE Poster
3505	Aux-103	Boating Course
3509	Aux-105	Sailing
3510	Aux 107-L	Marine Equipment (Large Size)
3511	Aux-107-S	Marine Equipment (Small Size)

### PAMPHLETS

3002	Aux-204	Seal of Safety
3006	M16760.1	Federal Requirements
3022		Aids To Navigation

### FORMS

7027	CG-4947	Mission Hour Card
7047	CG-5093	Office of Boating Coding Sheet, Address Correction
7046	CG-5251	Marine Dealer Visit Record

If the package is received and forms are missing, you can order these forms separately. Feel free to add to the package any local material which may be of value to the dealer.

*Roy Sharples, SPO-MDV 3SR*

## Materials . . . . . Walt Greenidge, DSO-MA


Just to update everyone on the information which has already been disseminated to the Captains and Commanders, but may not have reached all of you.

Materials from National Store have been coming through extremely slow. Books are taking 3-4 weeks.

The District Store has stocked a full line of Military Ribbons. However, mini-medals for Military awards are still a special order.

We have received from the VA, form No. 180-105-Request Pertaining to Military Records—for the Veterans of 3SR to send in to St. Louis to find out to what Military Ribbons they are entitled. The form also contains other blanks to request information pertaining to DD214s.

We now have a new T-Shirt with the Auxiliary Logo and the statement:

"I  The Coast Guard Auxiliary."



*Bob Nichols wearing new T-Shirt*

The new patrol sign decal is available and ready for shipment. These are adhesive-backed decals to be made up into signs using your own boards. **THEY SHOULD NOT BE PUT DIRECTLY ON YOUR BOAT!**

A statement accompanies all orders when they are filled advising that the signs should be mounted on boards and then attached to the boat, and **SHOULD NOT** be attached to the boat directly. The signs are sold in pair as Stock Number 82146 and are sold for a cost of \$13.00 per pair.

The flotilla materials officer may order the new visual distress pamphlet No. 3025. This is a write-in item on the order form. There are 100,000 available on a first come-first served basis.

*Walter Greenidge, DSO-MA 3SR  
Katherine Slayback, ADSO-MA 3SR*

## Growth & Retention . . . . . Caroline Sweigart, DSO-GR

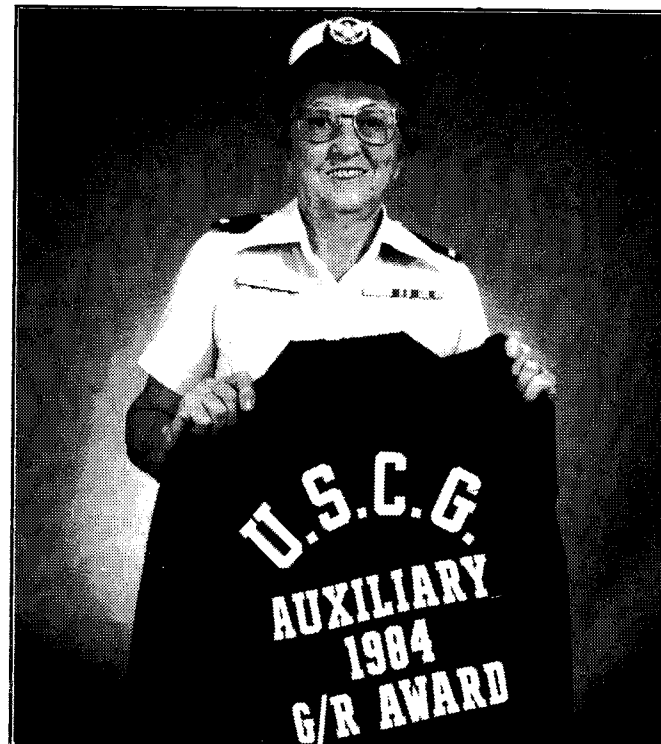
Congratulations to Flotilla 3-04 FSO-GR Miriam Compton. Miriam is pictured at the right displaying the fantastic GR membership Jacket she earned for Flotilla Commander Oliver "Bud" Compton. Your Flotilla Commander can earn one also. Strive for an increase of six additional members for 1985. We still have time to BQ. Your Flotilla Commander will receive this fantastic award.

*Caroline Sweigart, DSO-GR 3SR*

## GR CELESTIAL GLOBE GIVEN TO LONG BEACH ISLAND HISTORICAL MUSEUM



*Division VII retired their GR Celestial Globe, and gave it to Long Beach Island Historical Museum in Beach Haven, NJ. The Museum displays nautical objects. Shown above Becky Tarditi accepting the Globe presented by DCP-VII, F. G. MacDonald at presentation on July 8, 1985. Photo by Beach Haven Times.*



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

I have just completed eight days (and some nights) of ADVIT training conducted at the Great Lakes Naval Training Center, Illinois and am now waiting for my Sunday afternoon flight to take off from Chicago's O'Hare Airport. I thought I would use the waiting time to write my article for *Topside* and share with you my reactions to the training I received and also my impression of the Great Lakes Naval facility.

Our first training session began at 1930 on Saturday, July 20. You would have been proud of our Louise Sowers, who served not only as an instructor but also Dean of the Advanced Training School. Her organizing, planning, and ability to see to the needs of the students and staff was truly outstanding. She led off the session Saturday evening (promptly at 1930) by having the class members introduce themselves. Then started the training. The ADVITS and ADVES met jointly for training on Saturday and Sunday. Monday, the two groups split into their individual classes and remained separated for the rest of the week. The classes consisted of some of the finest Auxiliarists anyone could meet. They came from the four corners of our country including Hawaii and Alaska.

All the staff members were excellent and their presentations were very well planned, thought out, and interesting. Space limitations prohibit my giving you a lengthy description of our daily sessions, however, I will guarantee you no one slept in class—there wasn't time. You will be hearing more from me in the near future regarding training sessions for the District.

Our Navy hosts couldn't have been more considerate, and they extended to us all the rights and privileges of the base. We stayed at the Bachelor Officers' Quarters, adjacent to beautiful Lake Michigan. Many lucky students and staff had rooms over-looking the lake and frequently saw beautiful sunrises and sunsets. We were invited to use any and all dining facilities at the base. We were given complete Navy Fleet Store (Exchange) privileges. (Would that the Coast Guard would do the same.)

If you are ever given the opportunity to attend any of the advanced schools, I urge you to apply. Lest you think it was all work, let me assure you there was adequate time for both fun and games and the fourth cornerstone was well served at Great Lakes. Many new friendships were established and many new thoughts and ideas were exchanged.

Gene Pester, DSO-MT 3SR

**COME ONE COME ALL!**

**AUXILIARY  
NATIONAL CONFERENCE**

**September 18 - 22**

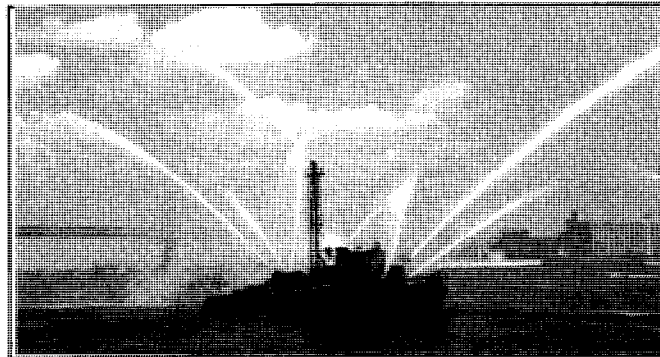
**Orlando, Florida**

All details  
in *Current Navigator*



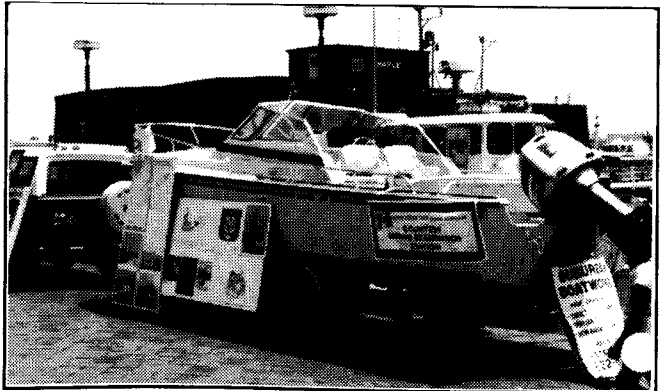

**National Safe Boating Days  
Penn's Landing - June 1985**

Shown below and on opposite page are scenes of some of the equipment and activities at Penn's Landing.  
Photos: R. Hoover, J. Weiler and VCO A. Lewis, Flo.2-76



**National Safe Boating Days  
Penn's Landing - June 1985**

Shown at right Celeste Stambaugh, Safe Boating Queen, being presented with a bouquet by VCO A. M. Lewis. Below Muriel Lewis and Rita Kratzer getting ready to signal start of one of the events; Weldon and Tahnell Vogt doing a CME; FI 6-3's safety trailer; and FI 2-3 safety boat trailer.



**SAFE BOATING DAYS  
AT PENN'S LANDING, PHILADELPHIA**



Will over 15,000 people helped to make the annual observance of National Safe Boating Days in Philadelphia the best ever. Penn's Landing, on June 1st and 2nd, was the site for displays, demonstrations, and exhibits, presented by flotillas in Divisions II, VI, and XIII of 3rd Southern CGAUX.

Also participating were the American Red Cross, United States Power Squadrons, United States Coast Guard, United States Navy, the Pennsylvania Fish Commission, the New Jersey State Police Marine Division, Philadelphia Fire Department, Delaware County Community College Canoe Club, and the Bristol Dive Team.

The Coast Guard Group Cape May and Air Station Brooklyn sent helicopters which provided static demonstrations on air-sea rescue techniques, and then provided actual on-the-water demonstrations using members of the Bristol Dive Team as the people in distress.

The Navy tug, *MASCOUTAH*, the Coast Guard Cutter *CAPE STARR*, the Coast Guard Cutter *CLEAT*, and the Coast Guard Cutter *RED OAK* held open house for many thousands of visitors.

The Navy tug, *MASCOUTAH*, propelled by two midship egg beaters rather than conventional propellers, was an object of great interest to the many boaters and others who visited aboard. It is one of three such vessels built overseas for the United States Navy, and designed particularly for close harbor maneuvering.

The Coast Guard Cutters *CAPE STARR* and *CLEAT* were of great interest because of the type of work they do, primarily in search and rescue, and law enforcement, and in the case of the *CLEAT*, in harbor safety.

The Cutter *RED OAK*, active primarily in aids to navigation work, had very educational and descriptive displays of aids to navigation equipment, and conducted very informative and extremely interesting ship tours.

Throughout the days there were several "man overboard" demonstration drills by the Coast Guard patrol boats and the Bristol Dive Team, showing the onlookers an acceptable procedure for rescuing a person who has fallen off a boat. Rules of the road were demonstrated in the boat basin, using radio-controlled boats.

The live hypothermia display using visitors to the Landing as participants was a star attraction. These people were impressed when they could not pick up coins or a key ring from a bowl of ice water in which their hand had a very short immersion.

Canoe safety was demonstrated by the Delaware County Community College canoe club. They showed the proper and safe method for righting an overturned canoe.

The Pennsylvania Fish Commission, New Jersey Marine Police, the Bristol Flare Company, and the American Red Cross had displays with their boating safety messages.

The Bristol Flare Company had a much welcomed demonstration illustrating the proper way to use flares.

Flotilla 2-3 had a safety-equipped trailer boat. Flotilla 6-3 had their boating safety trailer, and Flotilla 6-5 had a tailgate and side-walk boating safety booth distributing countless brochures on boating safety.

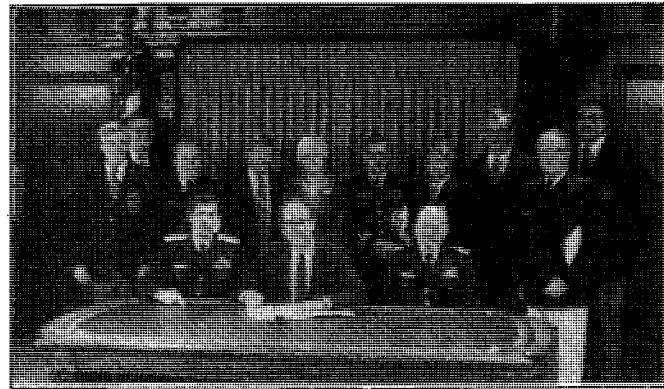
The presence of the Safe Boating Queen, Celeste Stambaugh, added grace and beauty to the occasion.

The Comms Center, most important in coordinating all of the events, with timely and descriptive announcements, was maintained by a group of dedicated Auxiliarists from Flotilla 6-5 and 2-76.

National Safe Boating Days at Penn's Landing demonstrated a fast-moving, exciting, and educational two days, with the participants enjoying it as much as the visitors.

Muriel Lewis, SPO-NSBW Div II 3SR

**NATIONAL SAFE BOATING WEEK  
PROCLAMATION**



Pictured above Third Southern Personnel at the signing of the Pennsylvania Proclamation for NSBW—seated at the table left to right DCO Richard Raudabaugh, Governor Dick Thornburgh and RCO-W George Smyth; standing in the center of the back row LT William Cherry, Asst DIRAUX (Detached). The proclamation as signed by the Governor read as follows: "The Commonwealth of Pennsylvania, with its 99,000 acres of lakes and 4,000 miles of boating waters, offers outstanding opportunities for residents and visitors alike to enjoy and pursue their interests in our bountiful waterways. As the summer vacation season quickly approaches, it is estimated that more than one million Pennsylvanians will enjoy participating in such activities as sailing, canoeing, kayaking and various other boating activities this year.

Unfortunately, an enjoyable day with family or friends can occasionally turn into a tragic memory for some boaters. In many instances, these accidents could have been prevented through a basic understanding of water safety. Indeed, all boaters, whether novice or experienced, should take time to prepare and inspect their equipment and to review proper procedures to ensure a safe boating season.

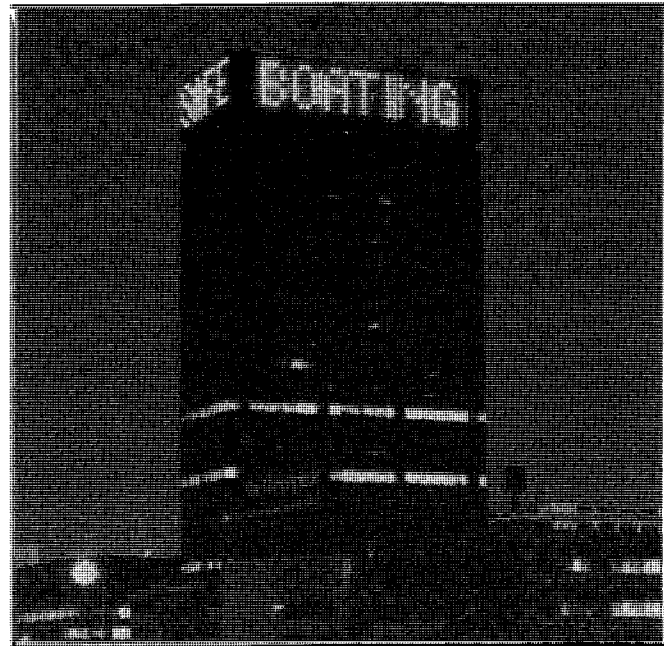
To promote water safety, the Pennsylvania Fish Commission, the United States Coast Guard and Auxiliary, the American Red Cross, the United States Power Squadrons, local boating clubs and many water rescue units have all worked diligently over the years offering a number of courses in boater education and water safety. Public education and awareness is the key to minimizing boating accidents.

Therefore, I, Dick Thornburgh, Governor of the Commonwealth of Pennsylvania, do hereby proclaim June 2-8, 1985 as SAFE BOATING WEEK in Pennsylvania. I urge every boater to take part in education programs which offer greater knowledge of proper boater safety techniques and which will make every week a safe boating week for our citizens.

GIVEN under my hand and the Seal of the Governor, at the City of Harrisburg this thirtieth day of May in the year of our Lord one thousand nine hundred and eighty-five, and of the Commonwealth the two hundred and ninth."

s/ Dick Thornburgh, Governor

**"SAFE BOATING"  
Lights The Sky**



The United States Coast Guard Auxiliary — Flotilla 42 — was again assisted by Philadelphia Electric Company to foster safe boating.

"Safe Boating" lighted the sky atop P.E. Co. Headquarters Building, 2301 Market Street., during Safe Boating Week. Submitted by Charles L. Uebele, Jr., FSO-MA, Flotilla 42 3SR

**OPEN HOUSE DISPLAY  
BARNEGAT LIGHT STATION  
National Safe Boating Week**



Shown above, Ed Frank, Division VII, at CG Auxiliary display for Barnegat Station's Open House on June 9, 1985.

**A FAMILIAR SIGN**

Printed on a self-adhering vinyl sheet which can be attached to a board.

COAST GUARD AUXILIARY  
**PATROL**



SOLD IN PAIRS  
for Port and  
Starboard Display  
Item Number 82146

**THIRD SOUTHERN IS TOPS IN NATION IN NATIONAL SAFE BOATING WEEK PROGRAMS**

No matter how you slice it, Third Southern is a Winner! I do not have a final report from National on our performance in relation to other districts, but we were FANTASTIC!!!

As the saying goes, "The proof of the pudding is in the Eating." Here are the results of the taste test on the exhibits in the Sears Malls in 3SR:

Number of flotillas participating	51
Number of contacts made	6371
Number of PE Course Requests	661
Number of CME Requests	168
Number Auxiliarists involved	316
Number manhours per documentation	2022

You all made it happen because everyone participated from the Commodores down to the members and back up. I received excellent reports from all 16 coordinators plus additional reports on other safe boating week activity. The general consensus from all reports was an enthusiastic "Let's Do It Again!"

There were some problems which need to be addressed if it is done again. It is all documented and we shall meet with Sears to determine their posture in the program. Most felt that Sears went all out in their support of the program and the Auxiliary. We are most appreciative of Sears support and we applaud them for their contribution to National Safe Boating Week and the C.G. Family program. Thanks again everyone for a job well done.

Russ Appler, SPO-NSBW 3SR

Shown on this page a few of the scenes from the mall exhibits around Third Southern - If your booth is not included in this display - it is because we did not receive any pictures from you.



**Safe Boating  
is FUN!**



## 1985 JULY CONFERENCE HIGHLIGHTS

See Carnival Pictures below—Great time had by all! The 1985 July Conference was held at the Wilmington Hilton in Claymont, Delaware, and to the best of my knowledge it was the first held in this state—at least for the past ten years.

It was, from all reports, a big success. The hotel was very cooperative, the rooms satisfactory, the food tasty, and the presentations both in Member Training and QE were well attended and extremely well presented, as were the workshops in VE and GR.

The reserving of tables at the meals worked!!!! and will be used again at our next affair in Wildwood Crest in September.

The banquet and the slide presentation and speech by Rear Admiral Fredericks USCGR were interesting and thought-provoking and indicated that in case of mobilization the CG Auxiliary will be called on to take a part in the protection of our country.

The Circus-Carnival was great. All who attended had a wonderful time—they must have as it didn't break up until 1 a.m.

I am happy to report that the Board has voted to return next year to the Wilmington Hilton, so if you didn't attend this year—be sure to be there next year on July 18 thru 20, 1986.

I would again like to thank Will and Lenore Roush for the swell job they did at the registration desk; Frank Taylor, the administrative assistant, for all his help; and Russ Appler for his assistance; and to my wife Alice who kept the reservations for the meals in line. Russ by the way prepared (and Elsie Nichols and Helen McCabe got it reproduced in time) the Nautical Trivia Quiz which was won by John Johansen. Many, Many Thanks to ALL.

To sum up it was a great affair and a good time was enjoyed by one and all.

Phil Stamm, Conference Coordinator

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Winners  
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Costume  
Contest

Adult  
Walt  
Greenidge  
No. 1

"Jake"  
Lincoln  
Runnerup

Child  
Andrea  
Cherry  
No. 1



## Academy Introduction Mission

### Satellite Program

### Cape May Training Center

May 17 & 18, 1985



Pictured above are the thirty-two enthusiastic candidates from the 3rd Southern who participated in the Satellite Week-end at Cape May, New Jersey.

The group toured the Training Center along with their Auxiliary chaperones. They went aboard the ships in port, checked out the helicopters, the Communications center and the RC center. They saw a film and learned some mar'inspike at the new Seamanship Center. Unfortunately with small craft warnings up they did not get to go out on the 31-footers. But, they did swim in the Olympic size swimming pool at the base.

Thirteen of these young people attended AIM Week at the Coast Guard Academy in New London, CT. Hot, humid and hazy would describe the weather in New London from Aug. 5th thru 10th. Push-ups were the order of every day (by the end of the week they had completed 1985 push-ups!).

Brace-ups and eating "square meals" proved to be another challenge. Some of the candidates thrived on it — others decided that this was definitely not their cup of tea. But, that's what it is all about. The Auxiliary introduces them to the opportunity. If they could "meet the challenge" then it was worth the trip; if not, then we have saved the Academy money, and the kids the hassle of coming and then finding out military life is not for them.

Out of the thirteen we sent up probably ten will apply. The Divisions did their job and did it well! Even the young people who will not apply were good sports and saw a side of life that they will remember for a long time and gain a respect for the Coast Guard and what it takes to be an officer that they would never have had. It was money well spent!



# THIRD DISTRICT SOUTHERN REGION DESCENDING CALENDAR - 1985



## DISTRICT CONFERENCE

September 27, 28, 29 — Grand Hotel, Wildwood, NJ



## DISTRICT AREA MEETINGS

### CENTRAL AREA

August 24, November 30

### EASTERN AREA

August 17, November 23

### WESTERN AREA

August 20, December 10

## NATIONAL

National - September 18, 19, 20, 21, Orlando, Florida

## CHANGE OF COMMAND - GLOUCESTER CITY COAST GUARD BASE

It was Friday, 28 June 1985 and the event was the Change of Command Ceremony at Base Gloucester. The day was cool, cooler than anyone expected, and many of us wondered if we were in the correct uniform. A hot day was expected and out of consideration for us "older" attendees, the uniform had been changed to Tropicals. As it turned out, we would have welcomed Dress Blues.

The ceremony, a long tradition of naval services was impressive and included a Captain's Inspection and Review of Formations. Auxiliarists who were there were warmed by the praise and appreciation expressed by virtually every speaker. There is no doubt about the high esteem in which the Auxiliary is held by the professionals of the U. S. Coast Guard.

Pictured are CAPTs Edward K. Roe (left) and Daniel B. Charter reviewing the troops (4 well-known Auxiliarists are shown in picture). CAPT Roe is taking over the post of captain of the port of Philadelphia and commander of the Gloucester City Station from CAPT Charter.



The Philadelphia Inquirer / ARDA SUPPLA

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U. S. COAST GUARD  
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