

t^{opside}

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 CAPT. ROGER P. HARTGEN Chief of Boating Safety Branch
 LCDR. R.G. HENDRICKSON Chief, Communications
 CAPT. RICHARD A. DECORPS, JR.

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 LT. JAMES DAVIS Acting, Director of Aux. (Det)
 ENS. PHILIP L. STEPHENSON Asst. Director of Aux.

3rd District (SR) Auxiliary Officers

ROBERT A. CARSON District Commodore (DCO)
 LEE B. WEAVER Vice Commodore (VCO)
 RODGER DERR Rear Commodore (RCO-E)
 ROBERT L. WECKER Rear Commodore (RCO-W)
 RICHARD B. HUDSON Rear Commodore (RCO-C)
 WILLIAM DISCHERT . Immediate Past Commodore (IPDCO)

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Front Cover:

WITCH OF THE WAVE: Captain J.H. Millet, built by George Raynes, Portsmouth, New Hampshire in 1851, 220' x 40' x 21'.

She was not only a very sharp and heavily sparred ship but a remarkably beautiful craft as well. The painting in oils by J. C. Robertson, gives a faint idea of the perfection of her lines - which left a strong impression on the people of her day.

A VIEW FROM THE BRIDGE



THE KEY TO POSITIVE RESULTS

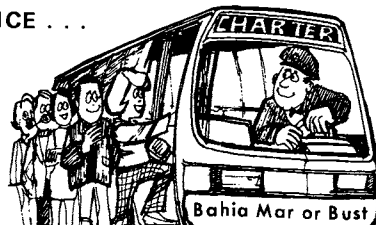
Everyone knows communication theory, right? Sure! When I want to get a message across, I just lay it out in plain English and the job is done, Well, maybe. How about this? Communication Theory - "I KNOW YOU BELIEVE YOU UNDERSTAND WHAT YOU THINK I SAID ... BUT I AM NOT SURE YOU REALIZE THAT WHAT YOU HEARD IS NOT WHAT I MEANT!" Have I thrown a solid blanket of obfuscation (and you all know what that means) over the subject?

Let's get down to simple terms. Communications is, and the very definition states it, a two-way street. There is a person with a message and a person to whom the message is directed. The responsibility of the person with the message is to state it, or write it, in clear, concise terms so that the receiver of the message will understand it in those same terms and there will not exist the proverbial "misunderstanding" or "communications gap." The responsibility of the recipient of the message - yes, she/he too, has a responsibility - is to give full attention and to LISTEN. I am convinced that many more messages are misunderstood because of the failure of the listener to pay attention than because of the speaker's inadequacy in transmitting the message. Without that two-way street, there is no possibility for communications even to take place, much less to be effective.

So much for theory! Can we carry the process one step farther? If there is no "contact" between the deliverer and the receiver of the message, the whole system breaks down. It's like a chain letter - break the chain and the pyramid crumbles. Take, for example, the transmittal of an important change to an instruction - be it on uniforms, PE, operations or any other subject - which is intended for general membership information. It is necessary that the information chain be complete, unbroken and timely - Director or Commodore TO District Board TO Division Board TO Flotilla Board TO Membership for ACTION. If the member does not get the message, there's no action. We all know the message doesn't flow by osmosis or ESP. Each individual in the chain must carry the message and pass it down the line accurately. Make the effort! Make the contact! Deliver the message! COMMUNICATE EFFECTIVELY! ONLY by communicating effectively in this way can we achieve the positive results for which we are all striving.

R. A. DECORPS, JR.
 Director of Auxiliary Affairs

ALL ABOARD FOR THE USCG AUXILIARY NATIONAL CONFERENCE . . .



Ft. Lauderdale, FL

9 - 15 September 1979

UPDATE . . . LCDR Lee Crossman

As I promised you all in the last issue I would have a few words for you before I leave the Coast Guard on 1 July 1979. It seems that it was just the other day that I arrived as your Director but it has been two very short years ago.

We, you and I, have accomplished many things in the past two years. We have seen many improvements and we have also had disappointments. We have seen four new Flotillas arise but we have also seen five Flotillas fall. We have just recently seen the new addition of a new Rear Commodore (Central) which, if used properly, will assist greatly in the administration of the District by having closer supervision on the unit level. We have seen the birth of a central supply system, new and revised publications, updated exams, etc. I could go on but this is all past history.

It will soon be time for your elections. I would like to remind you of the article I wrote "Choosing a Leader" that appeared in the Fall 1978 issue of Navigator. If you would take time to reread the article and give it some thought before you make your selections you may be able to prevent the loss of Flotillas as we had this past year due to, mainly, a lack of proper leadership. You people have an abundance of good leaders out there, just take your time and seek them out, don't elect someone just because "Its his/her time".

Your National Commodore and your District Commodore have set some very realistic, however, somewhat high, goals for this year. Remember my first few words to you when I assumed the job of Director - give me quality NOT quantity. I believe both NACO and DCO will agree that even though they have set goals they would rather see quality in what you do

UPDATE . . . Lt. James Davis

Mark your calendars now. September 28 and 29 is our Annual Fall Rendezvous at Cape May, New Jersey, A District Board Meeting will not be held so this is a good chance to celebrate the infamous 4th cornerstone. If you have never attended one of our Rendezvous, consider attending this one. The Rendezvous' provide a good chance to meet fellow Auxiliarists from the far reaches of the District and a good chance to exchange ideas, or brag about how great things are in your flotilla.

A new District Queen will be elected at Cape May and from what I have seen at some of the flotilla meetings, competition will be strong.

While the subject of the District Queen is on my mind, I would like to commend Francine on the job she has done. She has made several appearances throughout the District in promoting the Auxiliary and has done a fine job.

The Queen your flotilla/division elects is your queen even if she does not go on to become District Queen. Her reign is from September to September and she should be asked to attend your functions. As you know, an attractive young lady will be interviewed by the Press before you or I will. Please do not exploit the girls, but lets take advantage of what they can do for us.

Keep the cards and letters coming. Looking forward to seeing you at Cape May as the (RCO-E) has promised good weather.

rather than the quantity.

I have really enjoyed my past two years. I believe it has been one of the most rewarding assignments that I have had for the simple reason you see your accomplishments immediately and you don't have to wait to see what you have done. I consider it an honor and a pleasure working with and for all of you. Words will not express my feelings. I do not know what the Coast Guard would ever do if we did not have you, the Auxiliary, doing the work that you do. You are all fantastic. I love each and every one of you. I will not say goodbye, just so long for now. Who knows maybe someday I'll be one of you. At any length I'll drop in now and then to see how you all are doing and if I can be of any help don't be afraid to call me. Please give your support to my relief when he arrives and I know he will enjoy working with you and please let's not forget - YOU ARE A TEAM and work as one.

Irma and I would like to thank all of you for the wonderful times we have had with you these last couple of years and especially for the wonderful time at Northeast Rendezvous.

I appreciate all the support you have given us to help fulfill all the requirements in the Coast Guard. I have appreciated the opportunity to have worked with you, you are "Fantastic," I love you All and could not have done it without you.

I wish DCO Carson many successful days with a Great Future. I thank Mr. George Stewart, Boating Administrator of Delaware, for all the support he has given to the Auxiliary. I will not forget anyone of you, as we have like a "Big Family."

UPDATE.. Ens. P. Stephenson

What is augmentation? It is the supplementing of Coast Guard resources and personnel by Auxiliary resources and personnel. This goes beyond the scope of safety patrols. We are now talking about working side by side with the coast guardsman in such areas as radio watches and crewing a small boat.

During the past we have heard a lot of talk about augmentation. Now it is a reality. Throughout the Third Southern Region auxiliarists have been asked to lend a hand and help out the Coast Guard with direct support. Auxiliarist in our region now stand radio watches at three Coast Guard Stations, they act as crew on an 82 footer, they provide administration to two documentation officers. Plans are being made for training auxiliarists to crew on Coast Guard small boats and act as radiomen and perhaps junior officers of the day at two group offices and several additional stations.

This is a big challenge to the Auxiliary. But it is the general feeling that the Auxiliary will be able to meet this challenge with the same determination and success with which they have accepted other challenges in the past. What does it take? A lot of work on your part.

These programs are not for everyone. Qualifications and training standards will be high. The demands placed on the individual will be great. What can you as an auxiliarist do to prepare? One thing is to become an expert in your field. Take

(Continued on next page)

as much training as you can, OSC courses, C G Institute courses and local training from the flotilla and division. If the training you want isn't there then ask for it. We have a wide variety of specialists within the Third Southern Region.

Don't wait until you are asked. Tell your flotilla commander that you want to be able to crew on a small boat or stand a radio watch at a Coast Guard station. Find out what the local requirements and training schedules are and then request some on the job training. The next thing you know you'll find yourself in a whole new world of adventure.

The need is there. The Coast Guard is limited in its resources and manpower. We must depend on you, the Auxiliarist, to lend a helping hand. We truly are "one family".

UPDATE... Robert A. Carson (DCO)

P.D.Q. — I bet you think that means "Pretty Damned (or Darned, if you prefer) Quick." Well, if you think that, you're right. But you're only half right; for members of Third Southern P.D.Q. should be recognised as our motto: "Pride, Determination, Quality". Without these three factors the task of the Auxiliary becomes next to impossible.

The Coast Guard Auxiliary is not a social club, although social events have always played a large role in our organization, as they should. We are, instead, a service organization, a group whose members have all taken an oath (You do remember the oath, don't you?) to "...support the Auxiliary and its purposes..." Put briefly, the sole purpose for the existence of the Auxiliary is to aid the Coast Guard in its job of promoting boating safety, and boating enjoyment.

In order to effectively perform our task, we must be Proud of what we are and who we are. The Blue Ensign is recognised by the majority of boaters as a sign of a group set apart from the masses. Be Proud to fly the Blue Ensign, and be Determined to show off the principles for which it stands. Those principles are the marks of the truly Quality boater: competence and courtesy on the water; professionalism in the classroom; helpfulness and knowledge at the CME Station.

As Past Commodore John Johansen might say, "You can tell a man by the cut of his jib." (He would be quick to add that this applies to women as well). Well fellow Auxiliarists (and this applies even to us stinkpotters who might not know what a jib is). You have placed yourselves a cut above the rest of the boating community simply by your membership in this organization. You are recognised. Be proud of the heritage you represent, and let that pride show. Exhibit your determination to excell in all aspects of boating. Let the quality of your activities prove to the public that you are worthy of the recognition the Auxiliary receives.

Often, we tend to think of the Auxiliary as an organization, a machine. But the Auxiliary is people — me and you. The boating public sees the Blue Ensign or the Auxiliary uniform and thinks not of a monolithic organization, but rather of the people wearing the uniform or flying the Ensign. What the public thinks of us as a group depends entirely on what they think of us as individuals. Think of P.D.Q. every once and a while. I think that as motto's go, it fits pretty well. Oh yes, there's one thing I almost forgot; keep a smile firmly anchored between your nose and your chin. We wouldn't be in this organization if it weren't for the fact that we enjoy it. Have fun.

UPDATE... Lee B. Weaver (VCO)

Your help is needed in your Flotilla. Your Commander is trying to do a top notch job, but so many times he or she doesn't get the help that is needed. The Commander can not do everything without the help of others.

I have the privilege of visiting many Flotilla's and the turnout at some of these meetings is disastrous. The Commander and Vice Commander need you desperately. It's your enthusiasm and determination that keeps everyone going in the right direction.

The staff officers also need your support. Some officers need your written reports, either by Division or District, try to help them. The staff officers need to know what is taking place at the Flotilla level so that changes could take place if needed. They're trying to do a job. They need everyone. Nothing would get accomplished without your dedication to the Auxiliary and it's purposes.

With your support many things can happen, one after another, like a chain reaction. Bad attendance-no support-no activities means probable probation. Don't let this happen to your Flotilla. You can make your Flotilla one of the best in your Division, it's up to you. Support is the key word to success.

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

As this issue of Topside goes to press we are again in the midst of one of our busy seasons in the 3rd Southern Region. Many of our members are spending countless hours conducting SOS courses, Youth courses, etc., manning boating booths, CME stations and participating in all types of Patrols.

We are again doing our thing because this is what the Coast Guard Auxiliary exists for; educating and assisting the general boating public by making our waters safer and more enjoyable for everyone concerned. However, this part of our program, in order to excell, requires a certain knowledge and expertise from each of us. The door is wide open for us to increase our boating education and knowledge by taking full advantage of all the Specialty courses offered us. I feel certain that when the majority of us considered joining the Auxiliary, furthering our boating education was one of our prime considerations.

MT and GR Officers now is the time to schedule, inform your members, order materials and arrange for meeting places to conduct your Operational Sepcialty courses for the long winter months ahead. Fellow members don't hesitate and wait to be contacted, but inform your Flotilla Officers of your wishes to take these courses. With the right amount of member participation this coming winter season in these advanced courses we will be prepared to further enhance the image of the 3rd Southern Region with the teamwork and professionalism requested by our parent organization the United States Coast Guard.

UPDATE... Rodger Derr (RCO-E)

Be an active member - the kind that will be missed. Don't be just content that your name is on the list. Attend Flotilla meetings and mingle with the crowd. Don't just be a "stay at home" who crabs both long and loud. Take time to visit a member who is sick. Don't leave the work to just a few, then grip about the "clique". We have a program scheduled, that means success, if done. And, it can be accomplished with the help of everyone. So, attend Flotilla meetings, and help with hand and heart. Be an active member, and take an active part. Think this over member, are we right or wrong? Be an active member, don't just belong.

UPDATE... Richard Hudson (RCO-C)

As we reach the midway point of our summer season, it is appropriate that we think ahead to the forthcoming elections. It is appropriate to discuss the responsibilities and duties of those elected to lead in the Auxiliary. The Auxiliaries position regarding a man's job is well known — his necessary vocation is on no account to be neglected. Illness and other situations will arise periodically for which absence is highly justified, but attendance is expected of elected officers at all meetings except in these cases.

Auxiliarists are usually very forgiving if an absence is justified, but if it is the result of lack of interest or conflict with what might be termed personal pleasure or in conflict with other offices held within the Auxiliary, then he should

UPDATE... IPDCO William Dischert

Three people joined the Auxiliary at the same time and in the same Flotilla. They soon learned of the potential dangers that exist in recreational boating and reacted in very different ways.

The first said "I'm sorry that accidents will happen, but if people who don't know that boating can be dangerous, who do not have enough interest in learning about safe boating so they may enjoy recreational boating without any problems, then they should not go boating."

The second said, "I know the dangers, and I sympathize with those who may be injured or killed, but what can one person do? I wish I could do something to help, but at best I can only keep my boat properly equipped and observe all safety rules so that I don't cause an accident."

The third was deeply concerned with boating safety and said, "I will become an Examiner and Instructor so that I may bring the message of safety to as many boaters as possible, and try to make recreational boating a safe way to enjoy leisure time."

The Flotilla Commander, being aware of the attitude of these people, said to the first, "You are a selfish person. You knew problems existed, but did nothing to solve them. I wonder if you learned the lessons of safe boating when you studied to become a member. If you do not change your

not expect continued approval of fellow Auxiliarists. He should make way for some other who is more interested and willing to serve more faithfully. It is a distinct honor to be a past elected officer, but should that honor come without giving one's best, it can prove very empty. Our work and our programs are such that each one's part is dependent upon the other being present and prepared to assume his responsibility. The absence of one effects the whole and results in additional work on the part of those who are present. Without cooperation and teamwork, our success is made more difficult.

Interest, attendance, punctuality and devotion to duty are not too high a price for an officer to pay and not too much for the Coast Guard to expect.

attitude, I question whether you should remain an Auxiliarist."

To the second he said, "You seemed on the verge of understanding what was happening, and you appeared to have good intentions of correcting some of the problems, but by not realizing your potential to help others, you threw away your chance of doing something constructive. With a little more concern for others, you could become a good Auxiliarist."

To the third he said, "You have learned the principles of safe boating, and have chosen to do something about it. You understood the problems and responded in a most helpful manner. You have set an example for others who will become Auxiliarists, and because of concern you may have saved some boaters from injury or even death. You are the epitome of a concerned Auxiliarist."

Do you recognize any of these three people, and if you do, what are you doing about them? Are you trying to re-educate those who lack understanding and concern, and are you rewarding those who are using their resources to further safe boating? It need not be a material reward, but a "well done" and a pat on the back are reward enough for most Auxiliarists who are doing their best to assure that "SAFE BOATING IS NO ACCIDENT."

THE WHITE HOUSE
WASHINGTON
June 11, 1979

Dear Mr. Garmize:

As mentioned in our telephone conversation earlier this year, I am happy to send you the enclosed copy of the President's message for the fortieth anniversary of the U.S. Coast Guard Auxiliary. Though it was not possible to send this in time for the Change of Watch Dinner held in February, I thought that you would still like to have a copy of the message.

With kindest regards,

Sincerely,

Eliska Coolidge
Eliska Hasek Coolidge
Director
Office of Presidential Messages

Mr. Richard M. Garmize
27 Yorktown Road
Mountaintop, PA 18707

Enclosure

THE WHITE HOUSE
WASHINGTON
June 7, 1979

I am pleased to send greetings to the members of the U.S. Coast Guard Auxiliary as you celebrate the fortieth anniversary of your organization.

You have demonstrated genuine concern for others through your volunteer service in a number of areas related to boating, including offering courses in safety and assisting in search-and-rescue operations. These selfless efforts are in the best American tradition and have earned you the respect and thanks of your fellow boaters and citizens at large.

I congratulate you on this milestone occasion and send best wishes for your continued success in the future.

Jimmy Carter

DISTRICT

ACTING DIRECTOR – Effective 12 June 1979 LT. J. H. DAVIS is appointed Acting Director, Third (Southern Region).

NEW FILM – The film Margin for Error has been received by this office. It will be sent to all divisions that have completed their AV inventory. Those divisions that do not have 100% complete inventories will not get any new slides, films or projectors.

CE EXAM – The new courtesy examiner qualification test has been distributed to all SO-MT's. The new edition is effective immediately and should be used in conjunction with COMDTINST M 16796.2. The old test may be used until 1 September 1979.

FINANCIAL REPORTS – Several flotillas have not completed the required yearly audit as prescribed in CG-305. Those Flotilla Commanders are reminded that the audit is required and unless it is received action will be taken.

FACILITY INSPECTIONS – Congratulations to flotillas 7-10 and 14-3 for being the first to achieve 100% facility inspection before the 30 June deadline.

POST CARDS – ANSC is temporarily out of post cards. The next shipment is due in a few weeks.

RCO(C) – Congratulations to Richard HUDSON, the newly elected RCO (Central).

NATIONAL CU AND ATON WORKSHOP – will be held 9-10 August in Norfolk, Va. Contact your Division Captain or ADSO-OPU for additional information.

CG-289 – The CG-289 dated 1974 is now obsolete. All copies should be destroyed.

CG-4954 – Many people are using obsolete course completion cards. These cards have the obsolete code of 21 T which will not give you credit in AUXMIS. Be sure to use a current edition of CG-4954 dated 8-76 with the code of 21 D.

SAR INCIDENT REPORTS – A reminder, when completing CG-4612 Aux report the value of property to the nearest \$1000 not \$100. Also use correct wording contained in DIRAUX letter 16798 dated 30 August 1978.

NEW CG-485 – There is a new Marine Sanitation Device pamphlet available in ANSC. Stock No. 03014.

CG-305 – The new CG-305 will have a blue cover and have the number COMDTINST M 16790.1. It will be mailed direct to each member shortly.

ADSO-OPU – Effective 1 June Ann Paul will be relieved as ADSO-OPU at her own request. The new ADSO-OPU will be: James McCabe, 1440 Cedar Hill Pike, Chalfont, Pa. 18914. (H) 215-855-7011. Send all orders and requests to him.

CME HANDBOOK – The new CME handbook, COMDTINST M 16796.2, has been distributed. It is available from ANSC along with the study guide by using stock No. 02000. Maximum order 1 per student. The CME instructor guide, COMDTINST M 16796.2-2, can be ordered using stock No. 02009. Maximum order 1 per instructor.

PATROLS TEXT – The new patrols OSC text and study guide are now available from ANSC. Use stock number 05506 when ordering. Maximum order one per student. The instructor guide can be ordered by using stock number 05513. Maximum order one per instructor.

MARINE COMMUNICATIONS PAMPHLET – The pamphlet "Marine Communications for the Recreational Boater" is now available from ANSC by using stock number 03016. Maximum order is 200.

FLOAT PLAN – 7 UP Company has printed 1.5 million copies of the float plan. They may be ordered from ANSC by using stock number 07041. Maximum order is 5,000.

CONGRATULATIONS TO FLOTILLA 63 – for basically qualifying (23) new members recently. An outstanding effort. Good work.

FACILITY INSPECTION – If you send the CG-2736A directly to DSCO-CM and the CG-2746 and CG-2736 to Diraux be sure to attach a note to indicate the 2736A was forwarded to DSC-DM. FC's – REMEMBER TO SIGN REVERSE SIDE OF CG-2736A.

ADVANCED SCHOOLS – Selections have been made. Those selected have been notified.

NOAA – It has been reported that a number of Auxiliarists are contacting NOAA direct for such things as charts and reporting forms. This is NOT authorized. You are to use parallel staffing, that is FSO-CU, ADSO-CU and DVC-OU. ANSC stocks are reporting forms. DO NOT GO TO NOAA DIRECT.

YOUR ADDRESS CORRECT? – We are still having mail returned to our office due to incorrect addresses. All Flotilla Commanders will insure that the correct addresses of all their members are up to date. It costs us 25 cents for each Topside that is undeliverable and that money could be put to better use.

FACILITY INSPECTIONS – It is noted that some Auxiliarists are reporting Facility Inspections on the CME form CG-3594. This is incorrect. Facility Inspections are submitted on the 2736 series only. DO NOT submit on the CG-3594. That form is used for CMEs only.

PRESS

COMDINST M-16798.3 – The following is a change to the 1979 Operations Seminar Guide. There is an error in Appendix D of the above guide. The wording for patrol sign is incorrect. The correct wording is as shown in the Operations Manual. COMDINST M-16798.3, and is as follows:

U.S. Coast Guard
Official Auxiliary Patrol

AUXOP ADMINISTRATION – The new Administration Specialty Course (AUXOP) is now available at the ANSC. They should be ordered in accordance with COMDT NOTICE 16794 dated 27 March 1979. They may be ordered as Instructors Guide, ANSC Stock No. 05515, maximum order 2 per flotilla and Student Study Guide, No. 05516, maximum order 15 per flotilla. The new tests are now available at this office. When requesting examinations state which test you want, the old one or the new exam. You have until 1 July to still use the old exam after that date only the new exam will be given.

PATROLS – In this time of energy crunch I want each patrol captain to pay particular attention to cost effectiveness. As you know, fuel has gone up and the availability is unpredictable. Remember, we are not a towing service, we are a rescue service and economy should be kept in mind. Don't continuously run throughout your areas. After you have made your initial check, drift or anchor in your area until needed. If your orders indicate commencement of patrol to be 1000, 1200, 1300 etc., that is exactly what it means and not 0700 etc. If more care is not taken the patrols program will be jeopardized to the extent of curtailment due to lack of funds. There is no additional money available for fuel. The Coast Guard Units can't obtain additional funds for fuel.

ELECTED OFFICERS – It has been apparent in recent months that many Flotilla and Division elected officers are shirking the responsibilities of their particular office by not fulfilling the required duties. This has a very detrimental effect on the membership. I suggest you all review the obligation you took when you were sworn into office.

The Auxiliary Patrols (AUXPAT) operational Specialty course which contains a Student text, Study Guide, Instructor Guide and new examination is effective 1 May 1979 and is available at ANSC. COMDTNOTE 16794 dated 11 May 1979 applies.

The new Courtesy Examiners Qualification (BasCE) course is effective 1 June 1979 and material is available at ANSC. This past week new examinations were mailed to SO-MT's. COMDTNOTE 16796 dated 15 May 1979 applies.

JUST A REMINDER – For National Safe Boating Week. You will be required to have a Photo taken of your CME Stations, a news-release about your program and a full report of your NSBW Activities on your NSBW Report form that you will send to your DSCO-VEC for National Safe Boating Week (Mr. Bud Troiano) by 1 August 1979.

ADVANCED TRAINING SCHOOLS – This office is compiling a list of all persons who have attended any of the advanced training schools, i.e., CE, IT or SAR. Flotilla Commanders are requested to forward a list of names of persons who have attended any of these schools along with the name of the school and year of attendance.

PATROLS – You are reminded that there are no division boundaries as far as patrols are concerned. Any Auxiliarist should be afforded an equal opportunity to receive a patrol no matter where he is from. Request patrols from the appropriate area coordinator or the SO-OP in Western Pennsylvania.

CAPE MAY RENDEZVOUS – Remember, the Cape May Rendezvous will be 28-29 September.

COAST GUARD INSTITUTE COURSES – Remember, when completing or being disenrolled from a Coast Guard Institute course all returnable material should be forwarded to the Director's office.

OSC EXAM REQUEST – When requesting an OSC please indicate the place and time you desire to have the exam administered.

PERMANENT MEMBERSHIP – In order to become a permanent member, an Auxiliarist MUST submit a \$5.00 application fee. Please change paragraph I-E-1, of Third Southern Officers Guide accordingly.

FACILITY REQUIREMENT – A horseshoe collar may be used on all facilities in lieu of a ringbuoy. A seat cushion is NOT acceptable. Please add the horseshoe collar to item 12 on DIRAUX letter 16795 dated 29 May 1979.

CME STATIONS – There is no longer a requirement to submit a photograph to receive credit for a CME station. CME stations are credited by marking blocks 8 and 9 on CG-4952.

ENVELOPES – There will be an anticipated shortage of large brown envelopes, 9½ x 12, in the near future. You should use these envelopes sparingly.

NEW DIRAUX – LT. FRANKLIN ROGERS will report 24 August 1979. ENS GENE RODGERS will report 30 July. He is Mr. STEPHENSON's replacement.

FLOTILLA 2-76



The Pennsylvania Marine Police at Penn's Landing Marine Examination Station.

The Delaware River patrol boat stops by to say hello to the crew at Penn's Landing Marine Examination Station. From left to right, Charles Lyman, FSO-VE; Patrolman Ralph Kuchinsky; Patrolman Norman Lewis; and Royal Morris, FC 2-76. The cooperation between the Pennsylvania Marine Police assigned to the Delaware River and the Auxiliary is very evident at Penn's Landing Marine Basin.

Submitted by: MURIEL G. LEWIS, SO-PB II

Auxiliary Visits Cape May

The Coast Guard presented one of the most informative and detailed demonstrations of Coast Guard operational activities given to the Auxiliary. The open house and related demonstrations were conceived by and carried out under the direction of the Commander, Group Cape May, J. M. Tanguay. Over 50 Auxiliary members, despite inclement weather, were present March 24th at the Coast Guard Training Center. An in-depth overview of the Coast Guard Operations Center at Group Cape May was held in the morning. This included demonstrations and explanations of the SAR set-up and procedures; the radio equipment guarding the applicable distress channels; the various landline links to other Coast Guard and Federal installations; the teletype links; and the set-up of the call-up board of ready, reserve, and stand-by



Division II has been saddened by the loss of one of our members.

KARL DUTCHEY — FSO-FN FL 23

Our sincere sympathy is extended to his family. He will be remembered as dedicated Auxiliarist.

Muriel G. Lewis, SO-PB II

units. This area is the nerve center for all of the Coast Guard operational activities of Group Cape May, controlling the actions of the floating units and the air units assigned to the group.

In addition to the Communications Center, the area housed a telemetry panel, which monitored various functions of the individual Aids to Navigation associated with the Cape May Command area. These panels monitored radio signals sent out by the ATON's, checking on whether the various functions associated with the particular aid were in order. The electronics could even sense the presence of an intruder, and would send out a signal to the base station indicating that situation. Truly an impressive display of electronic wonder.

In the afternoon a seminar-type meeting was led by Commander Tanguay, in which the entire vista of Coast Guard operations and Auxiliary support was reviewed and discussed. The role of the Auxiliary in Coast Guard Operations was explored in detail, present and future. A big change is in the offing, and the Auxiliary plays a large role in the contemplated change.

A visit to the floating units capped the day's activities.

The expanded role of the Auxiliary in Coast Guard support activities is in keeping with the views of the Commandant of the Coast Guard, Admiral John B. Hayes.

Commander Tanguay made every Auxiliarist feel that he or she is a part of the Coast Guard team. He welcomes and solicits Auxiliary activity and support for his Group, and outlined the procedures for Auxiliarists to follow in order to accomplish this end.

MURIEL G. LEWIS, SO-PR II



Auxiliarists of 3(SR) being briefed by LTJG J. A. Peoples on the use of the recovery basket lowered from a hovering helicopter to effect a rescue of persons in distress. Coast Guard Air Station, Cape May.

REMINDER

DATES TO REMEMBER:

28-29 Sept. 79 Cape May Rendezvous, Cape May, N. J.
13-15 Sept. 79 National Conference, Ft. Lauderdale, Florida

DIVISION X

CHANGE OF WATCH

Chris Stein, of Douglassville, Penna., and Paul R. Mackes, of Allentown, Penna., were sworn in as Captain and Vice Captain respectively of Division X, at the Green Pond Country Club, Bethlehem, Penna., on March 19, 1979. Despite a foggy Saturday night, 125 members and guests were in attendance.

The host Flotilla was 10-3 in Easton. PFC Dick Kelley and FC John Plummer made arrangements for the Change of Watch. Auxiliarists and their guests enjoyed a prime rib dinner, awards, door prizes, dancing and fellowship.

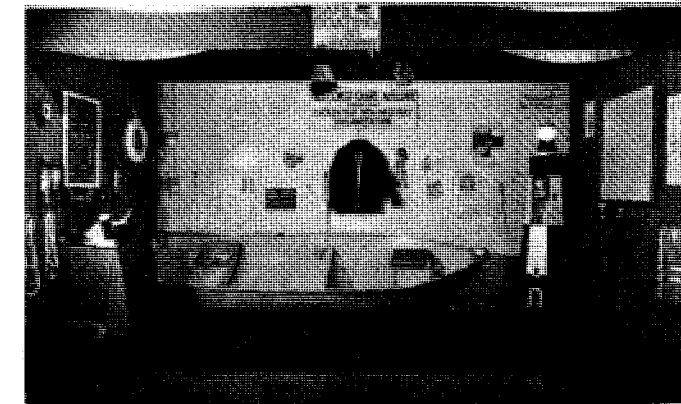
Guests attending were Lt. James Davis, asst. Diraux (Det); VCO Lee Weaver and Linda, RCO (W) Robert Wecker and Neva, Nancy Motter, Harrisburg Office and Jack, and our 1978 AIM candidate.

In attendance, also was Lise Mauger, our 1976 AIM candidate and member of Flotilla 10-5, Lise is attending the Maritime College of New York, N.Y.C. She was not accepted at the Academy in New London, and being very sincere about maritime service, after attending Valley Forge Military Academy she enrolled at the Maritime College. She is in the N.R.O.T.C. there.

Erica Edelen was presented the "Woman of the Year" Award by DCP Chris Stein. Erica, a member of 10-2, Allentown, has been very active both in CME — coordinating Auxiliary functions with the State Parks personnel at Lake Nockamixon and in Public Education setting up a course at Quakertown High School. Thru her efforts and those of DCP Stein, a Flotilla is being formed in Lansdale, Pa.

Present for the swearing-in ceremony were all Division and Flotilla elected officers.

Submitted by: ELEANORE P. STEIN
SO-PB X



Boating Safety Booth Pottstown Home Show Flotilla 10-5.

Pottstown Flotilla 10-5 conducted a Boating Safety Booth at the Pottstown Home Show held in Sunnybrook Ballroom March 22 through 28. Attendance for the seven days totalled 26,000.

Featured in the booth, which was awarded a third-place ribbon in Special Category, were the District 1978 and 1979 first-place Training Aids Awards (lighthouse and vapor cannon respectively). A boat displaying the safety equipment required

for the CME decal plus other Auxiliary-required safety items completed the booth.

Discussions were held by booth attendants with visitors regarding the various activities of the Auxiliary. Registration sheets for the various courses and courtesy examinations were displayed. Signatures were received for Boating Safety and Seamanship starting in September 18; Sailing-course just starting-27; and C.N.-16. Seventeen members assisted in manning the booth and five members in construction work.

Various pamphlets were also available as handouts, as well as the "Water & Kids" coloring books for the kiddies.

Guest attending were Nancy Motter from the Asst. Director's Office in Harrisburg and her husband, Jack.

FLOTILLA 5-17



Big Valley Area JayCees Sports Show, March 29, 30, 31, and April 1, 1979.

Pictured FSO-CC L. Headings, FC B. Pennebaker, and SO-GRV N. Wright talking to passer-by about the U.S.C.G. Auxiliary.

Now's the time for



"THE PROFESSIONALS"

EAGLE CRUISE 1979

DATES	LOCATION
May 24-June 1	New London to Halifax, Nova Scotia
June 4-June 15	Halifax, Nova Scotia to Norfolk, Virginia
June 18-June 22	Norfolk, Virginia to Washington, D.C.
June 25-June 30	Washington, D.C. to New York, New York
July 2-July 8	New York to Bermuda
July 11-July 18	Bermuda to Savannah, Georgia
July 21-July 27	Savannah, Georgia to New London, Conn.
Aug 6 -Aug 10	Short Cruise I
Aug 13-Aug 17	Short Cruise II

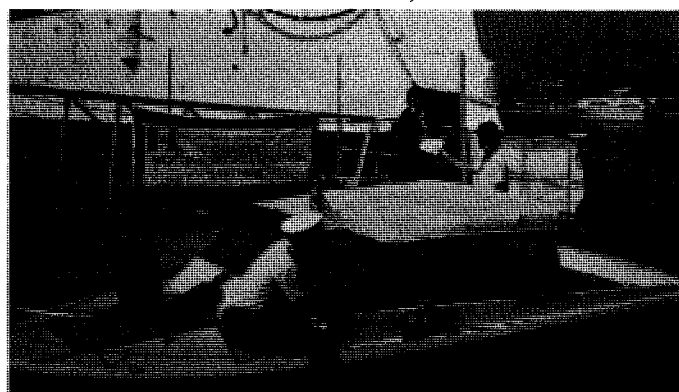
CME at Penn's Landing

Flotilla 2-76 opened its Courtesy Marine Examination Station for the boating season at Penn's Landing Marine Basin, Philadelphia, Pennsylvania, on April 29, 1979. The station is open every weekend until Labor Day. Penn's Landing is in the downtown restored waterfront area of Philadelphia, marking the historic site of William Penn's landing. The Marine Examination Station is an in-the-water station situated on a floating dock in the shadow of the bow of the USS OLYMPIA. The USS OLYMPIA, Admiral Dewey's flagship during the Spanish-American War, is open to the public. The furnishings, fittings, staterooms, and much of the equipment, are all original. A tour of the OLYMPIA is a sight in the mirror of history.

Moored adjacent to the OLYMPIA is the World War II guppy class submarine, BECUNA. The BECUNA is a veteran of South Pacific World War II service, and is open to the public for combined tour with the OLYMPIA, at a nominal charge.

The Courtesy Marine Examination Station of Flotilla 2-76 is part of this historic and interesting complex at Penn's Landing. Auxiliarists are invited to stop by at the examination station when in the vicinity. Meet your friends in 2-76, sign the log, and visit historic Penn's Landing.

Submitted by: MURIEL G. LEWIS
FSO-PR 2-76, SO-PR II



In the shadow of the USS OLYMPIA, Flotilla 2-76 CME station with Muriel Lewis handing out safe boating literature and Jack Marx, VFC, affixing decal to a "safe boat".

INSTRUCTORS! EXAMINERS! OPERATIONS!

If you have accumulated ten years in any of the above activities, you are entitled to wear a silver Roman numeral "X" on the appropriate ribbon. Order through your Materials Officer from the

36 OFFICIAL NATIONAL STORE
U. S. COAST GUARD AUXILIARY

Women's Activities Report

Well, gals, it looks like we are finally getting a break on the purchase of uniforms.

I would like to take this opportunity to quote a letter received from Commodore Carson via National Commodore Horton.

Commencing immediately all Coast Guard Small stores and Exchanges are authorized to sell uniform items to women Auxiliarists under the following conditions.

- The uniforms are available without depleting stock for a Recruit Company.
- The uniform items have been approved by COMDT (G-BAE) (Basically, this means the same items available to men). Omniform has agreed to retain the Auxiliary contract and is again accepting orders. However, I strongly suggest you not order prior to 1 November. This is to allow Omniform time to reduce their back log.

LENORE ROUSH-SPO-WA

Safe Boating Queen Contest

The District Safe Boating Queen contest will be held 29 September at the Cape May Rendezvous.

To you Divisions who have not started looking for a Division queen, you don't have too much time left.

The rules to follow are being put in TOPSIDE. In this way, all Auxiliarists will know what they are if they take the time to read them.

We would like 100% representation from all Divisions in commemoration of our 40th anniversary.

The following list of requirements are to be followed by contestants.

REQUIREMENTS FOR COMPETING IN THE SAFE BOATING QUEEN CONTEST ARE AS FOLLOWS:

Contestant must be single, between the age of 17 and 20 year.

She shall be aware of the purposes of the Auxiliary; i.e., acquainted with the programs provided by the Auxiliarists; namely, Public Education Courses and Courtesy Motorboat Examinations, since these pertain to Safe Boating.

She need not be an Auxiliarist nor a member of an Auxiliary family.

She shall be sponsored by a Division of the 3rd (SR), and will represent same Division in the contest.

The Division shall provide lodging for her during the period of time required for the contest.

The District will host contestants and provide tickets for the Friday Evening Social, and the Dinner-Dance Saturday Evening.

Contestants will be escorted by the Division Captains. THEY SHALL NOT BE ACCOMPANIED BY A BOY FRIEND.

Apparel needed - one-piece bathing suit for judging; a
(Continued on next page)

Queen Contest

(Continued from previous page)

evening gown for the dinner dance; casual dress for Friday evening. Ribbons will be provided by the District so they will be uniform in design.

Of the girls competing, there will be two chosen: a first runner-up, and then the queen. The runner-up will receive a trophy; the queen will receive a trophy and tiara. The other competitors will receive a gift of appreciation.

The queen will represent the District for the ensuing year, and shall be required to attend their main functions. For these affairs she may be accompanied by the escort or her choice,

FLOTILLA 79

Flotilla 79 (3SR) was honored to have Div. VII Captain William R. Dowling present the coveted Past District Commodore's Trophy for most active Flotilla in District 3 (SR) during 1978. Also presented were the District Award for Public Education and for the best Publication in the District. Elected officers serving during 1978 were: Marie Semet, Commander, and Margaret Soderholm, VFC. Mandatory staff officers were Olene Birkland GR, Edward Bitter MT, Edward Bowker OP, James Soderholm PE, and Frank Mehler VE. Other appointed officers were: Gail Weibrecht, CAP liaison; Bud MacGeorge, CC; Charles Judd, CM; Frances Lydixsen, FN; Louis Mandra, MA; Margaret Soderholm, PB; Dorothy

Poster Contest Winners

Our annual Poster Contest took place at the North East Rendezvous. We had 66 entries, and this was one of the best contests we have had.

I would like to thank the judges who did such a fine job in picking the winners, as those who saw the posters know what a hard job it was. The judges were impartial judges, and were not from the 3(SR). They were Mrs. Charlene Stewart, wife of the Delaware Boating Administrator; Commodore of the Fifth District, William Parsons; and Director of the Fifth District, Commander Tom Miles.

The winners in the contest are as follows:

Ages 4-6			
1st place	Missy Pettit	Flotilla 82	Cape May, N.J.
2nd place	Susan Laning	Flotilla 73	Tuckerton, N.J.
3rd place	Daniello Kleinrich	Flotilla 72	New Gretna, N.J.
Ages 7-10			
1st place	Jill Christitator	Flotilla 63	Bristol, Pa.
2nd place	Marc Lambert	Flotilla 82	Cape May, N.J.
3rd place	Ray Connelly	Flotilla 72	New Gretna, N.J.
Ages 11-14			
1st place	Missy Melone	Flotilla 12-5	Dover, Del.
2nd place	Gail Weeden	Flotilla 14	Newark, Del.
3rd place	Kimberly Weiss	Flotilla 63	Bristol, Pa.
Ages 15-17			
1st place	Cheryl Risko	Flotilla 63	Bristol, Pa.
2nd place	Jennifer Keefer	Flotilla 14-4	Hanover, Pa.
3rd place	Ron Billick	Flotilla 63	Bristol, Pa.

I would like to thank Trudy Gundy, Elmer Gundy, and Willard Roush for their cooperation in this program. Without them it would have been disastrous. Trophies will be awarded to the winners at the July District Board meeting. Despite the rain, I am sure everyone had a good time.

LENORE ROUSH, SPO-WA

and tickets will be provided for each function with the compliments of the District.

The judging will be by impartial persons using a point system for: poise, personality, appearance, and intellect, determined by a question-and-answer period.

Contestants will be interviewed by the judges prior to the contest.

Approved by the District Commodore and the Executive Committee. April, 1979.

Mandra, PR; Sharon Egbert, SR; Charles Egbert, Scouting; Phillip Vitello, NSBW; Manuel Bacowski, CU; and Nancy Vitello, Fellowship.

It was not an easy accomplishment. To say the least, many difficulties had to be overcome. In retrospect, it seems perhaps because of the difficulties everyone performed "over and beyond the call of duty".

Submitted by: DOROTHY MANDRA
FSO-PR79

Flotilla 81

Earl R. Seaman

Earl R. Seaman, Flotilla 81, Ocean City, N.J., was presented an Award of Appreciation by LCDR Lee Crossman, Director of Auxiliary, for thirty-five years of service. Earl applied for membership in 1943, and was approved at a regular meeting of Flotilla 81 on 25 February 1944. He passes his Seaman 1/c exam with a grade of 92, and received that certificate on 28 March 1944. On 15 December 1944, he passed his Coxswain exam, and was presented with that certificate on 26 January 1945. On 6 July 1945, Earl was awarded a rating for Bos'n Mate 1/c. The Flotilla selected him to be their treasurer for 1947 because he was vice-president of the Ocean City National Bank, and he continued in that post until he retired in 1977.

The Auxiliary was a natural association for Earl since his father was in the Life Saving Service at Little Egg, Near Tuckerton, N.J., and also had been a crew member of the North American Insurance Co.'s tug that was sent to tow the "SINDIA" off the Ocean City beach in 1901.

Earl recalls his father being transferred to the Ocean City Lifeboat Station in 1906, sailing there in his sneak-box, beaching at Fourth St. and the Bay, then walking to the Station at Fourth and Atlantic Ave. which was then behind the sand dunes of the beach.

The Guardsman's training was rugged and impressed Earl when the large surfboats were horsedrawn to the water on a wagon, where all the crew scrambled aboard, wearing oil skins, rowed off-shore to deep water, upset the boat, righted it, climbed back in and rowed ashore.

An experience that proved the worth of Earl's early association with the Coast Guard was that, as a boy of 14, he often roamed the beach hoping to shoot a few ducks for dinner. One day a Coast Guard Patrol Seaplane landed in the

(Continued on next page)

Seaman

(Continued from previous page)

Great Egg Inlet. A crew member climbed atop the fuselage and waved his arms. A Guardsman from the Station came up to Earl and also watched but wrote nothing on his pad, Earl advised "Out of gas - call Cape May". Doubtful of the youngster's impression of the situation, the Guardsman asked if he could signal, so Earl waved off "R E P E A T", and back came more arm waving which he interpreted letter by letter - "O U T O F G A S - C A L L C A P E M A Y". The Guardsman ran for the Station and Earl wandered around for an hour when another plane arrived and passed cans with heaving lines.

Wonder how the Guardsman on the beach explained how he got the message from a kid on the beach.

Reminiscing about the World War II duty in Tower Watches at 35th St., Ocean City, and at Townsends Inlet, the Fish Docks at Two Mile, and Cape May - at 2:00 AM, the morning before the big hurricane of 1944, they were advised the big blow was coming and not to allow any fishing boats to go out. The fishermen were doubtful and argumentative but occasional glances at the .45 side-arms gave the message authenticity. On their next assignment a week later, the fishermen were effusive in their gratitude.

Earl recalls doing guard duty at the Coast Guard Radio School in Atlantic City, 1800 to 0600 in 3-hour shifts with other members, and taking lessons during his "off" time.

In another incident, attending a navigation class under Chief Bos'n Robert M. Morford in the Ocean City High School, Earl differed with the Chief's answer by one-tenth of a mile and Morford in his gruff manner roared at the class

STATE OF PENNSYLVANIA

Pennsylvania Fish Commission

This is the second article in the three-part series with the Boating Administrators of the States of Delaware, Pennsylvania, and New Jersey. This interview is with Mr. Gene Spurl, who is a retired Coast Guard Commander, and a former Director of the Auxiliary, 9th District. He is presently the Director of the Bureau of Waterways in Pennsylvania. He informed me that each of the three states operates differently, and that one cannot compare states. New Jersey and Delaware boaters operate in Coastal waters, and Pennsylvania boating is all Inland, and the typical boat in Pennsylvania is a 12-foot boat, and this is Pennsylvania's concept of boating.

With Mr. Spurl is Virgil Chambers, who develops the Pennsylvania educational program, and who is known as a Boating Education Specialist. Virgil does all the program developing, and is the prime coordinator with the Coast Guard Auxiliary. Virgil served two-and-one-half years with the United States Navy on a small craft patrol in the Viet Nam waters. After separation from the Navy, he entered college and studied Education with a major in Biology. Upon graduating from college, he taught school for five years in the Lewisburg Area School District. He has been involved with the American Red Cross as a Water Safety Instructor, First Aid Advanced and Standard Instructor, and a CPR (cardiopulmonary resuscitation) Instructor. Virgil started his present job in October 1978, and in taking the position of Boating Education Specialist, and attending various boating seminars with the Coast Guard and other organizations, he stated he has found that the Pennsyl-



"Seaman First Class Seaman disputes our fix - and by God he's right!"

Morford was a frightening master - the writer knows 'cause he had a wrong answer.

WARREN E. FOX
FSO-PR-PB-81

vania Fish Commission is regarded as one of the leading organizations in Boating Education and Boating Safety.

I asked Mr. Spurl what the Coast Guard Auxiliary has done for the State of Pennsylvania, and what the State of Pennsylvania has done for the Coast Guard Auxiliary. He said that every registered boater in the Commonwealth of Pennsylvania is sent a complete home study course book which gives him organized printed material on boating safety. If he doesn't use it, there is not much that can be done about it, and to Mr. Spurl's knowledge, Pennsylvania is the only state that offers this home study course.

I asked if the home study course would interfere with the people taking the Coast Guard Auxiliary's BS&S courses. Mr. Spurl said they had discussed this situation in great length before they went into the home study program in 1976, when the boat registrations were about 160,000. They mailed out 160,000 home study courses, and since that time they automatically mail a home study course to each new first-time registered boater. He said that Pennsylvania's course is very similar to Delaware's, except that there is a home-study course in the front of the book, and an end-of-course test that is postcard style, and all that one has to do is to mail in the card.

When they went into this program, they were concerned that it might affect the Coast Guard Auxiliary BS&S program, Power Squadron public education program, Red Cross, etc.

(Continued on next page)

Pennsylvania Fish Commission

(Continued from previous page)

These organizations were contacted and asked if their programs were being affected by this. Since there was no feedback, it was assumed that no one was hurt by it. Mr. Chambers commented that he felt this program complemented most of the other programs.

Mr. Spurl stated that the key phrases in this home study course book, and also on the back cover, in essence really say that if you want to learn more about this, take a Coast Guard Auxiliary or Power Squadron course.

The real responsibility is to assure that every boater gets the maximum printed material in his hand, and then it is up to him to use his own initiative. Mr. Spurl feels that the role of the Coast Guard Auxiliary, Power Squadron, and all voluntary organizations, is to teach the art of good boatmanship, and thinks that this is where the voluntary organization role is, and that the Pennsylvania correspondence course program, if anything, is very beneficial. I asked Mr. Spurl if everyone is compelled to take this course, and he said that it is strictly voluntary. Certificates are sent to the boaters who have successfully completed the course, if they have answered 80% of the end-of-course questions.

I then asked Mr. Spurl about the CME program, and was informed that Pennsylvania does them all over the state, and that the Coast Guard Auxiliary has a very active CME program, with which they cooperate. For example, in the State Park program, the State Park Superintendent will set up signs giving the location where the Auxiliary will set up a CME station, and will also put up signs in the visitors' area, stating that the Coast Guard Auxiliary will be there on such-and-such a date to conduct Courtesy Marine Examinations. These signs were intentionally placed out of the line of the ramp, so as not to hold up the ramp track. It has been very successful, and there are other areas that are done on a local basis, such as Grays Landing, which has a very active CME station. Mr. Spurl says that if you go up there in mid-summer, you'll find that almost every boat has a CME decal, and their own boats are inspected there. Mr. Spurl commented on the very active Altoona Flotilla.

I asked Mr. Spurl if Pennsylvania feels the same as Delaware, in that they do not like their Marine Police around when the Auxiliary is giving a Courtesy Marine Examination. He said they do, and they would prefer to keep the CME program away from a law-enforcement aspect. He feels the Auxiliary is much more successful when it is advertised as an education process, and as a result some of their officers will work hand-in-hand with the Auxiliarists at the ramp where most of them know that the Auxiliary is setting up a CME station. Pennsylvania also feels that if a boater fails a Courtesy Marine Examination, they would rather not know about it, and that they, like the State of Delaware, will turn over a tow of a boat to an Auxiliarist if the occasion arises.

I asked Mr. Spurl what they do in the event they receive complaints about Auxiliarists doing bad CME's, and he told me that they have a very good relationship with the Director, and if one of their officers get a complaint about an examination, all they need do is get the number of the decal, and then contact the Director and turn it over to him, and he (the Director) will then take care of it. Mr. Spurl stated, "There is no policing like self-policing." He said that the system works very well, and they had very few complaints about this matter, and he does not recall even one coming in last summer.

The Coast Guard Auxiliary runs safety patrols in Grays Landing every Wednesday and Friday evening, and also on Saturdays and Sundays, which are the busiest time on this large body of water, and it works our very well. The Coast Guard Auxiliary is authorized by the Coast Guard to conduct two types of safety patrols on navigable waters, or on waters under joint Federal/State jurisdiction: (1) "Operational Safety Patrols Under Orders", whose condition must be met in order to conduct this type of patrol, and (2) "Voluntary Safety Patrols", which are conducted on navigable waters and on waters of joint Federal/State jurisdiction. These patrols are completely voluntary and on a non-reimbursable basis, and may be conducted at any time and without prior authorization from the Coast Guard or prior notification to the Pennsylvania Fish Commission. In order to conduct this type of patrol, Auxiliarists must meet certain criteria.

Pennsylvania's District Waterways patrolmen maintain liaison with the Auxiliary while they are on patrol. They know what operational facilities are in the district, and they utilize Auxiliary services. When it is feasible, they request that the Auxiliary perform specific tasks, such as patrolling a specific area, controlling spectator craft at a regatta, certain assistance work (primarily tow jobs) so long as the task does not endanger the Auxiliary facility or the vessel being assisted.

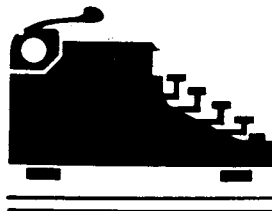
District Waterways patrolmen are required to report immediately to their supervisor any accident involving a Coast Guard Auxiliary facility, and assure that the proper accident reports are filed. They are to report immediately in writing to their supervisor any incident that they may consider derogatory to the conduct of the Coast Guard Auxiliary safety patrol. Commendable reports are solicited, as well.

I asked Mr. Spurl to sum up his feelings about the Auxiliary and its program. He would like to say that, "In all - and I won't make any exceptions - in all Coast Guard Auxiliary programs, the key is local communication. There is no other way around it. We can sit in this office and devise the fanciest program you ever saw, and we can get together with the District Commodore and work out the finest plan available, and we have - and it will not work unless we have that local liaison. We can discuss various ways of coordinating activities, cooperating with each other until Hell freezes over, but unless we have that liaison with the local man, and a really honest and open friendly liaison at the local level, no program devised by the managers of the State program or the managers of the Coast Guard Auxiliary program will work, and this has been our experience. Pennsylvania is well aware of the Coast Guard Auxiliary program, and is looking forward to cooperating with them, providing this local line is opened up."

Mr. Spurl stated that "the prime mover in the Auxiliary is the Flotilla Commander, and if you have a good, active Commander, you will have a good active program".

TRUDY GUNDY, DSO-PR 3(SR)





YE EDITOR LETTERS WE RECEIVED!!

Fifth District Past Commodore
Palm Coast, Florida

The new format is most attractive. This publication will be of great value in compiling the history of our Auxiliary. I have found that this type of material is the best source of information that is available for research into the Auxiliary progress.

Sincerely,
Allan R. Stratton

FLOTILLA 51

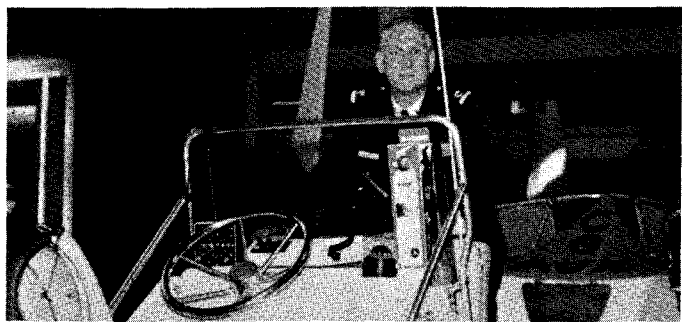


Flotilla 51, with Commader Thomas McCurdy at the helm and a very able and willing crew of flotilla members had a busy Safety Boating Week.

On display at the Capitol City Mall, June 7-8-9 was a fully-equipped boat with free literature available, along with information on future courses. Many members were there to answer questions, etc. Several people signed up to be called when lessons begin. Some of the 90 poster enteries in the Poster Contest were displayed also. Our lovely Queen Candidate, Sherrie Lynn Golobish, was on hand to add to the pleasure of the shoppers as well as the members.

Flotilla 24

First Boating Safety Booth



Phil Stamm, FSO-PE-24—demonstrating equipment required for operational facility, on boat generously supplied by 309 Marine Supply Co.

Superintendent (SPA)
U.S. Coast Guard Academy
New London, Conn. 06320

The story and photos about the Academy were well received and we appreciate your efforts in this regard.

I wish to thank you for the coverage in TOPSIDE and your interest in the Academy.

Sincerely,
George J. Whiting, Lt. USCG
Public Affairs Officer

Office of the Branch Chief-EOB
PNAVCO, PDCO

Dear Richard & Sharon,

Allow me to congratulate you on TOPSIDE. The Richard & Sharon team have made it an interesting and readable publication.

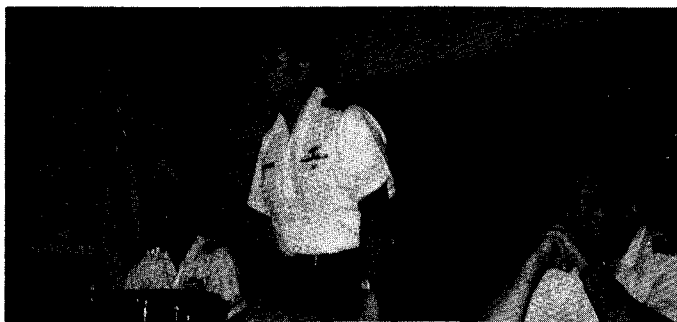
I was especially interested in the 40th anniversary edition because with the help of PDCO John Johansen, you brought back memories of my almost 40 years of active service in the Temporary Reserve & the Auxiliary.

Keep up the good work.
Bill Garry



DCO Robert A. Carson presenting Trudy Gundy, DSO-PR, the "Delaware Maritime Assistance Award" for her Outstanding Service to their Marine Community for giving so freely of her time and nautical expertise in promoting safety. Especially noteworthy was her enthusiastic, professional and willing manner in which she handled the meeting between Governor Pierre S. DuPont, LV and the U.S. Coast Guard Auxiliary.

FLOTILLA 2-76



Director of Auxiliary 3(SR) L.F. Crossman, addressing the approximately 100 graduates of the PE courses of Flotilla 2-76; From left to right: Rodger Derr, RCO-E; LCDR L.F. Crossman; Royal F. Morris, FC 2-76.

Northeast Rendezvous - 1 & 2 June 1979



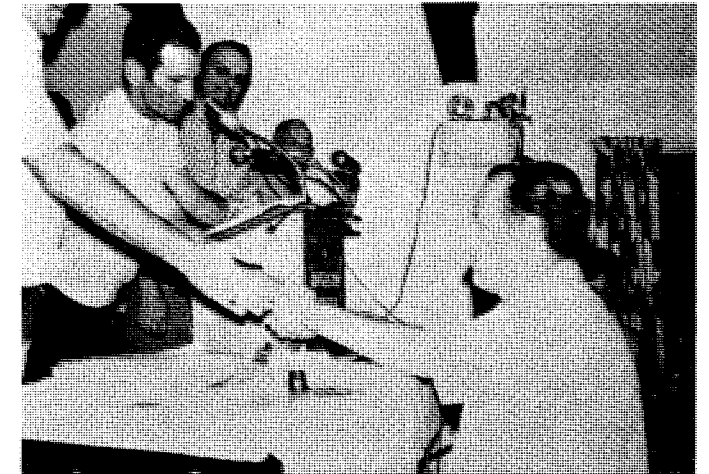
LCDR Lee Crossman proudly displays plaque depicting his advancement through the ranks of the Coast Guard. Left to Right: DCO Robert Carson, L. Crossman, USCG, Toni Crossman, VCP XII.



DCO Robert Carson present 40th Anniversary Commerative Plate to Delaware Boating Administator George Stewart for all the cooperation he has given to USCG Auxiliary and its Boating Safety Program. Mrs. Steual looks on.



Auxiliarists facilities at dockside at North East, Md.



Richard Hudson being congratulated by LCDR Crossman, DCO Carson, RCO-E Derr and IPDCO Dischert on being elected Rear Commodore Central (RCO-C) 3(SR).

Flotilla 42 Visits Philadelphia Naval Base

On May 23, thirty members of Flotilla 42 and their wives were joined by Ensign P.L. Stephenson, Assistant Director of Auxiliary (3SR), and his wife for a special treat: a visit to the Philadelphia Naval Base.

After meeting at the main gate, the members traveled by motor car to tour the USS H.J. Ellison (DD864) Division 30, now in porcess of overhaul in preparation for conditional sale to the Egyptian Navy. The tour began on the quarterdeck where Lt. J.M. Nelson gave a briefing and covered the history of this fine ship which was built in 1945 by Bethlehem Steel.

Now commanded by Commander Synstad, U.S.N., the Ellison's war record includes Korea and Viet Nam. Her specifications are: length 390 Ft.; width, 45 Ft. At her building, she was the fastest ship in the U.S. Navy (32 knots),

and is equipped with steam turbines producing 64,000 H.P. Her armament includes ASROC surface-to-air missiles, and twin quick-firing 5.5 guns mounted in a forward turret enable her to fire conventional warheads.

After this interesting tour, the group gathered at the Commissioned Officers Club for a fine dinner of Chicken Cordon Bleu. Then all were invited to the disco for dancing.

J.C. ROBERTSON FSO-PB
Flotilla 42, Division IV



DIVISION I HISTORY

The original name was "Atlantic" Division which was changed in 1943 to "Northern New Jersey" and remained so until original Division 1 was disbanded about 1955.

Because of incomplete documentary evidence, exact day and/or month are not shown in all instances. In most cases, the year is correct. Where the year is marked "approx." it is usually accurate within a year.

Flotilla	Former No.	Location	Estab.	Disestab.
11	S2, 1502	Atlantic City	25 Aug. 1940	1955 app.
12	1505	Beach Haven	1940	1942
13	1503	Seaside Park	22 Dec. 1940	1955 app.
14	1501	Forked River	1941	1942
15	1504	Point Pleasant	1941	1947
16	1507	Toms River	1941	1946
17		Great Bay	25 May 1942	1945
18		Little Egg Harbor	21 May 1942	1947
19		Mullica River	1945	1947
12		Waretown	1952	1954

On 1 January 1956, a new Division I was formed in the State of Delaware. Delaware was originally Division IV and had only two Flotillas in being and an additional one proposed but never chartered. The history of that will be covered in a subsequent article involving Division IV.

Flotilla	Former No.	Location	Established	Disetab.
11	41	Wilmington, Del.	27 Aug. 1943	
12		*Rehoboth Beach	20 Apr 1956	
13		*Dover	28 May 1956	
14	44	Newark	24 Mar 1955	
15	45	Newcastle	1 Mar 1955	
16	46	Wilmington (Women)	9 Dec. 1955	1958
17		Wilmington	7 Jul 1959	
18		Wilmington	18 Nov. 1959	
19		Perry Point, Md.	27 May 1956	(Became Newark)
16		*Milford	24 Sep 1958	

*Flotillas 12, 13 and 16 (Milford) later became the nucleus for Division XII, in 1967



When the fishing trip was rained out and all the boats headed for home, one remained, waving his arms. Charlie Pyle, VFC-81, and his crew, Ben Smith, FSO-VE, and Bill Krouse, FSO-CU, investigated. They found the poor fellow had gone fishing without even putting grease in the lower unit of his brand-new motor. It got him there, but wouldn't bring him back. Like all good Auxiliarists, they rigged a bridle and towed him home. It is all a part of the fun in boating!

WARREN E. FOX Flotilla 81

Topside Deadlines

25 October 79	Fall 79 Issue
25 December 79	Winter 80 Issue
25 March 80	Spring 80 Issue
25 June 80	Summer 80 Issue



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