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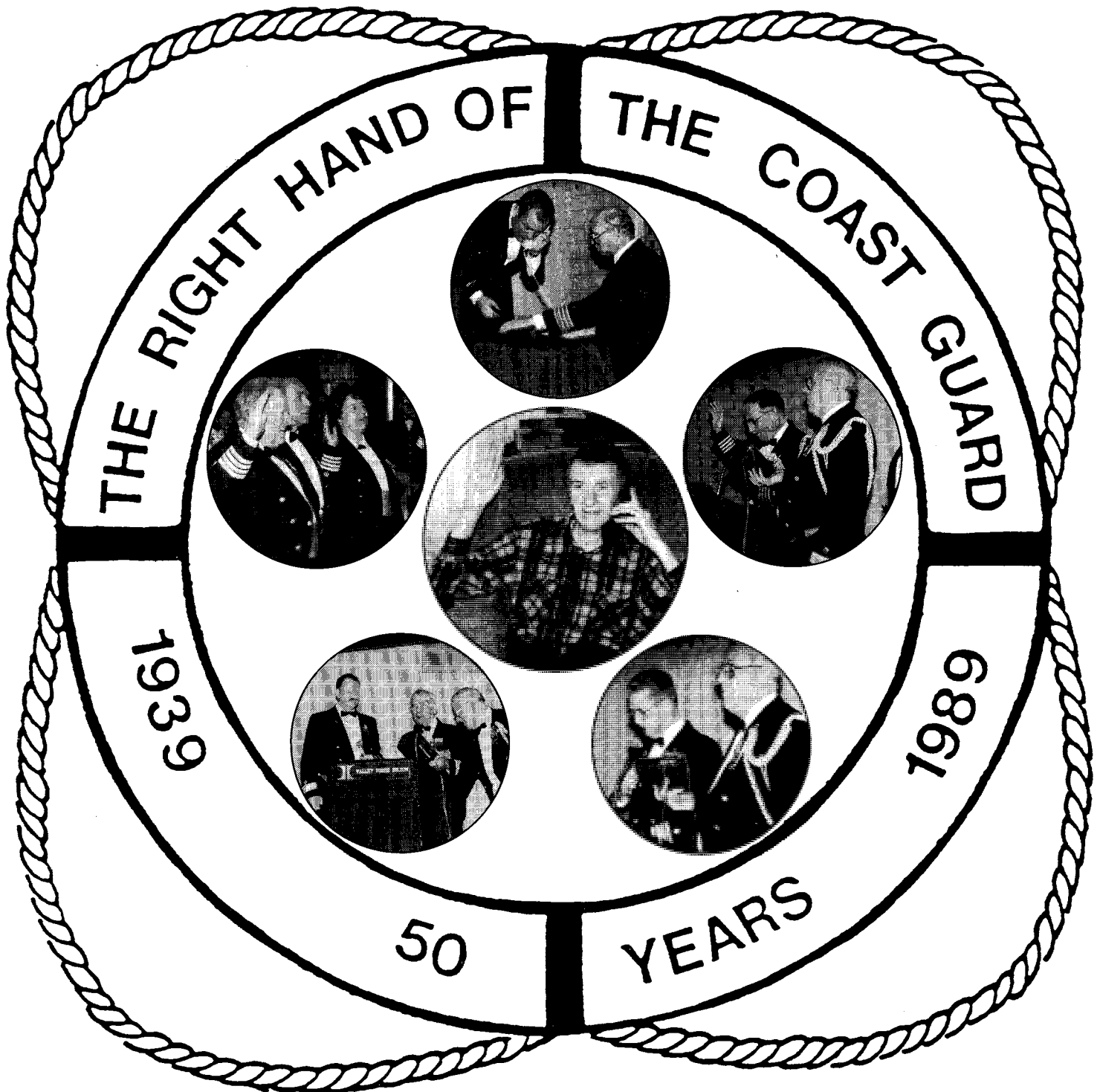


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FRONT COVER
5NR Change of Command at Winter Conference
A very special and different event partly conducted via AT&T
See VCO Pester's article
Photos: M. Philip Stamm

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FROM CHIEF, BOATING SAFETY

UpdateCAPT Robert A. Melvin, USCG

It's hard to think about summer looking out the window at sleet, snow and a 3-foot chop on the river driven by 40-knot winds. Spring can't (can it?) be far behind and we have to prepare our facilities and ourselves mentally for the SAR season. At the recent EACON in Austin, Texas, RADM Nelson, Chief of the Office of Navigation, Safety and Waterway Services discussed the Coast Guard's Maritime Assistance Policy. RADM Nelson stated that the policy is working very well, in fact, much better than anyone expected. The Fifth District was the leader in implementing the policy. The Fifth District has not received any formal complaints from towers, boaters, or Auxiliarists. The Commandant met with various individuals in his chain of command to discuss the policy in light of the passage of H.R. 2342 (the Hutto Bill). The result was that there will be no changes to the current policy in the near term. As a review, when mariners are experiencing difficulty but are not in immediate danger, the Coast Guard will:

—Call any specific assistance desired by the mariner, such as a friend, marina, or commercial towing operator, or
—Issue a Marine Assistance Request Radio Broadcast (MARB) to invite alternate responders, including good samaritans and commercial providers, to help the stranded mariner. If no assistance is offered after approximately 10 minutes, the Coast Guard or Coast Guard Auxiliary may be dispatched.

When the mariner or his/her vessel is threatened by grave or immediate danger, the Coast Guard will continue to initiate an immediate response. This response may include the Coast Guard, Coast Guard Auxiliary, state, local or commercial towing units, based on proximity to the incident and the ability to provide the fastest, most capable service.

Remember that boaters under the maritime assistance policy, needing non-emergency assistance may have to pay for commercial services. As long as a capable commercial provider is on-scene, Coast Guard or Coast Guard Auxiliary resources will not be dispatched. To meet these potential costs, the mariner might consider subscribing to a membership services program or purchasing towing insurance.

To reduce the possibility of needing such help, advise mariners that it is in their best interest to ensure that their vessel is in good operating condition; sufficient fuel and necessary charts are onboard; their radio is operating properly, and they have someone—who knows the sailing plan of the operator—contact the Coast Guard if the vessel fails to return when expected.

In summary, the guiding principles in non-distress cases are: when specifically requested assistance, such as a commercial firm, marina, or friend, is not available, a request for assistance will be broadcast; If a commercial provider is available and can be on scene within a reasonable time, usually one hour or less, no further action by the Coast Guard Auxiliary facility, if available, or a Coast Guard resource may be used. Three principles which guide assistance to vessels not in distress are:

- (1) Assistance normally will be provided by the responder which first arrives on scene of the vessel requesting assistance.
- (2) If a Coast Guard resource or Auxiliary facility takes a disabled vessel in tow, the tow will normally terminate at the nearest safe haven, and
- (3) Once undertaken, there is no requirement to break the tow

You should also be aware of and avoid any possible conflict of interest. Because of the possibility of conflict of interest, active duty Coast Guard personnel, reservists under active duty or inactive duty orders, and Auxiliarists under orders are prohibited from engaging in commercial assistance activity of any sort. Likewise, Reserve and Auxiliary personnel are not to be used in any capacity that might give rise to the perception of a conflict of interest. Vessels and aircraft used for commercial assistance activities shall not be accepted as an Auxiliary facility, and a designated Auxiliary operational facility may not be used as part of commercial assistance activities at any time.

NOTE:Coast Guard resources or Auxiliary facilities may be used to help Auxiliary facilities in need of assistance at any time.

(continued on page 6)

FROM THE DIRECTOR

UpdateLT William M. Cherry, DIRAUX



THE "OTHER AWARD PROGRAM"

Please don't panic...let me explain! As all of you know by now, Division and Flotilla Goals are set by AMOS. So, it is no "Great News" that unit recognition for goal attainment is provided by AMOS. But, what most members don't realize, is that district goals are not set in the same manner, i.e., District or Regional goals are not simply the sum of the various Flotilla AMOS goals. How then is

the success of a District or Region determined?

Each year the National Commodore, with the help of his Executive Committee, sets 6 goals for every Auxiliary District or Region. These goals, the corresponding unit of measure, and AUXMIS input document(s) are:

Goals	Unit of Measure	AUXMIS Input Docu.
PE	Hours (PE-Line 1)	CG-4947
CME	# CMEs given	CG-3594
OPS	Hours (PATROLS & OSM)	CG4947
MT	Hours (MT-Line 1)	CG4947
MR	#BQ/AX Members	Various DIRAUX Inputs
PA	Total PA Credits	CG-4952

Recognition for District or Regional goal attainment is provided in 3 ways. First, each District which meets or exceeds 1 or more of the above goals, receives a National Rear Commodore's Plaque listing all areas of goal attainment. Second, the District with the best performance in each of the 6 programs, receives a National Vice Commodore's Plaque for "1st place in the Nation." And finally, the District with the best overall performance receives the National Commodore's Trophy for "Best Auxiliary District in the Nation." Restated, each District may receive a National Rear Commodore's Plaque; but, only 6 National Vice Commodore's Plaques and 1 National Commodore's Trophy are awarded annually.

You have probably recognized that this is the same National Awards Program that was utilized under "GAP"...and it is. Since AMOS is so uniquely peculiar to the District, it will take quite some time for National to find an equitable way for this program to be changed to reflect AMOS goals set by the various Districts. To their credit, they have resisted the temptation to change "for the sake of change" while they search for a better National Awards Program! Believe me, having thought long and hard on this subject, this is a "tough nut to crack"!

Are you sitting there "scratching your head" and wondering why on earth I chose this topic for my TOPSIDE article? Well, it all has to do with a banquet I recently attended at EACON '89 in Austin, Texas. During dinner, Captain Melvin and I had the pleasure of watching Commodore Bill Pierce go forward not once; but, 4 times, to receive national awards on behalf of the members of 5th District Northern Region! To date, your 1988 accomplishments have earned you a National Rear Commodore's Plaque for goal attainment in PE, CME, OPS, MT, and MR (Best in the East) and 3 National Vice Commodore Plaques for 1st place in the Nation in PE, CME, and MT! Whats more, you achieved 2nd place in the Nation in MR and made 157.1% of the National Commodore's goal in OPS! I invite each of you to come to our April Awards Conference in Lancaster, PA to view and touch the "Fruits of your Labor" which will be on display throughout the week-end!

The National Commodore's Trophy will be presented on Saturday night at the National Conference to be held in Washington, D.C. (right in our "back yard"). I can't tell you that you will receive this award; but, I would not miss that banquet and the chance to be present in the audience for all "the tea in China"! Admiral Breed, Captain Melvin, and I are elated with your performance in 1988 and extremely proud of having had the opportunity to serve alongside the **BEST!**

Good Luck and I'll see you in Washington in September!

William M. Cherry, LT, USCG, DIRAUX, 5NR

FROM THE BRIDGE

UpdateWilliam E. Pierce, DCO, 5NR



I felt that my first article, as your District Commodore, should be about something that is very close to my heart and also, I hope to yours. A subject that falls well within all of us as Auxiliarists is not only to understand but to accomplish.

That subject is paying one's DUES. DUES, you say, we all have to pay Dues, or be disenrolled. Well that's not the kind of Dues I'm talking about. The few of you who went to

the Elected Officers Training know what I'm talking about.

DUES: doing your part to serve the Coast Guard. Be it serving in the class room teaching one of our Public Education courses, or on the ramps doing CMEs, or in the schools expounding on the virtues of the Coast Guard Academy; on the water doing Search and Rescue or our newest effort for the Coast Guard— private aids verification. All of the above are ways you and I can pay our Dues to the Coast Guard.

Let me talk for a few seconds to the leadership of the Fifth Northern. You Flotilla Commanders, Division Captains, Rear Commodores, "soon to be fully on line" Vice Commodore and me! We, all of us, belong to a flotilla (remember the place we pay the money part of our Dues) and to that flotilla we must pay the other portion of the Dues. DO NOT let your title get in the way of doing the job that you have done in the past. Do more, set an example by doing, not by dictating to others to do it. I challenge you, now that you are the leader, to do more than you did last year. I know some of you will do this without even trying because you love the ACTION of being an Auxiliarist. The joy of working with others and the pleasure you get from serving no matter in what capacity.

Now back to everybody. We all have joined for various reasons; I joined for selfish reasons, I wanted to know more, much more, about my hobby, boating. To this end I studied for AUXOP (it only took me a little over 7 years). Boat crew was even shorter (about three years). Why am I telling you all this and what does it have to do with the subject of Dues? Well, while studying for the above I met one heck of a lot of good people who were there to help me get my education. They didn't know it but they were paying their Dues and having fun doing it. I've been an instructor for about 17 years and love it, a Vessel Examiner for a little over one year and involved in the operations program for about 12 years and love doing it all. I guess I'm paying my Dues but it sure is painless, AND I'm having fun doing it. I'm still learning about my hobby and I'm still meeting Happy Auxiliarists out there PAYING THEIR DUES.

THE COAST GUARD AUXILIARY, BORN FIFTY YEARS AGO ON 23 JUNE 1939, WAS CREATED FOR ONE REASON "TO ASSIST THE COAST GUARD"

Little did they know then that it would be so much fun and bring so much happiness to so many of us. Hey, look for me out there — I'll be paying my Dues right next to you!

William "Bill" Pierce, DCO, 5NR

**NEXT TOPSIDE DEADLINE
JUNE 1, 1989**

FROM THE BRIDGE

Update.....Eugene M. Pester, VCO, 5NR



The news regarding my recent demise was greatly exaggerated, to paraphrase a famous author and steam-boat captain. I am happy to report I am in fact alive, well, and progressing nicely and getting more feisty each day. A sure sign of recovery, at least that is what Jane says.

I want to thank all of you for your prayers, get well cards, telephone calls, well wishes and visits. You have no idea how much they all helped in my recovery. I can truly tell you the Coast Guard and the Auxiliary consists of the finest group of people to be found in any organization in the world.

I cannot name all of the well wishers—their names would fill this publication, however, there are three I would like to single out.

The first is Chip Hoovler who arranged for the telephone hook-up at the Winter Conference which enabled me to participate, in some small way, in the Saturday evening ceremonies. I sure was proud to be able to swear in the District Staff and also be given the opportunity to say hello to everyone. I was also very much impressed by the fact that our own Chip Hoovler knows and is on personal terms with such personages as Margaret Thatcher, Donald Trump, Hank Williams, Jr., Mickey Mouse, just to name a few. (Ask me about these people when we see each other.)

I also want to thank Bill Cherry for all he did for Jane and me while I was in the hospital. He kept me posted on many of the happenings in the District and also took care of some items for me while I was laid up. I had an opportunity to see a side of our Director few have seen. I can tell you from first hand experience he is a warm, compassionate, caring person and I am proud to call him my friend.

Finally, my sincere thanks go to our Commodore, Bill Pierce who did a magnificent job not only covering for me and doing my work, but also for running the District as our Commodore. He keeps saying he wishes I would get back on the job, but I can tell you it was and is nice to know Bill was there running the District Staff, fielding their many questions and problems in his usual capable fashion. He kept me posted as to what was happening in the District. In addition to all of these items, he was a tremendous help and support to Jane while I was in the hospital.

You folks just don't know how much I have missed you during the past months and just how anxious I am to get back in harness. I think I should be back in almost full swing by the Lancaster (April) Conference. (That is about half the time the doctors say, but I'm sure I can do it.) You can bet I will do all I can to get back on the job just as soon as this body will let me.

I want to thank all of the District Staff for the great workshops put on at King of Prussia. I have heard nothing but good things about the Saturday and Sunday sessions. I heard the staff members were all well prepared and presented most interesting and informative programs. A well done to all of you.

I keep hearing good things about our District. The AMOS program, I am told, was very successful in 1988. The objectives established for 1989 seem to be attainable. I know each Flotilla and Division will do their level best to meet the 1989 challenges. We are going to have a banner year.

Finally, a special thank you to Harry and Jean David, Al and Muriel Lewis, and Phil and Alice Stamm for being there when Jane and I needed them. They gave more than anyone could or should expect and we will always be grateful to all of them.

See you all very soon. God Bless You All—Everyone.

Gene Pester, VCO, 5NR

FROM CENTRAL

Update.....Russell Appler, RCO-C, 5NR



CUSTOM MADE TRADITIONS: 1949-1989

As I reflect upon the United States Coast Guard Auxiliary's 50 Years of Service, the cliché "Action Speaks Louder Than Words" is most appropriate. Another way of phrasing that for the Auxiliary family, albeit perhaps negative, is to say that **BOATING SAFETY** indiscretions of the moment or as a way of life by the

Auxiliarist will cancel out the effectiveness of our Courtesy Marine Examinations, Public Education Courses, and/or Operational Safety Patrols.

Having read of our Genesis and being part of its Heritage and Customs for approximately 2/5 of its lifetime, it is not too difficult to wrap these "Family" traditions into one marvelous package of six parts.

First. TRADITIONS SPEAK OF LEADERSHIP PRIORITIES. It is one way to say to the "Family" and to the Boating Community that this program or that program is number one at this time. When we get our priorities straight, they speak louder than words.

Second. TRADITIONS SPEAK OF PERSONAL PRESENCE. They reflect growth, knowledge, dedication and presence of individual and/or organization. Our presence as a **ROLE MODEL** in the Maritime Community is far more effective than all of the printed work or audio-visual presentations.

Third. TRADITIONS SPEAK OF PERSONAL AND ORGANIZATIONAL SECURITY. Unfortunately, insecurity grows in the yeast of change. In a world of changing values, competitiveness for time and program, we do have and need roots and honored traditions. Hence, we have security and stability.

Fourth. TRADITIONS SPEAK OF COVENANT. The Coast Guard's covenant with us and ours with them are binding agreements. It's all in the family. When we take the oath as a new member, elected officer or appointed officer, we don't merely say "I'll do it." Those oaths were vows affirming that something would actually be done. We will carry on traditions.

Fifth. TRADITIONS SPEAK OF BONDING. Bonding time is not a one time experience. It is continuing, growing, and strengthening. It is a repetition of experiences we enjoy together—fellowship, the fourth cornerstone, along with the other programs. Bonding, like glue, brings us close together—Auxiliarist and/or Auxiliarist to Coast Guardsman-and will not allow us to be easily separated. The repetitious habits of tradition and need bond us together because we can count on each other being there.

Sixth. TRADITIONS SPEAK OF HERITAGE. A heritage of fifty wonderful years—A Golden Anniversary. We recollect the past, talk about the present, and create the future for our "Family" and the Maritime Community. As leaders and/or followers, we decide the most important things to bequeath to those of tomorrow. Our legacy will not be in a monetary form. Rather, it will be in time honored and experience tested customs, traditions and programs for a safer Maritime Community of tomorrow. It will sustain for it was developed and nurtured through fifty years of "Family" togetherness and strength of those ties.

Russell Appler, RCO-C, 5NR

FROM THE WEST

Update.....Frank J. Taylor, RCO-W, 5NR



It is that time of the year, when that time of the year is called "SPRING." The first day of Spring will have come and gone by the time you read this. Spring has been known to get the grass growing green, the buds on the trees bursting forth and the time for "Love."

It is also the time when Red-Blooded Auxiliarists get to thinking about "Water and Boats." What Else? Auxiliarists of the Fifth Northern

have their "Spring Juices" flowing, thinking about the boats we have to inspect on the ramps, and the many patrols we have been assigned for the year 1989.

For the "Winter Blahs" and the "Couch Potatoes" your season is over. "Spring is here."

Of course we will still be working on boating classes and will hopefully, be working on them throughout the summer!

In Lancaster the weather has been beautiful. Would you believe on March 17, the temperature was 72°. It appears we are going to have a great year weatherwise.

Our Director has given us some great goals for the year 1989. We can be very proud of the Fifth Northern District accomplishments for the year 1988. But I have a feeling we will do much better in the year 1989.

MOTTO: 1988 - "The Best is in the West"
1989 - "The Best gets Better"

Frank J. Taylor, RCO-West, 5NR

SPRING CONFERENCE EDEN RESORT INN APRIL 28-30

Eden Resort Inn will be the place to be on April 28th to 30th 1989.

We have planned a great weekend for you. Education, Training, Wonderful Food, Great Pool, many Awards to be made and much fellowship. What more could you possibly ask for?

You all have your schedule mailed earlier in Topside Junior. Hope your reservations are in

Saturday morning District Board will meet; the ladies program and "coffee get together" will be conducted and the QE sessions will be run.

District Store will be open from 8:00 am to 1:00 pm.

AUXLAM session will start in the afternoon and be completed on Sunday. Workshops will be conducted for IS & PA; MT; OP; and VE.

The Awards Banquet will be in the evening in the Grande Ballroom. Again Commodore McIntosh assisted by many of our distinguished guests such as Admiral Breed, Captain Griswold, Captain King, Captain Roe and others will make this a fantastic event.

Following the Banquet our ever-popular "Splash Party." The theme this year will be "If I Were Captain. . . you figure out the rest.

Hope all your reservations are in and we will see you there - since by the time you read this the deadlines will be past.

Phil Stamm, Conference Coordinator

FROM THE EAST

Update.....Caroline Sweigart, RCO-E, 5NR



AUXILIARISTS AND TERRITORIALITY

Auxiliarists (including myself) demonstrate several types of innate behavior patterns which both assist their activities and occasionally confound their purposes. Aggressive territoriality must be met with communication, co-operation and sometimes migration.

Migration is a very complex type of innate behavior as demonstrated by our northern "Snowbirds" when during the winter they migrate to Florida and other parts south taking their silver plumage and CME decals with them. Access to salt water in warm weather drives many Auxiliarists from inland to the shore trailering their facilities or purchasing pools of water located next to docks to compete with local members for mollusks and fish. Members from the shores travel many miles to hunt for bass and mountain breezes. 5NR has profited greatly from these migrations since competition has been weaned from our purposes. Each of our members have personal goals but our units compete only against their own individualized needs. No longer are we pitted against each other territorially.

The United States Coast Guard Auxiliary is a society (by definition a group of organisms working together for a common purpose). The pledge we take when we join the Auxiliary is to SUPPORT THE COAST GUARD and it stresses co-operation and dedication.

Through communication or the exchange of information we continue this co-operation. Every meeting, seminar or workshop we attend advances our knowledge of our "ONE FAMILY."

The most difficult pattern of innate behavior that we Auxiliarists must contend with in migration, co-operation and communication in our society is aggressive or fighting behavior. Aggressive behavior in organisms is used to defend a territory. Territoriality is the defense of a certain amount of space. Territorial animals will use aggressive stances and vocalizations to keep intruders out of "THEIR" territories. Because we Auxiliarists serve together in co-operation to assist the Coast Guard, our common purpose triggers the learned behavior of rational thinking or reasoning.

Rational thinking and reasoning with the use of communication and co-operation reinforces the knowledge that we will NEVER RUN OUT OF: boaters to teach, vessels to examine, operations to support, members to recruit, classes for us to take, training to give or the public to whom we spread the word of SAFE BOATING.

LET'S LEAVE TERRITORIALITY TO THE BIRDS!!!
Caroline K. Sweigart, RCO-East, 5NR



Update...Francis MacDonald, DSO-Vessel Examination, 5NR

DO IT RIGHT THE FIRST TIME

Did you ever stop to think, if you do not examine a boat right the first time that the owner and his guests might not have a second time? How would the death or injury of someone carry a responsibility of doing our job well. I am sure many lives have been saved because the boat owner had the necessary equipment aboard that saved someone from injury or even death. There are no statistics to prove my point. The only thing that is recorded is injury and death. Doing the job right the first time can also save the boat owner money. A few years back, I examined a boat and the owner only had throwable cushions aboard. He was under the impression that these were all that was necessary and he did not feel that life jackets were necessary. He did purchase Personal Flotation Devices and one week later he was boarded by the Coast Guard. He called and thanked me for pointing out that Federal Law required PFDs aboard. I possibly saved him a fine. He also asked if I would again examine his boat. This time I affixed a decal, to his vessel.

How many times have you heard, while examining a boat, "I didn't know that." Here is our opportunity to enlighten the owner and persons aboard of the many safety rules that a boater should follow. Take the opportunity to explain to the entire crew how to check a PFD, a fire extinguisher, flares or perform other safety checks. Use every opportunity to talk safety with your audience and hear the remark—"I learned something today." The Courtesy Marine Examiner should always be of service to the boater. That is our part of the Auxiliary Program.

F.G. MacDonald, DSO-VE, 5NR

Update.....Nancy L. Sterneer, DSO-Member Training, 5NR

Remember how, as kids, we pulled on someone's ear for the number of their birthday years and then we always added, "and one to grow!"

Well blow your horn and dance a jig! Now it's our time to pull on the figurative ear of the Coast Guard Auxiliary... fifty times and one to grow. The party invitations are posted for the weekend of June 24th and 25th and plans for the celebrations are taking shape. We are preparing to revel in our Coast Guard Auxiliary membership.

The challenge of "and one to grow" is again ours. For you, does that mean a new member that you are recruiting because of your pride in the fifty years of Coast Guard Auxiliary tradition? Or does it mean you are growing in your own membership, making it more meaningful by increased participation in courses, service to boaters, or fellowship? "And one to grow" is expansion!

What a proud tradition we have in the Coast Guard Auxiliary! As we, in keeping with childhood tradition, say "and one to grow," let's expand our horizons in all the ways we can. It is a wish that we can cause to come true.

Nancy L. Sterner, DSO-MT, 5NR

CHIEF BOATING SAFETY

Continued from page 2

We recognize that one problem area with the Policy has been ensuring that the Coast Guard Communication Watchstander at our units consistently follow the guidelines. In order to improve our performance, we are undertaking a massive training program to raise the level of expertise and "bedside manner" of our Communication Watchstanders. If you encounter any problems or observe any infractions of the policy, please let us know through the chain of command.

Let's all get behind the program and make it work. The goal is to do what the Auxiliary has been doing so well for 50 years — provide a public service to the boating community. We always have and always will overcome any minor obstacles in achieving our goal.

Robert A. Melvin, CAPT, USCG
Chief, Boating Safety Division

Update.....Allen Wenrich, DSO-CC, 5NR

ACADEMY INTRODUCTION MISSION(A.I.M.)

AIM '89—Dates are set:

AIM Satellite Program—Friday night and Saturday 12 and 13 May at the U.S. Coast Guard Training Center, Cape May, New Jersey.

—This program is available for all AIM applicants. Here the applicants can get insight concerning the Coast Guard Academy, the mission and "feel" of the Coast Guard, and experience a military base and training facility. It is an excellent educational experience.

AIM Week at the Academy—Wednesday 2 August through Tuesday 8 August.

—It is expected that 15 outstanding candidates from 05N will again participate in this preview of "swab summer," experiencing the life of a cadet at the Academy—along with approximately 185 other AIM candidates from all over the country.

AIM is an important source for Academy cadets. Each year the Academy receives between 5000 and 6000 applications from men and women around the nation, for an entering class of approximately 290 cadets, making the Coast Guard Academy one of the most selective colleges in the country. AIM helps the prospective cadet understand the admission requirements and procedures, as well as what to expect as a cadet from a cadet life.

AIM cannot work without every Career Candidate officer, Auxiliary member and high school guidance counselor.

Thank you all for allowing AIM to be the outstanding program it is.

Allen E. Wenrich, DSO-CC, 5NR

Update.....Tahnell Vogt, DSO-Public Education, 5NR

The Public Education workshop at the January conference attracted 125 members, which was very impressive. My sincere thanks to CW02 Hoovler, DVC-EO Robert Myers and ADSO-PE, Eric Pennell for their informative presentations, and to ADSO-PE's, Felix Mendla and Robert Wecker for all their assistance.

With the new requirements for persons under 17 years of age to become certified to operate power vessels on the New Jersey State waterways, we are being tasked with providing classes to accommodate the increased number of enrollees. At this writing, there are over 130 public education courses scheduled. As is to be expected, 5NR has risen to meet this new challenge. Many of you have scheduled classes in conjunction with high school schedules and many have Saturday classes planned. You are all to be congratulated for preparing to meet these needs for our young boaters.

I have received an advance copy of the 1989 Instructor Seminar Guide. It is my understanding that every instructor will receive a copy of this guide. However, to maintain the Instructor qualification, every instructor must attend an approved Instructor Seminar, prior to 1 September 1989. This seminar will be presented at the District Conference in Lancaster on 29 April 1989. It may also be scheduled by Divisions and/or Flotillas—just remember the deadline. Don't lose your qualified instructors for lack of a seminar!

Keep up the excellent work and continue to maintain the high standards we are so proud of in 5NR.

Tahnell Vogt, DSO-PE, 5NR

Update.....Karen B. Nice, DSO-Information Systems, 5NR

PREP AND TRAVEL HOURS

I'm having a great time traveling to the various Divisions giving workshops and attending Change of Watches. Yes, we can have fun, even with a program as "hot" as AUXMIS.

Questions concerning travel and preparation time reporting have surfaced at almost every gathering. Hopefully, this will answer your questions.

First, prep and travel time are not counted towards any goal, individual or group. *It is not mandatory that prep or travel be reported at all.* The individual member *chooses* whether or not to report this time.

Second, keep in mind that prep and travel time are reported only on the Mission Hour Card. Therefore, if you choose to report them, a card should be completed for the *actual day* the prep and/or travel time occurred, *which is not always the same day as the day of the mission.*

Example 1: You volunteer to man a Boating Safety Booth both Saturday and Sunday in a remote area. You have a long way to travel and you have to be up early on Saturday, so you decide to drive there on Friday night and stay nearby. Should you choose to submit travel time, a Mission Hour Card would be completed for Friday, recording only travel time. **Friday's travel time should never be added to Saturday's card.**

Example 2: You are going to teach Weather to a BS&S class on Thursday night. On Monday, you spend three hours reviewing your course materials and making up overheads for presentation. Should you choose to submit preparation time, a Mission Hour Card would be completed for Monday, recording only prep time. **Monday's prep time should never be added to Thursday's card.**

If you follow these guidelines, you should *never* have a Mission Hour Card rejected by AUXMIS because the hours reported "exceeds 24!"

Karen B. Nice, DSO-IS, 5NR



Pictured above, PE Booth held in Quakerbridge Mall, Lawrenceville, NJ by Flotilla 6-5. Manning the booth is June Rutkowski, SO-PB VI. Eighty-five people were signed up for this class, twenty-five of them under 17 years of age. The new NJ law requiring individuals under 17 years of age to complete a boating safety course has increased the youth attendance at all classes.

AUXLAM COURSE

Auxiliary Leadership
and Management

WHEN?

**Saturday & Sunday
29 & 30 April 1989**

WHO SHOULD ATTEND?

**ANY
MEMBER**

Your 1989 AUXLAM Committee will present a workshop covering the Leadership & Management Course beginning Saturday Afternoon and continuing in the AM Sunday for a total of 8 hours.

**COME OUT AND HELP YOUR
FLOTILLA COMPLETE THIS
AMOS LINE ITEM FOR 1989**

Fill out and mail
the Winter Conference Form
found in *Topside Junior*

Any Questions?
Call Phil or Alice Stamm 215-887-1826



NOGI

Notes Of General Interest



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WILLIAM E. PIERCE, COMMODORE

RECAPS

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continued on next page



NOGIS CONTINUED

- 6. Demonstrate the procedure for verifying a floating private aid.
- 7. Demonstrate the procedure for verifying a fixed private aid.
- 8. Administrative tasks. (Scheduling/requesting a private aid patrol and completion of a private aid application)

Various Coast Guard maintained fixed and floating aids to navigation throughout our Region have been designated "mock private aids" for training, practice and eventual demonstration of tasks 5,6 & 7 to a QE (with AV qual).

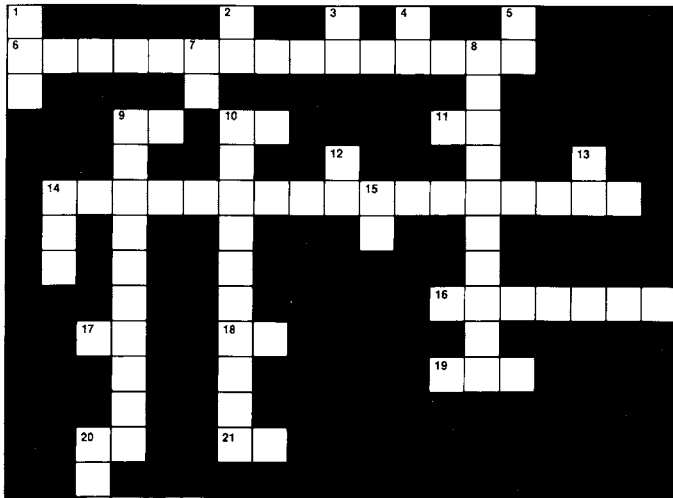
Three week-end training/qualification sessions have been scheduled: 2, 3 & 4 June and 7, 8 & 9 July at TRACEN Cape May and 25, 26 & 27 August at MSO/Group Philadelphia. The class size will be limited to 15 at each of the Cape May sessions and 25 at Philadelphia. Since QEs holding the AV qual are required to sign-off the remainder of the membership, priority will be given to their requests. More sessions will be scheduled as soon as the number of members desiring to participate is known.

TRAINING

- National Vessel Examiner.....April 21, 22, 23
Lionville, PA - Contact CWO Hoovler 215-271-4933
- BCQP (AtoN tasks)April 29
Lancaster PA Conference - Nancy Davis (H) 302-738-4935
- Air Ops SeminarMay 12, 13 & 14
CG TRACEN Cape May - Ron Waters (B) 301-658-4616
- PA Sole-State AtoN.....May 20
Harrisburg, PA - George Smyth 800 AUX USCG
- Private AtoN Verification.....Hybe 2m3m4
CG TRACEN Cape May - CWO Hoovler 215-271-4733
- Private AtoN VerificationJuly 7,8,9
CG TRACEN Cape May - CWO Hoovler - 215-271-4933
- Private AtoN VerificationAugust 25, 26 & 27
Group Philadelphia - CWO Hoovler 215-217-4933
s/Wm. M. Cherry, LT USCG, DIRAUX, 5NR

AUXILIARY ORGANIZATION PUZZLE

Do you know the most used Auxiliary acronyms, and the four cornerstones as well as a couple local words used in 5NR? Test your skill on the following puzzle, submitted by David O. Becker, ADSO-MT, 5NR.



ACROSS CLUES

- 6. 2ND OF 4 CORNERSTONES
- 9. INFORMATION SYSTEMS
- 10. TREASURER
- 11. VESSEL EXAMINATION
- 14. 1ST OF FOUR CORNERSTONES
- 16. DISTRICT 5NR PUBLICATION
- 17. CAREER COORDINATION
- 18. SECRETARY
- 19. FLOTILLA APPOINTED OFFICER
- 20. MEMBER RESOURCES
- 21. PUBLICATIONS

DOWN CLUES

- 1. IMMEDIATE PAST CAPTAIN
- 2. PUBLIC EDUCATION
- 3. FLOTILLA CHIEF ELECTED OFFICER
- 4. MEMBER TRAINING
- 5. AIDS TO NAVIGATION
- 7. COMMUNICATIONS
- 8. 3RD OF FOUR CORNERSTONES
- 9. TEACHER
- 10. 4TH OF FOUR CORNERSTONES
- 12. PUBLIC AFFAIRS
- 13. DIVISION APPOINTED OFFICER
- 14. FLOTILLA 2ND IN COMMAND
- 15. MOST IMPORTANT PERSON IN AUXILIARY
- 20. MATERIALS.

Answer on page 16

Update.....Nancy K. Davis, DSO-Aids to Navigation, 5NR

While conducting patrols we are asked to check the aids to navigation for discrepancies and to update our charts, but most of us have had little or no training on what to look for or how to report what we have found. Our District has added four additional tasks relating to aids to navigation to the Boat Crew Qualification Program in the Operator category.

- 2128a Complete administrative tasks (CG-5474 & NOAA 77-5)
- 2128b Simulate reporting aid to navigation discrepancies to the Coast Guard
- 2128c Demonstrate ability to verify a light characteristic
- 2128d Describe three types of bridges and their lighting systems

Training for the tasks began in January. February 18th saw a number of members and Qualification Examiners at Coast Guard Station Atlantic City ready to learn about the aids to navigation tasks. 25 February attracted an even greater number of members at Coast Guard Group Philadelphia and on 29 April at the District Conference in Lancaster we will again be offering training for these tasks. On 20 May we will be in Harrisburg along with Fred Menke with the Pennsylvania Fish Commission.

All the information needed to study for these tasks is available in the Aids to Navigation and Chart Updating Manual which is available through your Materials Officer. **BUT you must update your Manual with changes which have been made.**

Just send a rapid draft to me at 897 Broadfield Drive, Newark, DE 19713 and I'll mail the changes to you.

Training continues with members learning how to properly



adjust a sextant and to take horizontal angels. They are learning how to use a 3-arm protractor. Training sessions for members desiring to verify private aids to navigation are being planned: 2-4 June and 7-9 July in Group Cape May and 25-27 August Group Philadelphia. Contact CWO Hoovler with the dates of the session you'd like to attend. I'm looking forward to seeing YOU at one of the above listed sessions, and I'm sure we'll all have a great time while learning more about the Aton program.

Nancy K. Davis, DSO-AN, 5NR



Update.....Katherine Slayback, DSO-MATERIALS, 5NR

The staff of the District Store wishes to thank every member of this District for making 1988 extremely successful, and are looking forward to a great 1989.

I do not want to hear ANYONE say that a Uniform and its accessories "can't be obtained"—regardless of your size you can be put in a **UNIFORM**, and in most instances life jackets can be obtained. We have forms for life jackets from two very reputable companies. We are also negotiating on **RAINSUITS** (pants and jackets) in 2 different weights, from a brand name manufacturer. The colors will be yellow, blaze orange, and navy blue. They will be sold for a low price.

Many people have asked about the **AMOS** ribbons, well they are available on a "display basis only" (I have samples). DIRAUX will very carefully monitor the wearing of these ribbons, and also the distribution. **PLEASE DO NOT WEAR A RIBBON THAT YOU ARE NOT ENTITLED TO WEAR.** Mini-medals for the four new AMOS ribbons are presently in negotiations at the National Store. **AUXILIARISTS** the next time you wear your ribbons or mini-medals—**PLEASE**—take a good look at yourself. Are your ribbons clean, mounted on one solid ribbon holder, mounted in the order of precedence. If you are wearing the Flotilla Achievement Ribbons (green and grey). This also pertains to the Mini-Medals. Please display mini-medals on one solid holder—not as singles. **REMEMBER THE PRIDE THAT YOU HAVE IN YOURSELF AND THIS ORGANIZATION.**

Good news for Veterans from the Commodore—any veteran who would like to buy their Military Mini-Medals, will receive the stainless steel holder for **FREE**.

Please don't forget to give your BS&S, S&S and ACN Graduates their graduation patches, which are available through the District Store.

Many of you have asked about the **JUMPSUITS**—the word on this will be furnished by DIRAUX as soon as necessary authorizations for wear are received.

I have received word from National about the addressing of Penalty Indicia Labels. The only acceptable way is—as you face the label—the address of the recipient must appear in the lower

right corner only. Please heed this—very important. Make sure that you are using the newest labels only.

LADIES: Please check the bands and mounts on your white combination hats. Some of you have been buying the hats at Cape May, which is the correct procedure, but check the **MOUNTS**—they are not for the Auxiliary. Please contact me for the correct mounts.

NEW ITEM: Playing cards (straight deck), and 3 1/4 x 2" Flag Patch, New Eagle Blazer Patch.

PLEASE CALL ME: for Uniform Order Forms for Cape May, Life Jackets, measurement charts. We have all the forms for the "Extra Size Persons" who wish to obtain all of their uniform items.

PLEASE FEEL FREE TO CONTACT ME AT ANY TIME. Especially encourage new member to contact me for uniforms, and related items, if no one is available to help them in their own flotilla.

We have a few large sweatshirts with Auxiliary Embroidered Logo (size 58-60) only. \$12.50 each.

The Green and Grey Flotilla Achievement Ribbons will no longer be awarded, but you will wear them during your Auxiliary career. Those of you who wish to have the mini-medals for these green and grey ribbons should order them—before they are no longer available.

IMPORTANT: Winter Dress Navy Blue Dress Shirts can only be purchased through the PX and NOT the Clothing Locker. The Navy Blue Shirt from the Clothing Locker is a work shirt only.

LUCKY BAG: Is open on the second Friday of every month ONLY for Auxiliarists. Call Sandi Keller before you go, at 1-609-884-6900, ask for Special Services.

Why not encourage a new member to wear a **UNIFORM**—give him his first name tag **FREE**, as a gift from the flotilla. He will soon realize that he needs a uniform to be able to wear the name tag.

When you go to Cape May Base make sure you stop at the main gate, and be prepared to show your Auxiliary ID, Car registration and Insurance Card for your vehicle.

Katherine Slayback, DSO-MA, 5NR

LOOK WHAT'S NEW AT THE NATIONAL STORE

SMITH U.S. COAST GUARD AUXILIARY

We now make our own uniform name tags as shown above. We also have a new embroidered eagle blazer patch shown above at the right.



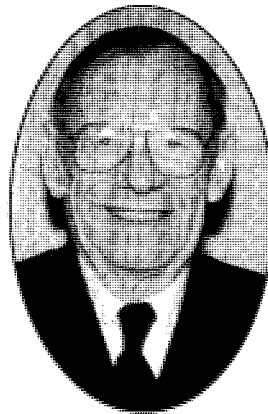
And we just added a white nylon windbreaker and a satin jacket with the logo shown at the left. Also a T-shirt and a baseball cap with the logo shown at the right. Both logos are done in red and blue. And you ought to see our wine glasses with the 50th Anniversary logo etched onto them.

Ask your Materials Officer.



DIVISION CAPTAINS — 1989 5NR

Do you recognize all of our current Division Captains - below are all the 1989 captains.
Photos by M. Philip Stamm taken at the January District Conference.



William Richter
DCP - Division XII



Welton Fischer
DCP - Division V



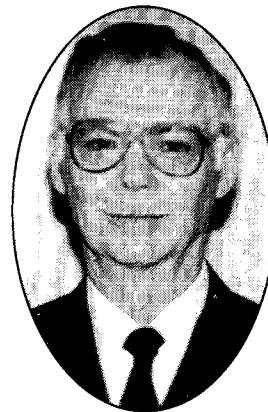
Joseph Welsh
DCP - Division VI



Theodore Alteneder
DCP-Division II



H. Lee Hastings
DCP - Division III



Orlando Maioco
DCP - Division IV



Elsie Nichols
DCP- Division X



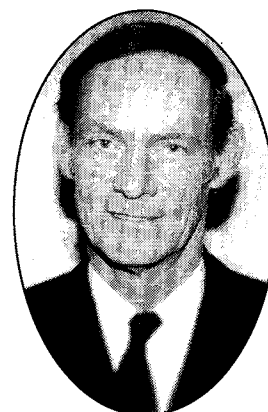
Oscar Wombacher
DCP-Division IX



John Lincoln
DCP-Division VIII



Victor Krygowski
DCP-Division VII



Paul Owens
DCP-Division I



Jack Horsfall
DCP-Division XIV



Ed Rearick
DCP-Division XIII



Larry Whiskeyman
DCP-Division XI

DISTRICT STAFF OFFICERS — 1989 5NR

Do you recognize all of our current District Staff Officers? Below are all the 1989 DSOs. Get to know them.
They are a great team and are there to help you!
Photos by M. Philip Stamm taken at the January District Conference.



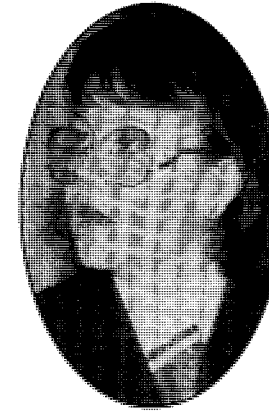
Rita Kratzer
DSO-SR
Secretary Recorder



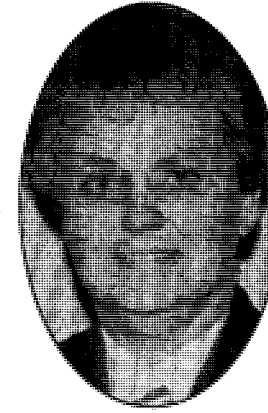
Tahnell Vogt
DSO-PE
Public Education



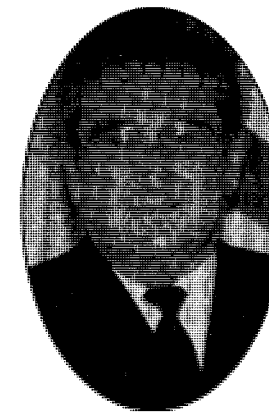
Katherine Slayback
DSO-MA
Materials



Karen Nice
DSO-IS
Information Systems



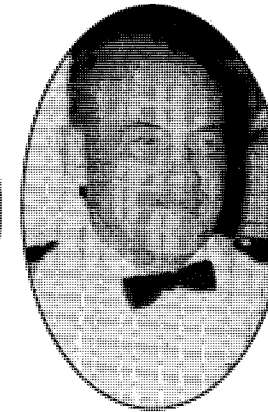
Nancy Davis
DSO-AN
Aids to Navigation



Allen Wenrich
DSO-CC
Career Coordination



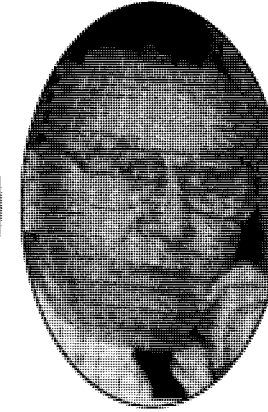
Nancy Sterner
DSO-MT
Member Training



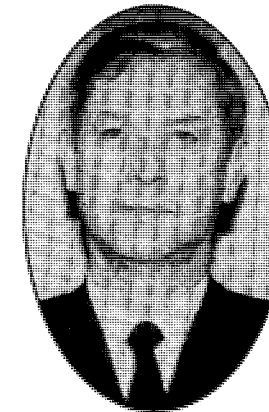
Sonny Wachter
DSO-FN
Finance



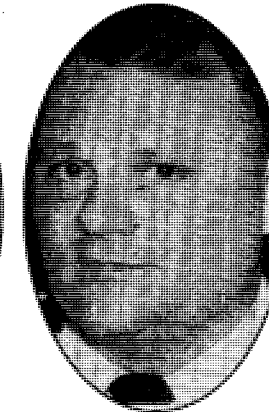
Francis MacDonald
DSO-VE
Vessel Examination



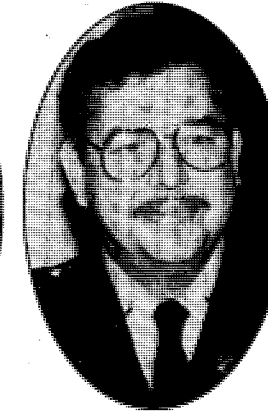
Walton Porter
DSO-MR
Member Resources



Welton Fischer
DSO-LP
Legal



James Barsuglia
DSO-CM
Communications



Daniel Maxim
DSO-OP
Operations



Helen McCabe
DSO-PA
Public Affairs



Elsie Nichols
DSO-PB
Publications

The Best Job in the Auxiliary!

What's the absolute best job in the whole Auxiliary? If you really think about it — it's got to be that of the Public Affairs Officer. These are the people who are the glue that bonds together so many staff jobs — Public Education, Vessel Examination (including Marine Dealer Visitation), Operations, Publications, Career Candidate and Member Resources. Let me explain: Suppose you release a news story (with your phone number included) on any Auxiliary topic. I guarantee you that you'll get calls that not only relate to that topic, but also other areas of the Auxiliary. For example, my husband sent out his news release announcing that he had been elected Flotilla Commander. So far, he's had calls for classes (6), one call about joining the Auxiliary (from a retired Coast Guardsman), and another about our CME program. **All from a 1" announcement!** The power of the printed word — it's awesome! **YES — NEWS RELEASES DO WORK** and sometimes in mysterious and wondrous ways. If you don't have a "way with words," how are you with a camera? Offer to take some good "action" shots in your PE classes (marlinspike, piloting and legal requirements where you could do a PFD fashion show would be "picture perfect"). Load a camera with Black & White film and dedicate it to taking Auxiliary pictures. And if you plan to go on safety patrols or AtoN patrols this coming boating season, keep that camera at the ready. **We NEED** to show the Auxiliary in action — doing what we've trained for — doing what we joined for! Won't that attract new members? Won't that help fill our PE classes? and how about some shots at the ramp examining boats? Don't we need to make the public aware of this useful and sometimes life saving activity? **A picture is worth a thousand words.** Come on shutter-bugs, we need your expertise.

Tape a **typed** caption on the bottom of your picture. Identify the participants and their home towns/ include your name and telephone number so you can be contacted for further information. Study photos and captions in your local newspaper for style and composition. Please, no "Polaroid" pictures — they don't reproduce well. Get as close

to your subject(s) as possible — "close-ups" make better pictures.

Who's going to pay for all the film and developing? Make a motion at your flotilla meeting that "X" number of dollars be dedicated for the year for this important project. Have your "discussion" prepared ahead of time — write it down so you don't forget anything — even make copies available beforehand so you can drum up support. Plan on the number of rolls you'll need. How much does the film cost? How much does it cost to be developed? That will give you the dollar amount you'll need to get approved. If you need the money ahead of time, ask for it! Some of us work on close budgets and can't afford to wait a month to be reimbursed. Just be sure to get receipts to verify your expenditures. Then go out and get some great Auxiliary promotional pictures. Those you don't send to the newspaper could go into an Auxiliary scrapbook that you can take to PE classes to show what we do. Again — a picture is worth a thousand words. One caution — make sure that every Auxiliarist in your pictures is in a correct uniform. Have your FSO-MA or SO-MA put on a uniform show. Have a senior Auxiliarist do a uniform "inspection." Point out deviations from the "standard" (gently, not critically) — this is a "member training session." Are all the ribbons correct and in the right order? There's a chart in full color that you can obtain in addition to the black and white one in the Auxiliary Manual. Make a point of advertising this "uniform inspection" in your newsletter or meeting notice. Get everyone into the *spirit* of it ahead of time... and have order forms available for those who would like to get a uniform or need "hardware" for the one they're wearing. Help them fill it out — know what articles they'll need plus the "hardware" and accompaniments to be properly outfitted. Then you'll be sure to get the "perfect" picture for your news release.

Finally, some people are still not getting the message about the "PR report" and the Mission Hour cards. To that end, Karen Nice, DSO-IS and I will be holding a special workshop at the Lancaster Conference in April. Please attend... and learn how to collect your "pay!"

This page contributed by Helen McCabe, DSO-PA, 5NR

Attention DCPs & FCs

If AMOS is hurting your head... read on!

If you were disappointed with your division/flotilla AMOS achievements in 1988, you probably didn't plan ahead! Some things have to be committed to paper and updated monthly. You can't achieve anything without a plan. I have developed a chart that you can use at your Staff or Flotilla meetings that can put you in the running for 1989. You have to know what you did in the past, what the Coast Guard expects (and needs) you to do in the future and what plans you need to make to insure that you will meet these expectations. This requires help from all your staff and members. When you involve people in a project, give them a goal and show them how their goal can be achieved — **that's called team work!** Not everyone has to be a "first string" player. But, everyone can contribute a few "yards" to achieve a touchdown! The member that mans a CME station or boat show booth contributes "yardage" (if they report it on a Mission Hour card). The member who writes an article for the local newspaper helps toward your goal — **it doesn't even have to be published.** As long as it's reported on a Mission Hour card, the Flotilla gets credit. That new instructor — or new CE — adds to your Mission Objectives. If you would like to be on a "championship" team, write to me and I'll share my team plan with you.

(Copy this block if you don't want to cut it out.)

Yes... I'd like my Division/Flotilla to be a winner! Please send me your team plan for 1989.

Name

Address

City

State/Zip

**Send to: Helen McCabe, DSO-PA
160 Hillside Court
North Wales, PA 19454**

**DO IT NOW!
Give your Division/Flotilla
the Winning Edge!**

JANUARY CONFERENCE - VALLEY FORGE HILTON,

The installation ceremonies took on a most unusual turn with a telephone hookup to make it possible for VCO Gene Pester to be present vocally if not physically. We are all looking forward to seeing VCO Pester at our next conference. Photos by M. Philip Stamm



NEW SAFETY TOOL FOR VESSEL EXAMINERS

How many times have you, as a CME, boarded a boat in a fingerslip and found yourself maneuvering on a three-inch gunwale with precarious fingerholds in an attempt to check side-mounted navigation lights? How often have you found that the only way to see the numbers under a highly-flared bow was by getting down on your hands and knees and hanging over the side? On some boats this can be dangerous as well as leave your uniform in an embarrassingly unpresentable condition for approaching your next prospect. Or how many times, as a boater, did you need to know what was going on under your engine; where that leak was coming from; or what was happening in that dark hidden corner of the bilge? These are just a few instances when being able to see around corners, behind stringers and partitions, and other blind spots would be a great advantage.

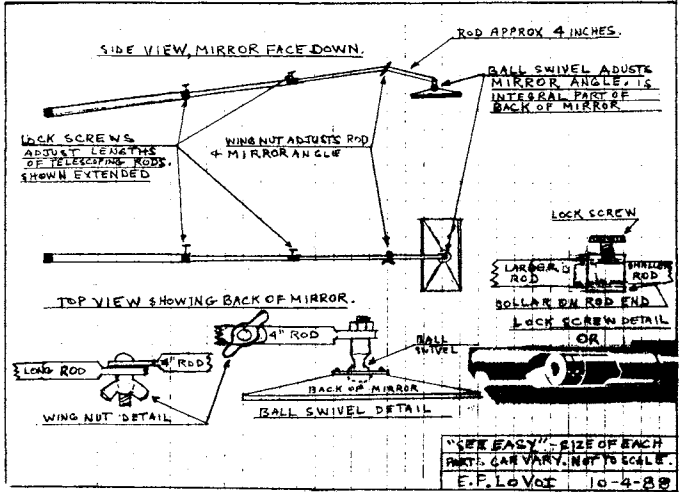
A simple answer has been found to the above situations. A tool, dubbed the "SEE EASY" by its originator, serves as an extension of your arm in checking sidelights from the cockpit or in reading numbers under a highly-flared bow from a standing position. The SEE EASY can be put together very inexpensively from odds and ends in your garage and toolshed, or from parts purchased at garage sales as the originator did. The prototype in the sketch below was made up from an old sideview mirror and a photographer's tripod (\$3.50 and \$1.00 respectively) picked up at a garage sale.

The essentials are a lightweight telescoping rod, preferably fiberglass or PVC pipe (no sparks, please!) in three pieces with a six-foot rigid extended length. Referring to the sketch of the prototype, the finished product would have lightweight rods and a mirror of a size chosen as practical by the user (suggested size 4" by 7") with an adjustable joint having an adjustable range of approximately 300 degrees and connected to a four inch shaft which, in turn, is connected at the other end to the ball swivel adjustment behind the mirror. The adjustable joints at either end of the four inch shaft add immeasurably to the angles at which the mirror can be positioned. The joint is 90 degrees to the long side of the mirror.

The little time and effort required to make your own SEE EASY will pay off in personal safety and enhance your professional image to the public. Besides, it also can make life easier for us "more mature" and less nimble CME's!

Any comments or questions, contact

Ed LoVoi, FSO-MR, Flotilla 7-7 5NR



MEMBER TRAINING

Among other things you joined the Auxiliary to have fun. Learning is fun, particularly when you need it to get ahead and also when it is something you enjoy doing.

Moving up the ladder to AUXOP is fun, no fooling, and is a big plus for getting things done in the Auxiliary.

There are many ways of going about studying for AUXOP, but I have found the following order most useful: Communications, Patrols, Search and Rescue, Seamanship, Piloting, Weather and Administration. The course material is free, including texts, and is so designed to be used individually, in small groups or formal classes.

Communications is first for it is your life line when you need help. It is difficult. It can be useful in telephone conversations or in teaching to get your point across clearly. It does not go into the technical side of the equipment used. It is mainly procedures, how to and why.

Next is Patrols. Here the various types of patrols are described, procedures for establishing patrols, who's responsible for what, etc. It is the number one interest for the vessel facilities.

Search & Rescue—this is a special case while on patrol. You learn how a search is organized, lines of communication, responsibilities and who does what.

Next is Seamanship. By this time you are ready for more detailed information on vessel construction lines and their uses, knot tying, sailor's language, fuels and engines and how they operate.

Piloting—this worries most people but it shouldn't; all it is, is learning how charts are made, how to read them, how to plot a course and follow it, how to locate a spot on the chart or how to take bearings and tell some one the spot where you are! Most useful information to have while boating. Next is Weather. This is completely different than all the other courses, but is probably the most important course. You will get a bit more detail than you learned either in the BS&S or BQ studies. This information can be useful whether boating or not. Last but not least is Administration. By this time you will be familiar with most procedures and the necessary paper work. Now you will wrap Auxiliary and CG administration and organization, chain of command, etc.

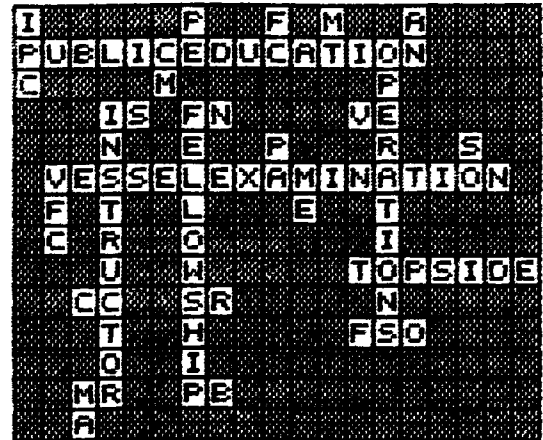
What's next? A beautiful certificate and a pin to wear showing you are an expert!

There it is in front of you. Now why not contact your FSO-MT. Know of any classes that are currently going on or being planned, a list could be published for all to use.

There's the ball, will anyone pick it up and run?
George S. Van Dyke, Jr., SO-MT II

(The above article is reprinted from Division II's Publication 2nd Opinion)

ANSWERS TO PUZZLE ON PAGE 10



the above is answer to puzzle appearing on page 10

WE ARE SURVIVORS!

Since the average age of Auxiliarists is 55, consider the changes most of us have witnessed:

We were born before television, before penicillin, before polio shots, frozen foods, Xerox, plastic, contact lenses, Frisbees and the PILL.

We were before radar, credit cards, split atoms, laser beams, and ballpoint pens, before pantyhose, dishwashers, clothes dryers, electric blankets, air conditioners, drip-dry clothes—and before man walked on the moon.

We got married first and then lived together. How quaint can you be?

In our time, closets were for clothes, not for "coming out of."

Bunnies were small rabbits and rabbits were not Volkswagens.

Designer Jeans were scheming girls named Jean or Jeanne, and having a meaningful relationship meant getting along well with our cousins.

We thought fast food was what you ate during Lent, and Outet Space was the back of the Riviera Theatre.

We were before house-husbands, gay rights, computer dating, dual careers and commuter marriages. We were before day-care centers, group therapy and nursing homes. We never heard of FM radio, tape decks, electric typewriters, artificial hearts, word processors, yogurt, and guys wearing earrings. For us, time-sharing meant togetherness—not computers or condominiums; a "chip" meant a piece of wood; hardware meant hardware and software wasn't even a word. In 1940, "made in Japan" meant junk and the term "making out" referred to how you did on your exam. Pizzas, "MacDonalds" and instant coffee were unheard of.

We hit the scene when there were 5 and 10 cent stores, where you bought things for five and ten cents. Russells, Sanders or Wilsons sold ice cream cones for a nickel or a dime. For one nickel you could ride a street car, make a phone call, buy a Coke or enough stamps to mail one letter and two postcards. You could buy a Chevy Coupe for \$600.00, but who could afford one? A pity too, because gas was 11 cents a gallon!

In our day, cigarette smoking was fashionable, GRASS was mowed, COKE was a cold drink and POT was something you cooked in. ROCK MUSIC was Grandma's lullaby, and AIDS were helpers in the Principal's office.

We were certainly not before the difference between the sexes was discovered, but we were surely before the sex change; we made do with what we had. And we were the last generation that was so dumb as to think you needed a husband to have a baby!

No wonder we are so confused and there is such a generation gap today!

BUT WE SURVIVED!!!

What better reason to celebrate!

The above article has appeared recently in many in-house publications; the latest place your editor saw it was in Division II's 2nd Opinion. Thought you all might enjoy it—it being so true!

NEW MEMBER IN DIVISION XIV

Shown at the right receiving her certificate of membership from RCO-West Frank Taylor, is Division XIV's newest member, Frank's lady Lorraine. Congratulations and welcome Aboard to Lorraine Taylor!

Update.....Elsie Nichols;DSO Publications, 5NR

At this writing, I don't know the winners of the 88 publications award — but wish to thank all of those PB officers, both flotilla and division who have submitted their publications for judging. However, we have only 17 flotillas and 5 divisions submitting publications. Are you all sending them in to me? How about the other 76 flotillas and 9 divisions? Do you need help getting started? Please ask - I will be happy to visit your area to answer questions or give advice. I would certainly like to encourage all PB officers to publish at least a one pager on a regular basis - it is a way to reach all those members who do not attend your meetings. Also have you all ordered your Clip Art Book from ANSC - one per flotilla and division.

For the first time in a number of years the DSO-PBs have been put on several mailing lists at National - specifically PA and two publications from VE - The Examiner and The Dealer Visitor. I truly appreciate receiving these news letters and will publish anything from them that should be passed down. I know that the DSO-PA has distributed the 50th Anniversary proclamation for Governors and Mayors to all divisions. The latest The Examiner Issue 3 had the following re Boat Shows:

"BOAT SHOW UPDATE Recently this Department, along with Public Affairs, requested that we reduce the distribution of Coast Guard Handout Literature through the public boat shows. It was NOT the intent of our letter to suggest that NO Coast Guard Handout Literature be available at boat shows. Always keep a small supply of handouts available to give to a serious boater that you have involved in a discussion. We suggested that you distribute more state pamphlets and eliminate the availability of stacks of Coast Guard Literature for people who pick up everything in sight.

"BOAT SHOW AND CME STATION WATCHSTANDERS

The primary purpose of a boat show booth or CME stations is to make ourselves available for boating safety discussions with the active or potential boating public. It is NOT time for a Flotilla meeting or social gathering. How many times do we see the Watchstanders talking to each other and not giving any consideration to the public? When we are on show duty we are salesmen selling boating safety and the Auxiliary. Get out in front of the booth and make yourself available. Take turns and visit the other displays. Promote dealer contacts. Make new friends.

"SEMINARS Don't forget 31 May is the cutoff date to attend the CE Seminar. Have you reviewed your AUXMIS printout to see who needs a Seminar—or who attended one and did not get entered into the system?

AND FROM THE DEALER VISITOR, ISSUE 2 "This is the time of the year when recreational boaters are preparing their boats for the summer months. It also means this is the time of year when they will most likely be visiting their marine dealers. Logically, this becomes the time when MDV Missions become so important to make certain the marine dealers have a full supply of Federal Requirements plus all other available safety pamphlets and are also supplied with CME and PEC schedules of your own flotilla or division.

The Dealer Visitor also had a great explanation for MDVs for filling out CG5093. Ask you VE officer for a copy (or if he/she does not have one)— will be happy to send it to you.

Elsie Nichols, DSO-PB, 3NR



AN OAK ON THE RIVER

In the fall of 1988 sixteen stalwart Auxiliarists were guests of Lt. W. O'Brien, Captain of the U.S.C.G.C. Red Oak, for a working cruise down the Delaware River. Arrangements for this brief, but enjoyable trip were made through one of the Auxiliarists best friends, CWO Tom Dickey.

The "Red Oak" departed Base Philadelphia at 0845 to repair and update a bouy south east of Philadelphia International Airport. For many of the Auxiliarists onboard, this would be their first opportunity to observe the men of the Coast Guard perform this routine, but hazardous operation.

Arriving on scene the bouy was quickly lifted from the river and placed upon the deck of the "Red Oak". Hatches on the bouy were opened and resealed, a coat of fresh green paint was applied, the battery powered base was removed and replaced with a solar cell powered unit. For those graduates of the ATON School, this represented an advance in this technology. The cells are now centered under a plastic shield arranged in the shape of a pyramid. This prevents our feathered friends from using the bouys as a resting place during their fishing forays. The addition of this solar unit will permit the bouys to remain operational for a greater period of time and lessen the maintenance of the many aids under the "Red Oak" care.

The area of responsibility for the "Red Oak" has been expanded. It now covers her normal Delaware River area in addition to the Chesapeake and Delaware Canal along with the upper reaches of the Chesapeake Bay. For this seventeen year old vessel it offers yet another chance for her to live up to the Coast Guards motto of Semper Paratus, "always ready" to conquer new fields.

For the Auxiliarists on board the day was all too short. After an excellent lunch it was time to return to the base. We are indebted to the officers and crew for an informative, enjoyable day on the river. It is hoped that other Auxiliarists will avail themselves of the opportunity to participate in this program. Only by understanding the Coast Guard's daily routine and problems can we fully support their efforts. Thanks to their hospitality we are the beneficiaries of that knowledge.

R.B. "Dick" Hudson, PRCO-C, 5NR

"R AND R"

Normally, when one thinks of "R and R," one thinks of rest and relaxation. In the Auxiliary, however, it is RECRUITMENT and RETENTION. It is our lifeblood. It is the words that a flotilla Member Resources Officer must keep in mind at all times. It should be his or her credo. The question is: How do we successfully attain both goals?

Recruitment is the first objective. Your greatest source in obtaining new membership is through the Public Education program. The Member Resources Officer must attend as many of the classroom sessions as possible, meeting and talking with the students. It is through personal contact that you will recruit the student. There is no substitute for it. Your demeanor toward the student, your genuine interest in their successfully completing the course and enthusiasm are key selling points in Auxiliary recruitment. Do not take a shotgun approach in recruiting new members, but take that extra moment to look for the quality member. Recruitment is the easiest and most enjoyable aspect of this office.

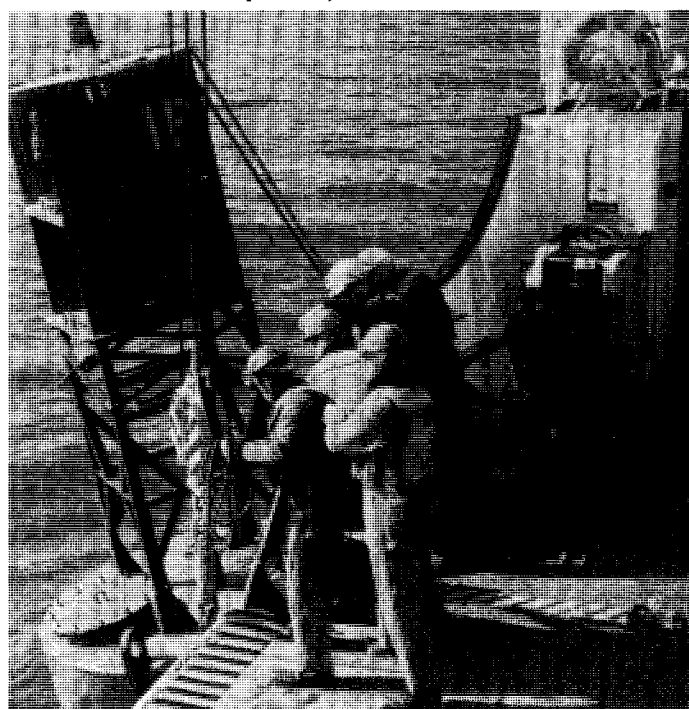
Retention, the second objective of this office, is the hardest. Perhaps, the most frustrating. Students join the Auxiliary for varied reasons, but principally to learn. The Basic Skills and Seamanship or the Sailing and Seamanship initially whetted their appetites. Now they want more advanced training. Advanced training should be made attractive and encouraged, not forced upon the member as a condition for his/her participation in activities of the flotilla.

OK, your recruitment has been successful. You have encouraged the member to qualify in one of the cornerstones. Your assistance in aiding the member to learn correct AUXMIS reporting procedures is also necessary to ensure that a high level of enthusiasm is maintained, and appropriate and timely recognition is provided as earned.

Our job, therefore, is to encourage the member to pursue his/her interest in boating through advanced training, to encourage attendance at Flotilla meetings and other Flotilla activities, and in seeing that their membership is a pleasant and upward progression in the Auxiliary. Ours is not an office that should be staffed by a new member, but rather by one who is familiar with the Auxiliary through experience.

It is most rewarding when we see that member obtain AUXOP status or be willing to assume a staff position or position of leadership.

R. B. "Dick" Hudson, SO-MR I, 5NR
above R and R reprinted from Division I's The Beacon



Photos: Paul Owens, LTJ1

Shown at left top the group who participated in this activity: (l to r) R. Rice, G. Harrington, H. Harrington, M. Rice, H. David, J. Brereton, M. DeFoe, J. David, R. Hudson, LT O'Brien, K. Kincaid, C. Owens, P. Owens, N. Davis, B. Hodgden, and (kneeling) W. Stumbers & A. Svabs

AIM CANDIDATE LEAVES ON EPIC JOURNEY

Just after 1200 hours on 10 September 1987, the Coast Guard Cutter Barque Eagle, left New London, Ct., bound for Australia. Her send-off entourage included Elizabeth Dole, Secretary of Transportation; Australian Ambassador Rawdon Dalrymple; journalist Walter Cronkite; and former coast guardsman and author Alex Haley. As thousands of balloons were released, Eagle slipped under the Thames bridge and out of sight with our sons and daughters on board headed for the adventure of a lifetime. One-hundred-ten Third Class cadets at the Academy fulfilling their sea training sailed along with Eagle's enlisted personnel and forty-eight First Class cadets.

During the next three and a half months, cadets and crew would climb riggings, hoist sails, scrub decks, and see the world.

Eagle's journey was divided into two phases. Her first phase sailed her to Australia with stops in Florida; Equador; Vanuata; Tahiti; Tonga; Fiji; Samoa; New Castle, Australia; and finally Brisbane. It was in Brisbane that the first phase cadets greeted their classmates who had just flown 36 hours to the rendezvous point in Australia, so that they could begin the second phase.

When the switch was completed, the cadets on Eagle's journey to Australia were on their way home to New London. The new crew of cadets included one of the 1985 AIM candidates from Division XI, Cadet 3/C Terry Lee Carpenter, Jr., who was about to embark on a journey he would never forget. New Year's Eve was spent greeting people and getting the ship ready to sail. Eagle's next destination was Hobart, Tasmania, where Terry was invited to sail with the Hobart Yacht Club. Time went fast there, as preparations were being made for the Tall Ships race to Sydney. As the harbor filled with spectators, the ships left for Sydney, but headwinds kept her from completing the race. Ahead were many commitments in Sydney so Eagle turned and motored to upcoming celebration events.

On 26 January the Tall Ships paraded through Sydney Harbor past the Opera House to celebrate Australia's Bicentennial. As one cadet noted, "The people treated us like family. Everyone was very nice and glad to see us. They would stop to talk to us, take us out to eat, and made us feel at home." But with celebrations now behind them, Eagle left for the long journey home, with ports of call in Manley, Australia; Samoa, Hawaii; Seattle, Washington; San Francisco and Long Beach, California; Mexico; Panama Canal; Miami, Florida; and finally home to New London, Connecticut, on 6 May 1988.

With the help of Captain Busick, Terry's parents flew to San Francisco, boarded the U.S. Coast Guard Cutter Morganthau, and greeted Eagle under the Golden Gate Bridge. The Cutter Midget, helicopters, and boats led Eagle into port, where crowds filled the dock to tour her. Due to severe storms out of Seattle, Eagle was a day late reaching San Francisco. Many school children were scheduled to tour her on Friday and Saturday, and Terry was glad to see his parents and relate his many sea stories. "Scuba diving off Hawaii, feeding the fish and the dolphins that frolicked alongside Eagle as she quietly slipped thru the water... and the sunsets were magnificent," said Terry. "The view from the yardarm is unbelievable." Of course a special treat for all was Lou Gossett, Jr., who traveled on board Eagle from San Francisco to Long Beach.

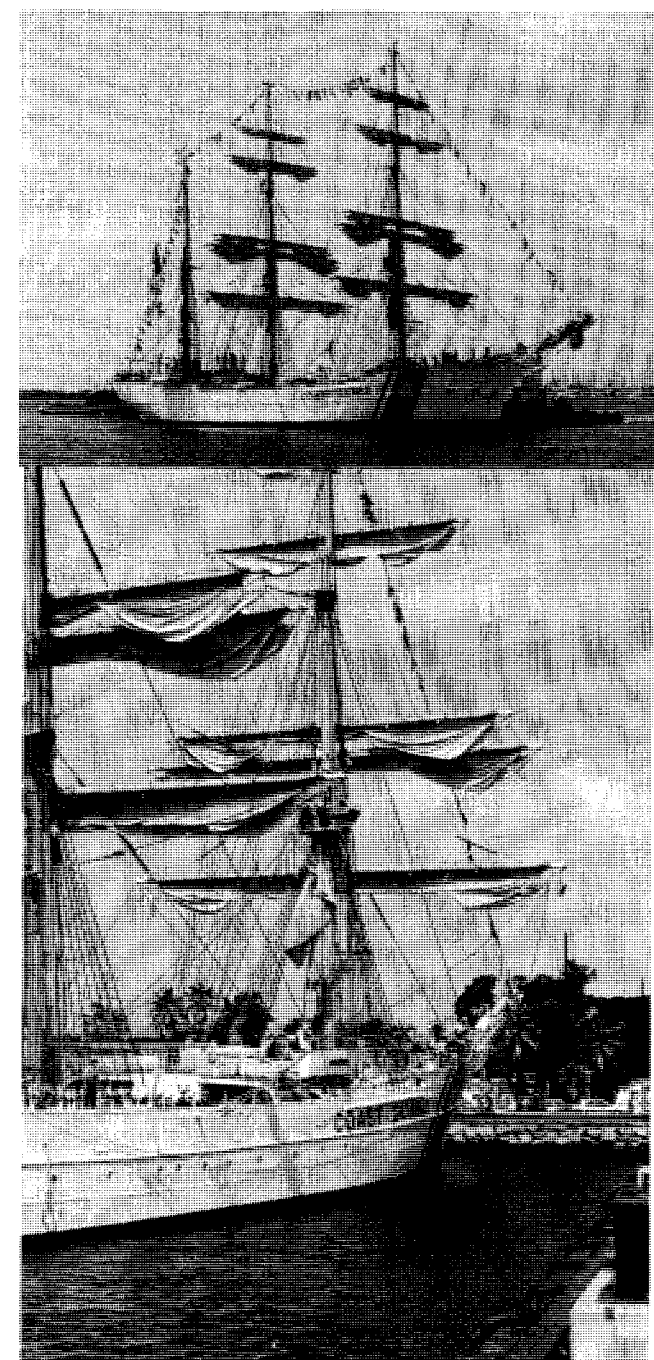
The trip through the Panama Canal was exciting. While there, the sailing team acquired a small sailboat and enjoyed relaxing in the waters of the canal. As Eagle left the canal zone, they were now in the Atlantic. Only Miami was left as a port of call before New London and then home. During this time, the Third Class

were given Second Class privileges, since, after all, they had now progressed to graduation time. Soon they would be instructors for the Class of 1992.

A steady rain was falling on 6 May 1988 in New London, but even that could not dampen the spirits of those on board. They were home! As Eagle eased into her berth, we found Terry at the helm with his watch cap and heavy jacket on. It was hard to believe that only a month ago he was basking in the sun of the Hawaiian Islands and had just traveled 15,000 miles half-way across the world—all before he was twenty years old.

The cruise left in its wake memories for a lifetime, new friends in new places, and a wealth of nautical experience. For many cadets this will be the single most significant trip of their lives, but for all involved a journey never to be forgotten. Indeed it was an "epic journey."

Submitted by: Donna K. Carpenter, ADSO-CC, 5NR



ART HERZOG RECEIVES CERTIFICATE FOR 46 YEARS OF SERVICE



The old saying is, "A prophet is without honor in his own country." This is not true in Division III. Arthur Herzog was honored by the members of Division III at the annual Change of Watch on 4 February. In recognition of 46 years of dedicated service to the Coast Guard Auxiliary he was presented with a framed certificate. While high-lights of Art's activities were read by LT Cherry, the presentation was made by CAPT Roe.

During those 46 years membership, Art has served ably and willingly in many offices at both Flotilla and Division level. We sincerely thank him for his efforts on behalf of his own, Flotilla 32 and Division III. He serves as a wonderful example to all of us. Congratulations, ART!

Rhoda Davis, SO-PA III, 5NR

BUD COMPTON RECEIVES SPECIAL AWARD AT DIVISION III CHANGE OF WATCH



Each year one member of Division III is honored for outstanding service in Coast Guard Auxiliary activity. Above CAPT E. King presented the award at the Change of Watch on 4 February to Oliver (better known as Bud) Compton of Flotilla 34 in Millville.

Courtesy Examinations, ATON activity, Public Education and Operations have been only a small part of Bud's involvement. Anyone unfortunate enough to find himself in the hospital can be sure of having a visit from MR. AUXILIARY to help cheer the day.

A well deserved honor for a very dedicated member of the Coast Guard Auxiliary. Congratulations!

Rhoda Davis, SO-PA III, 5NR

FLOTILLA 61 RECEIVES DOLLARS FOR DOERS AWARD

On January 18 Flotilla 61 5NR received a Dollars for Doers award from the Rohm and Haas Company. The Company's program provides assistance to local non-profit community organizations in recognition of service volunteered by a Rohm and Haas employee. The Company feels this is but a small way it can assist worthy organizations in the local communities in which it operates.

The award was in recognition of the activities of Barbara G. Wood, Commander of Flotilla 61. Mrs. Wood, an AUXOP member, joined the Flotilla five years ago. In that time she has become qualified as boat crew and an instructor and has served as secretary, information systems officer, vice commander, and commander.

Shown below receiving a check for \$125 from Mr. David Belonger, Plant Manager of the Bristol, PA facility, are Frederick Ruffner, FSO-FN and Past Commander, and Barbara Wood, FC. Flotilla 61 will use the award to purchase a video monitor for use in its public education program.



AUXILIARY - SPECIAL DUTY

The picture below shows one of a variety of special tasks performed by the Auxiliary for the Coast Guard. Freeman R. Smith, VFC 8-1 played that jolly old gentleman and was picked up at the Ocean City Yacht Club by the 44 footer and taken to the station where the kids were on the dock anxiously awaiting Santa's arrival. He carried bags of gifts which were distributed in the Recreation deck and pictures taken with each of the children. You can't say we are not diversified in our activities.

Freeman R. Smith, VFC-81, 5NR



THE PERSPECTIVE FROM THE COAST GUARD COMMUNICATIONS CENTER

As boaters, we are fully cognizant of the value of our VHF-FM radio on board the boat. This radio allows us to contact friends, avoid dangerous situations, locate the best fishing holes, and even call for help if we need it. On Auxiliary patrol, the radio is our link to the Coast Guard. We pass our position and status over the radio, we relay information to the group or station, and we receive instructions from the Officer of the Deck as appropriate.

The VHF-FM radio is a critical communications link for the Coast Guard. The radio is used to contact Coast Guard and Coast Guard Auxiliary personnel and vessels, and to communicate with commercial carriers and private citizens as they transit the waterways. The group or station communications center, and the radioman or watchstander in particular, is critical to the efficient handling of these tasks. More specifically, some of these functions include:

1. Maintain channel 16 (156.8 mHz guard: The Coast Guard is required to maintain a 24-hour watch on hailing and distress frequencies. Vessels in distress ("Mayday") will require immediate priority for communication. The radioman is the point of contact for the distressed vessel, the rescue vessels and aircraft, and the SAR Mission Coordinator. A major incident on the water requires skillful resource management and a calm, clear voice on the radio. In the mind of the distressed persons, this voice is their link to safety.

2. Monitor Coast Guard and Coast Guard Auxiliary personnel, vessels and aircraft in specific duty situations: All units underway (vessels and aircraft) must communicate with the group or station. The nature and frequency of that communication is determined by the size of the vessel and the type of work. Some land-based units will also use VHF-FM to communicate, particularly if access to a landline (telephone) is limited (i.e., port safety team). The radioman needs to be aware of the vessel's location, intended destination and number of persons on board. The information is valuable in case the unit needs to be diverted to another area or a distress incident occurs to the Coast Guard unit.

3. Maintain and coordinate other public or municipal assistance: when an incident occurs on the water, the Police Department, Fire Department, State Fishing and Wildlife Commissions, Environmental Protection Agency, or helicopter units may respond. The Radioman must often assume responsibility for communications which coordinates the activity of all of these units.

4. Communicate with public safety broadcasts: The larger communications centers will make scheduled broadcasts on Channel 22 (157.1 mHz) to point out discrepancies in aids to navigation, special events, areas requiring no wake zones, or delays and weather or ice broadcasts.

5. Other communication modalities: The radioman is also tasked with maintaining other vital communications links. These include computerized message transmissions, facsimile equipment, phone patch, hand-held radios, etc. Radiomen aboard ships are required to use Morse Code and other shop-to-shore government communications systems. These messages will then be routed by the radioman to the appropriate individuals on the command.

6. Port activities: The radioman must also be familiar with the general operation of the port or locality. For instance, on a commercial port such as Philadelphia, the radioman must be able to understand the basic technical language associated with the shipping trade, construction and casualties of cargo vessels, or environmental problems (e.i., an oil spill).

As boaters, we think of radio equipment as devices to transmit and receive messages. In the Coast Guard Group or Station Communications Center, communication designed to insure a safe and navigable waterway is much more challenging. Auxiliarists are now responding to this challenge. Radio watchstanding at a group or station provides the Coast Guard with valuable support for the unit, and active participation is encouraged.

What does it take to be an Auxiliarist on the radio watchstanding program: Well, it takes...

1. Desire—the Auxiliarist needs to **WANT** to participate. Like anything else worth doing, you must be willing to invest **YOUR TIME** on the process. The radio watchstander must be thoroughly familiar with the equipment and the locality, be comfort-

able with the radios, and be cool under pressure. All of this takes time...on the radios, with a watchful and encouraging radioman nearby.

2. Ability to take direction: When working with the Coast Guard in the radio room, the **FIRST** lesson to learn is that you must learn the Coast Guard way. For instance, when conversing on Channel 16 with the public, the response on the part of the radioman should be "letter perfect." The use of popular phrases such as "go..." "over and out," incorrect prowords, etc., is considered poor form.

3. Ability to speak clearly, and hear the radios: Although a problem with speech or hearing does not preclude activity in the radioroom, it does limit your capacity to work with the radios. However, with so many other communication modes, it is likely that you can significantly contribute to the overall effort!

Well, it is clear that this is a function that requires the Auxiliarist to donate substantial time and effort. Are you considering taking advantage of this opportunity? If you are, you may be interested in the WIIFM—What's In It For Me!

1. The opportunity to work side-by-side with the Coast Guard Regulars and Reservists: Working in this capacity allows the Auxiliarist the chance to gain an appreciation for the personnel of the Coast Guard—their procedures, their concerns, their ideas, and their hopes. Additionally, we set the standard for all Auxiliarists. For the Coast Guard personnel that you will meet, you ARE the Auxiliary. The impression that you make is the impression that they will keep.

2. Special Feeling: It's the same feeling that you get when the BS&S class graduates, or when you secure that vessel you've just assisted, or when you counsel the boater with deficiencies aboard his vessel and he returns the next day with the problems corrected. It is the feeling that is the hallmark of our volunteer effort. When you leave your watch in the radioroom, you have that feeling.

3. New skills: If some of your traditional Auxiliary tasks are getting stale, this is your opportunity to learn new skills and become more familiar with other aspects of the Coast Guard mission.

4. Many others—you can find out for yourself!

Coast Guard Communications is more than just a VHF-FM radio. It is a challenging job and many capable Auxiliarists are needed to provide operational support. Picture yourself behind the communications console...looks good, doesn't it!

Submitted by: Linda Nelson, First Northern District

AROUND THE DISTRICT

Picture below shows George Smyth, DAA and Roz Schweibel, SO-PA, Div 1, 5NR tripping the light fantastic at Division I's change of watch in January.



submitted by Roz Schweibel, DSO-PA, Div I, 5NR

EANCON

Austin, Texas, March 2 thru 4 1989

Over three hundred Auxiliarists from Boston to Austin and yonder, invaded the heart of Texas to attend the Eastern Area National Conference. They came by car, commercial aircraft and Red Tail Airlines. The C-130 arrived early, to the surprise and delight of host District 8 (and the travelers.) *copied from opening paragraph of EANCONversation published on Friday and Saturday at the Conference by Department A of National, with the assistance of people from PB departments in other districts.* Since I was one to provide minor help, it was nice to get to know the people better and feel like to you helped a little. Actually there were 27 people from 5 NR present. Believe I was able to get them all on film. Pictures taken during lunch and dinner on Saturday, and of course our EXCOM staff at their meeting room table. *by Topside Staff*



50th ANNIVERSARY TEE SHIRTS - 5NR

Shown below reproduction of design on 5NR tee shirts. White tee shirts. The words "50 Years" will be in Metallic Gold. The stripes inside of the shield will be red. The rest of the logo will be dark royal blue. They are available in sizes small thru 4XL. Small - XL - \$6.50, 2XL \$7.50 and 3XL and 4XL are \$8.00. Shirts are now available. **NO ORDERS WILL BE TAKEN AFTER JUNE 1, 1989.** Make checks payable to U.S.Coast Guard Auxiliary 5NR and Send to:

Doreen Nemiroff
 9728 Walley Avenue
 Philadelphia, Pennsylvania 19115

NO PHONE CALLS TO DOREEN WITH QUESTIONS
Call Katherine Slayback 215-788-0656



Mail to: Doreen Nemiroff
 9728 Walley Ave.
 Philadelphia, PA 19115

PLEASE ORDER THE FOLLOWING:

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Tee Shirts, size.....\$7.50 total.....
Tee Shirts, size.....\$8.00 total.....

NAME: _____

ADDRESS: _____

Division.....Flotilla.....

Penalty Indicia Not Authorized

AWARDS PRESENTED AT JANUARY CONFERENCE VALLEY FORGE HILTON

COXSAINS

Wayne M. Appel, Flotilla 5-6; David Berlin, Flotilla 13-3; Eugene W. Brown, Flotilla 14-5; Gerald Dotterer, Flotilla 10-8; James C. Eriksen, Flotilla 6-5; J. Robert Fiedler, Flotilla 1-1; Anna M. Herman, Flotilla 14-1; William M. Herr, Flotilla 14-1; Catherine H. Phillips, Flotilla 14-1; Joseph C. Phillips, Flotilla 14-1; Michael J. Ripton, Flotilla 5-1; Andrew D. Ritzie, Flotilla 6-5; Joyce E. Rock, Flotilla 14-6; Robert R. Rock, Flotilla 14-6; Dean W. Sargent, Flotilla 13-5; Leroy M. Shank, Flotilla 14-1; Caroline K. Sweigart, Flotilla 13-7; Frank J. Taylor, Flotilla 14-1; Lester H. Warfel, Flotilla 14-1

SENIOR PILOT

Janet T. Churchill, Flotilla 1-1

AUXOPS

Daniel G. Beall, Flotilla 8-6; Stephen M. Lackmeyer, Flotilla 10-5; Dean W. Sargent, Flotilla 13-3

C-AWARD

Alexander M. Lewis (IPDCO), Flotilla 2-76

THANKS . . .

I would like to express my warmest thanks to all of you who have done so much to make my days sunnier with your cards, calls, and expressions of good will. It is great being one of such a caring and thoughtful group. Hope to see you at the conference.
Doris Miller, IPFC 5-16, 5NR

UNITED STATES COAST GUARD AUXILIARY 50th ANNIVERSARY "OLD FASHIONED PICNIC"

On Saturday April 9, I received a letter from the owner of West Point Park, informing me that the park would not re-open for the 1989 season. Needless to say this came as quite a shock.

Many plans have been made and ticket sales were underway. I have notified all of the Division Coordinators and Captains to stop the sale of tickets and to make arrangements to return any money for tickets sold. I realize that this will cause some confusion, but I know that the members will do their best.

A decision will be made as to how we will proceed with the celebration. The committee is looking into alternate plans and locations and every one will be informed as soon as possible.

I truly appreciate the effort that many of you have put into this project. My THANKS to all.
 Harry K. David, Picnic Chairman



COMMANDER
FIFTH COAST GUARD DISTRICT
PORTSMOUTH, VIRGINIA 23704-5004

20 March 1989

Dear Commodore ^{bell}Pierce:

I was extremely pleased to learn that the Fifth Northern Region received three of the six National Vice Commodore's Awards at the Eastern Area Auxiliary Conference in Austin, Texas in March 1989.

The professionalism, hard work, and diligence demonstrated by the Auxiliarists in the Fifth District, Northern Region in being the "Best in the Nation" in Public Education, Courtesy Marine Examinations, and Member Training is noteworthy.

Please convey my personal thanks and congratulations to all the Auxiliarists of the Fifth District, Northern Region for a job "Well Done".

Sincerely,

Alan

ALAN D. BREED
Rear Admiral, U. S. Coast Guard

William Pierce, DCO
625 Summit Place
Mantua, NJ 08051

NATIONAL AWARDS

Shown below, DCO Wm. Pierce accepting 2 of the three awards mentioned in the letter to the left.



At top, award being presented by NACO Henry Pratt and at bottom, award being presented by NAVCO Stanley Kennedy.

Join your fellow Auxiliarists in honoring our 50th Anniversary. Write your U. S. Senators and Congressmen requesting them to co-sponsor bill HJ Res 111 designating 23 June 1989 as "Coast Guard Auxiliary Day" nationwide.

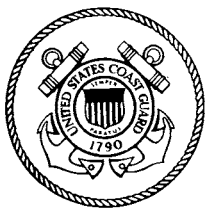
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