

t^{opside}

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*Third Southern is now history
Welcome to the Fifth Northern*

topside

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

District Commander.....RADMB. F. Hollingsworth
Chief of Staff.....CAPT Paul A. Welling
Chief of Boating Safety Division.....CAPT Joseph B. Coyle
Director of Auxiliary (5NR).....LT Collin S. Campbell
Asst. Director of Auxiliary (5NR).....LT William M. Cherry

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Vice Commodore (VCO).....William M. Pierce
Rear Commodore Central (RCO-C).....Russell Appler
Rear Commodore West (RCO-W).....Ednor G. Miller
Rear Commodore East (RCO-E).....Eugene Pester

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III.....James Barsuglia
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V.....Charles N. DeFrancesco
VI.....William F. Tower
VII.....Robyn Norcross
VIII.....Richard L. Bardsley
IX.....Norman Miller
X.....Gerald R. Datterer
XI.....Nancy L. Sterner
XII.....Frank E. Kamp
XIII.....John Powell
XIV.....Frank J. Taylor

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Materials.....Walter Greenridge
Member Training.....Louise Sowers
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Publications.....Elsie Nichols
Public Affairs.....Lenore Roush
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Secretary-Recorder.....Elliat Linsky
Vessel Examination.....Edward Rearick

FRONT COVER

U.S.C.G. Cutter RED OAK
See Story and pictures on pages 17, 18 and 19

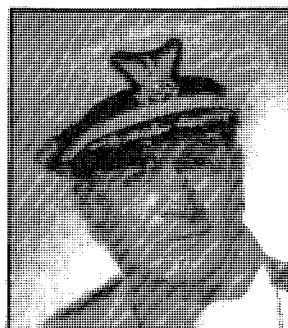
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FROM Chief, Boating Safety

UpdateCAPT Joseph B. Coyle



On behalf of the Commander, Fifth Coast Guard District, my staff, and our entire Auxiliary membership, I welcome you to the Fabulous Fifth Coast Guard District! We feel most fortunate to have the Third Southern join with us. For a number of years, our two districts have worked closely together. We have jointly operated on the Chesapeake Bay, trained together, and shared fellowship. Look out world, here we come!

The transition—complex though it has been—has run smoothly. I know that the impact of losing the Harrisburg office and our secretarial billet at Gloucester City has caused us all concern. However, I want you to know that we are striving to lessen the impacts and continue to provide the level of support that you require.

I've already met with LT Campbell and LT Cherry concerning the policies of our two districts. As you know, policy which affects the Auxiliary is generated from two sources, the Auxiliary and the Coast Guard. For the short term we are working at minimizing the changes to our regional policies. Your region's Policy Manual will continue to represent your policy. Let me assure you that the Fifth Northern Region will continue to operate as an independent region.

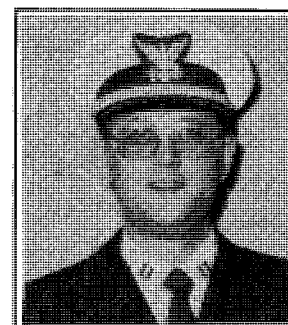
I'll not mislead you—a consolidation of this magnitude ultimately will convey some changes, but these will be gradual, and hopefully for the good. It goes without saying that the consolidation of our two districts will strain the creaking "AUXMIS MACHINE" almost to the breaking point. Our tiny Fifth District ADP unit and a contract key puncher must assume what amounts to a doubled burden. This has required us to stagger submissions, alternating between the two regions weekly. The result will be to slow all transactions by at least a week. You can help us to minimize the impact by keeping your IS reporting prompt, accurate, and legible. By next year you will begin to witness certain gradual changes in Coast Guard management of the Auxiliary's Operations Program. Fifth District policy tasks Coast Guard units to play an up-front role in supporting your operations activities. Conversely, your work with those units will support them! In order to assist your Director in coordinating the training and liaison with Coast Guard units needed to support your operations activities, your Director will gain a new billet—a Chief Warrant Officer (Boatswain). His title will be, "Operations and Training Officer," a title which aptly describes his duties. I believe that you will find this new resource a valuable one. I am confident that the Fifth District will be able to provide your Director with all the assets he needs to support you in all mission areas.

I know that I am following a darned good act in succeeding CAPT Bill Griswold as your District Program Director. My challenge is magnified not only because I have new responsibilities for the Third District Boating Safety program functions in your area, but also because I serve as the actual Director for the District which you heretofore have known as the Fifth. This means that my time will be spread pretty thin. I know that I can count on your EXCOM, and your Board and staff to work harmoniously with your Director in Gloucester City with minimal intervention on my part. In turn, I pledge my full efforts in ensuring that you have the where-with-all to carry-out your own program.

continued on page 7

FROM THE DIRECTOR

UpdateLT Collin S. Campbell, DIRAUX



During the next couple of months our office is going to be bobbing and weaving as we adapt to a new district, one less office, and several personnel changes. We ask for and need your cooperation. Now, don't misunderstand. We still want you to bring every mistake, snafu, and problem to our attention. We just want you to know that, as always, we are your advocates and will be working for you. LT Bill Cherry will relieve me on 22 June 1987. Most of you already know Bill. I can't think

of anyone I'd rather have as your Director. Bill knows you and he knows the job. During the on-going changes that transition will bring, Bill is the right man for the job. If you give him the same support that you gave me, well, in six weeks you'll be saying, "Collin who?"

The time has come for me to say farewell. The last four years have gone by like a flash. I find it difficult to convey the pride I have in each of you for your untiring efforts on behalf of our family. You are special. Not everyone could or should be an Auxiliarist. It takes a special kind of person to devote the time, effort, and expense toward the ideals in which we believe.

I know well the number of hours that you spend being an Auxiliarist. The time you spend on patrols, doing Courtesy Marine Examinations, and teaching our courses is only the tip of the iceberg. These are your "visible" hours; your time before the public. What impresses me is your "invisible" time. These are the hours you spend training, qualifying, attending seminars, and attending your meetings. These are the hours in which you prepare your public affairs notices, mail meeting notices, type up minutes, submit facility papers, directory listings, and on and on. I know that these invisible hours probably are four or five times your visible hours. I also know that there is no formal recognition for doing your elected and staff jobs well. I just want you to know that there are many Coast Guard men and women who DO know what it takes to be an Auxiliarist. On second thought I'm not impressed, I'm awed. After four years I still can't believe your individual efforts. You're amazing.

Please accept my invitation to attend the Change of Command at Coast Guard Group Eastern Shore, Chincoteague, Virginia on Friday, 10 July 1987 at 1100. I hope you'll be able to attend.

I bid you so long. Which reminds me of a story...

LT Collin S. Campbell, DIRAUX, 5NR



Fifth Northern Summer Conference

July 17-19

See details page 4



FROM THE BRIDGE

UpdateAlexander M. Lewis, DCO



On May 1st, the Third District Southern Region became part of the Fifth Coast Guard District, with the designation of Fifth District North Region (5NR), with District Headquarters located in the Federal Building, 431 Crawford Street, Portsmouth, VA 23705-5004. The original Fifth District Auxiliary became the Fifth District Southern Region (5SR).

I want to emphasize that nothing, except a member number change in the first three digits, from

03S to 05N, has occurred. Beyond that there is no change to affect us as Auxiliarists.

I recently had the pleasure of attending the Fifth District Conference. They are a fine group of individuals, hard working, serious, dedicated Auxiliarists, exercising a great deal of Fellowship. Let me share with you some remarks I made at their Board meeting.

"Thank you for the very cordial welcome tendered to me from the Fabulous Fifth. We, the the Fifth Northern, join you in Fellowship and Auxiliary dedication. We will do our utmost to uphold the name of the Fifth, and make our contribution to its respected reputation. We anticipate no problems, and if any surface, there will be a quick and satisfactory solution."

"We bring you almost 3,000 Auxiliarists in 3 areas and 14 Divisions. Our geographic boundaries, which we add to the Fifth District, are broadly described as southward from Toms River, NJ, on the Atlantic Ocean, covering the southern part of the State of New Jersey, the entire State of Delaware, and the State of Pennsylvania, with the exception of the Pittsburgh and Erie areas. Of interest is that our people in Delaware say that they have always been below the Mason-Dixon line."

"I like your meeting. The great interest in the Auxiliary and the Fellowship is apparent. Whenever possible, we will share ideas, information, and assets."

"Our interaction with the Fifth District has been long established and mutually beneficial. For many years our Auxiliarists have shared patrol assignments in the northern Chesapeake. Many Auxiliarists from south central Pennsylvania drive to the northern Chesapeake for their water of recreation. It has been natural for them to relate to Station Stillpond where they have conducted many patrols in that jurisdiction."

"We will be sending you our Director, LT Collin Campbell, a fine Coast Guard Officer. He will be the Commanding Officer of Group Eastern Shore, headquartered at Chincoteague, VA. We know that you will enjoy and benefit from his presence, as we did."

"We look forward to working together for the common good, and it will be my distinct pleasure to report to our members in the Fifth Northern that 'I came as a stranger, and they took me in'."

Alexander Lewis, DCO, 5NR



N O G I



COLLIN S. CAMPBELL, DIRECTOR
ALEXANDER L. LEWIS, COMMODORE

RECAPS
Topside, Summer 1987

New Member Number and Identification Cards - On 1 May we officially became the Fifth District Northern Region. Coast Guard Headquarters has informed us that the reprogramming of AUXMIS to accept our new member numbers has been completed. *Effective 1 May, all members of 3SR should write "05N" in place of "03S" on their I.D. card.* Use only your "05N" number after 1 May. The new I.D. cards will be distributed as soon as we receive them. They're at the printers.

Harrisburg Office Closes - The Assistant Director - Detached office in Harrisburg, PA., officially closed on 31 May 1987 although the actual move occurred a few days earlier. Beginning 1 June, all communications from all members should be addressed to the Director's office in Gloucester city, NJ. (A forwarding order has been placed with the Post Office to ensure receipt of items "in the mail" at the time of the change-over!) **PLEASE DELETE** the listings on pages 2 and 4 of your 1987 Auxiliary Telephone Directory for the Assistant Director of Auxiliary (SR) effective 1 June and *destroy all address stamps in your possession which have the Harrisburg address.* Also, ensure that only the Gloucester City address appears in the "return address" block of your envelopes.

Change to Gloucester City Address - After 1 May, use only the following addresses for the Director's office in Gloucester city:

Commander (ba-NR)	Director of Auxiliary (NR)
Fifth Coast Guard District	Fifth Coast Guard District
c/o Coast Guard Base	or c/o Coast Guard Base
King and Cumberland Sts.	King and Cumberland Sts.
Gloucester City, NJ 08030-9999	Gloucester City, NJ 08030-999

Envelopes - We have thousands of envelopes in stock at ANSC with the return address of the Third District, Southern Region. It is OK to use them. When we reorder we'll put our new district address on the envelopes. Use the old ones until the supply is exhausted.

Piloting B and the 1210TR Chart - Anyone sitting for the Piloting B exam should be sure to use a 1210TR chart **WITHOUT** the LORAN overlay. When NOS updated the 1210TR last year, they also renumbered and changed the position of some buoys. You may find yourself "high and dry" if attempting the Piloting B exam with the new chart, to say nothing of having some questions answered incorrectly.

Northeast States Boating Administrators - The Northeast States Boating Administrators are holding their Spring Conference on June 15-18 in Gettysburg, PA. There will be a Personal Watercraft Product Demonstration in Corderus State Park, in connection with the conference, on Wednesday, 17 June. Interested Auxiliaryists are invited to attend. Contact John Simmons, Acting Director, Bureau of Boating, Pennsylvania Fish Commission, at 717-657-4540 for full details and reservations.

Nights in Venice - If you are interested in patrolling the Nights in Venice at Ocean City, NJ, please contact SO-OP VIII Bernie Wright at 609-465-2567. The event is scheduled for 25 and 26 July and they can use your help.

C. S. Campbell, LT USCG

Hoe-Down Ready for Summer Conference, 17-19 July 1987

The plans are all set for the Summer Conference to be held at the Wilmington Hilton, Claymont, Delaware.

Workshops, Training Aid contest, Good Food and much FELLOWSHIP will be presented for your enjoyment and edification. Friday night we will have the usual Welcome Aboard Party to get all in the mood for a busy Saturday.

The Member Training Committee get things underway at 0830 in the Dover Room, following the opening ceremony, with a presentation on Celestial Navigation to be followed at 1015 by a workshop on the new "Advanced Coastal Navigation" course. These two presentations alone should bring everyone to the Hilton but — hold it — we are not done yet. In the afternoon we will have an AUXLAM presentation on "Coping or Problem Solving" and our first of a series by our Parliamentarian entitled "Meetings and Motions."

Don't forget to bring your Training Aids for the contest. Awards are to be made at the banquet. The best will be sent on to National and be entered in the contest held there. Remember we won last year. Why not again?

Following the banquet we will have an old fashioned SQUARE DANCE complete with a caller. So bring your red bandanas, your jeans, your big skirts and be ready to have a great time.

GET YOUR RESERVATIONS IN NOW — Don't Delay — It will be one of the best ever.

Phil Stamm, Conference Coordinator, 5NR



TOPSIDE (5NR) SUMMER 1987

DIVISION III PRESENTS



Shown above, picture taken at Group May at the end of March when Division III presented a ship's wheel to CDR Ken Hollemon, Deputy Commander of Group Cape May.

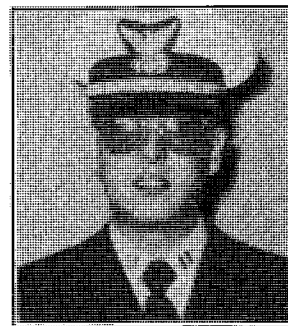
Left to right: Harland Davis, SO-OP; CDR Ken Hollemon; Martin Giacomoni, IPDCPIII; Rhoda Davis, SO-PA; Anthony Stanewich, SO-MT.

CDR Hollemon has been transferred to Headquarters in Washington, D.C.

Submitted by: Martin Giacomoni, IPDCPIII, 5NR

FROM THE ASST. DIRECTOR

UpdateLT William Cherry, Asst. DIRAUX



Hopefully, by the time you read this, most of you will already have received the "latest word" about the many challenges which we will face together during the remainder of 1987. At the risk of boring you, I think it is important to highlight some of the major changes and to contemplate the course we will steer in the coming months:

1 May:

- We became Fifth Coast Guard District (Northern Region).

- AUXMIS functions shift to the Fifth District.

- Members begin using only '05N' member numbers.

- New I.D. cards are distributed when received.

- DIRAUX initiates required changes to official records.

30 May:

- Time out to enjoy a picnic at Base Gloucester City in honor of a true friend of the Auxiliary . . . our Director, LT Collin CAMPBELL. HOPE YOU WERE THERE!

31 May:

- Harrisburg Office officially closes. Packing and move physically accomplished on 28 and 29 May.

- Harrisburg telephone services terminated.

1 June:

- Harrisburg records delivered to Gloucester City.

- DIRAUX initiates re-organization of office.

22 June:

- I will officially relieve LT CAMPBELL as DIRAUX (05N).

While we strive to make the changes necessitated by Coast Guard re-organization in a smooth and orderly fashion, we must not lose sight of the Auxiliary Program and the challenges it has placed before us.

- We must emphasize the Boat Crew Qualification Program until adequate numbers of crew and operators are available to meet our operational needs.
- We must strive to successfully fulfill our commitments under the Modified Auxiliary Mission Objectives System (MAMOS) in 1987 while implementing necessary changes and developing our 1988 AMOS objectives.
- We must find and develop new methods for not only increasing the number of enrollments; but, for retaining our members.
- We must carry our programs into areas heretofore untouched and aggressively seek to reach a greater percentage of the boating public.
- We must administer Pennsylvania's grant in a fair/equitable manner within the confines of our agreement with the State.

As I ponder the magnitude of all that lies before us, I think back to what an old college professor of Behavioral Sciences once told my class: "What a group at odds with each other cannot even contemplate, a group at peace with one another will do in the course of everyday business." I firmly believe that if we keep our goals before us, subordinate our personal likes and dislikes to the good of the Auxiliary, and have fun pulling together we will all find 1987 to be a fast-paced, exciting, and successful year second to none. So . . . come on, let's make a little "HISTORY" together!

LT William Cherry, Asst. DIRAUX, 5NR

FROM THE BRIDGE

UpdateWilliam Pierce, VCO



ATTENTION VICES

From one vice to all VCPs and VFCs, a plea. Please do all in your power to attend the meetings at the next higher level — VFCs should attend their Division meetings and VCPs should attend the District meetings. Not only for first hand information, but to see what goes on at that level. If you attend on a regular basis, when it's your turn to sit at the table as a representative of your group, you will be more at

home, more comfortable and be a much better representative of the group.

It provides a good opportunity to meet others on your level, shape ideas, problems, other views and all in an atmosphere where there is no pressure. After all, the DCP or FC is there as the representative not you. So relax. Enjoy yourselves, but *please* attend.

By the way, if you're a new or first time vice at a meeting I'm attending, please do me a favor and introduce yourself to me, after all we vices have to stick together.

At our last conference, one of our captains, (I'm not at liberty to say which) came up with an idea I'd like to see get started. He suggested the captains and vice captains meet on Friday without the EXCOM, staff or guests. Just a meeting of the whole. We have arranged this meeting to run at the same time the District staff meets. I hope all my vices will be there. This is a great time to meet everyone and share ideas.

The weekend of 24-25-26 April 1987 we, (the old 3rd Southern) presented, for the first time, a concentrated VE workshop. To say it was a success is a great understatement. Ed Rearick and Louise Sowers did a super job along with phone call help from Gene Pester, Caroline Sweigart, George and Katherine Slayback, Art Talley (all of whom also attended), Russ Appler and many, many more. I was in attendance on Saturday to lend a hand as a Q.E. I was informed by most of the attendees that the weekend was well worth their time. Even Bob Nichols, who's been a CE for a long time, told me he learned a good deal and that was a great refresher for long time CE's. (It's ashame he wasn't awake for it all — he, he.) I want to take this opportunity to thank the staff, captains and members for taking their time to help make this *first* a success. Thank you.

Now on to the ramps — marina's — dealers. Let's make this a banner CME year. See you all at the Wilmington Hilton in July.

Bill Pierce, VCO, 5NR

**WANTED
TOPSIDE EDITOR
for 1988**

*Call DCO Al Lewis or
Elsie Nichols, DSO-PB for details*



TOPSIDE (5SR) SUMMER 1987



FROM THE BRIDGE

Update Richard L. Raudabaugh, IPDCO



THE PENNSYLVANIA GRANT

The Pennsylvania State Legislature approved a grant for the Third District Southern Region Auxiliary Board, Inc. in the fiscal year July 1, 1986 — June 30, 1987. This grant is to be used for the furthering of Boating Safety efforts with the primary emphasis upon reaching the residents of the Commonwealth of Pennsylvania. The distribution of the funds among districts 5NR (formerly 3SR), 2ER and 8ER was based upon a representative share of the total Auxiliary membership residing in Pennsylvania.

The legislature named their administering and liaison agency as PennDOT. Following this action, an agreement was completed between our district and the PennDOT officials and signed on December 30, 1986. The first monies arrived in late January, 1987, with the 5NR share being \$168,684.

Expenditure of the funds is authorized in support of the permitted objectives as defined in the agreement mentioned above. Specifically, we are to:

1. Expand Auxiliary Operational Patrols in Pennsylvania.
2. Provide and expand Courtesy Marine Examinations in Pennsylvania.
3. Provide and expand Boating Safety Classes in Pennsylvania.
4. Provide a public awareness of the Coast Guard Auxiliary and the programs which benefit the public.
5. Provide specific training for Auxiliary members to directly support the above programs.

A budget for this grant was adopted by the District Board Inc., at our Fall conference in Ocean City, NJ. Additionally, we must submit to the Commonwealth (PennDOT) a quarterly budget request and a financial report of grant funds expended during the quarter. Specifically eligible expenditures are: materials and supplies, travel expenses, administrative costs, telephones, advertising, fuel, ice, trailering costs, operational facility damage repair, power, water, construction, acquisition, renovation, repairs, rental, bonding, audit costs, and any other expense required to support this project. Such costs shall be in accordance with the budget approved by the Commonwealth. Specific emphasis must always be placed upon the resultant benefit to the residents of the Commonwealth and not to the Auxiliary or individual members.

Individuals, Flotillas, Divisions and members of the District Board, Inc., were asked to provide suggestions and recommendations for the expenditure of this grant during the last year on a continuing basis. DCO Lewis named a Steering & Fiscal Committee to consider all suggestions for these expenditures. The members are: IPDCO R. L. Raudabaugh, Chairman; VCO W. Pierce; RCO-W E. G. Miller, RCO-C R. A. Appler and RCO-E E. Pester. Each and every written suggestion has been reviewed and discussed by this committee which meets monthly just to consider such actions. Inputs from all Auxiliary sources continue to be desired and are important for future planning. Those suggestions, projects, programs, etc., which directly reach the residents of Pennsylvania will always receive priority consideration. Whereas those that benefit only an individual or a small group and do not result in any tangible or intrinsic benefit to the general public do not meet

the guidelines of our agreement with the Commonwealth of Pennsylvania.

This grant is for one (1) year only. Preliminary application for a grant for the next fiscal year has been completed and will be considered by the Legislature in June. In accordance with the By-Laws of the District Board, Inc., the annual budget (including the expenditure of any grant funds approved by the Legislature) will be acted upon at the Summer Conference, July 18th, 1987 in Wilmington, Delaware. So, I repeat, this is an ongoing evolution and continued input is desirable for the Steering & Fiscal Committee to consider all ideas and to make viable recommendations on a continuing basis.

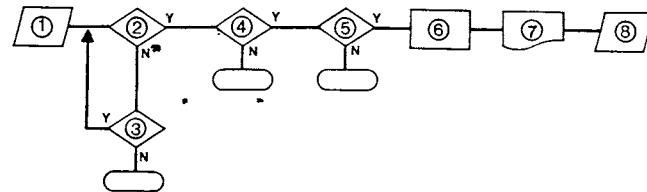
The accompanying chart of Business Procedures provides a graphic and narrative description of standard operating policies for procurements and expenditures of Pennsylvania Grant Funds.

Richard L. Raudabaugh, IPDCO, 5NR
Chairman Steering & Fiscal Committee

FIFTH DISTRICT NORTHERN REGION AUXILIARY BOARD, INC.

Business Procedures — Standard Operating Policies For Procurement From PA Grant Funds

The following flow diagram, along with the use of a procurement request, sets forth the expenditure of Fifth District Northern Region Auxiliary Board, Inc., funds.



1. Procedure starts with anyone, Board member (the initiator).
2. Steering Committee - determines if request is (1) within budget and (2) within agreement with Commonwealth of Pennsylvania. If within budget and agreement (yes), then go to Step 4. If not (no), then go to Step 3.
3. Fifth District Northern Region Auxiliary Board, Inc. — evaluates and recommends. Transmits back to Step 2.
4. Chairman of Board determines if request is (1) within budget and (2) within agreement with Commonwealth of Pennsylvania.
5. Coast Guard Representative determines if within intent of agreement.
6. Steering Committee procures item (through purchasing agent) not to exceed committed amount.
7. Treasurer keeps records (property, custody receipts, etc.) — draws and signs payment checks.
8. Chairman of Board co-signs checks and sees they are transitted to recipient.

FROM THE WEST

Update Ednor G. Miller, RCO-W



In the last issue of TOPSIDE my article was geared to our fourth cornerstone fellowship. I was hoping that many of could get together for trips to other places of interest. Since the last issue of TOPSIDE we got together for two trips on the CG Cutter Red Oak based at Gloucester.

While talking with CWO Dickie (1st lieutenant on the Red Oak) after the first cruise, I found out everything went well. Arriving back a few hours earlier than

expected, five of our Auxiliarists briefed the crew of the Red Oak on Auxiliary programs. We need this kind of fellowship between the Auxiliary and our parent organization. The special courses we take improve our knowledge to a professional level, but taking trips like the Red Oak gives us a better understanding of the overall Coast Guard family.

Our VCO, Bill Pierce, has planned a trip to the River Front Dinner Theater in Philadelphia to see THE KING AND I. What we need are more people like Bill to help in the planning. This can be at all levels of the Auxiliary—Flotillas, Divisions, District, and National.

If you need help I am sure the District Officers will do what they can to coordinate events or activities. I personally would like to be contacted if your event is open to all Auxiliarists. I will be happy to inform as many people as possible of your plans.

Ednor Miller, RCO-W, 5NR

From the Chief, Safe Boating - continued from page 2

You are going to be seeing a lot of forms, instructions, envelopes, etc., that still reflect the Third District, Southern Region. Please continue to use these until the supplies are exhausted. As we reorder, we'll up-date the logos. Your individual member numbers will be modified to reflect your new regional designation, and Headquarters will issue you a new Auxiliary I.D. card. Please use the new number on all of your records and AUXMIS entries. For example if your member number is 03S-88-88-123, your new number will be 05N-88-88-123. As you can see, only the regional prefix will change.

My Coast Guard service dates back to 1962, when I headed off to the fleet from my native Connecticut. Along with 10 years at sea, and service in a number of programs and districts (including the Third), I am proud to say that I have served over a quarter of my career with the Auxiliary. From 1964 until 1967, I served as the national training officer in the Office of the Chief Director (there was not MT staff position in those days!), and played a key role in the birth of the AUXOP and AIM programs. It was my good fortune some seventeen years later to return to the Auxiliary program—this time as DIRAUX-5. I have known a number of your members for over twenty years and have met many additional members of your region during my current tour. Your legacy to the

FROM GOVERNORS ISLAND

Update CAPT William S. Griswold



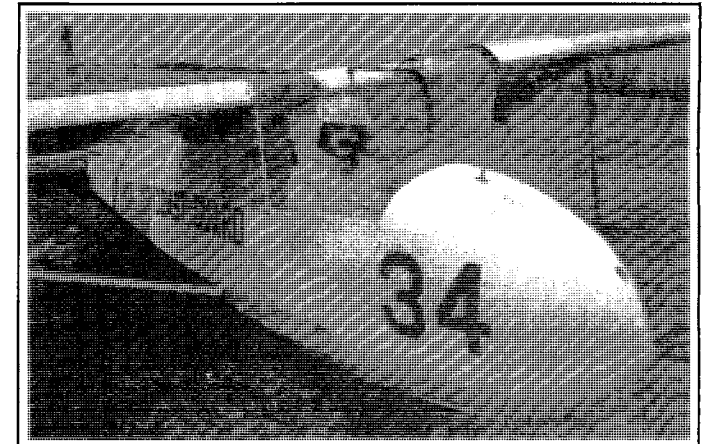
I suppose this will be the last article entitled "From Governors Island". 3SR's last roundup in Lancaster was a huge success. The theme I took away from the conference was RETENTION! Nationally, there is a growing concern over the Auxiliary's retention problem. Keeping good members has become our first priority. Fifth Northern's GR team is probably the best in the land, but it will take everyone's effort to stem the exodus from our ranks.

I know most meetings are crammed full of business and announcements. "Where's the FUN?" Some of your leaders have suggested flotilla outings or other projects to reinstall fun into the organization. Take in a ball game, have a picnic, a boat-out, a trip to a nearby attraction. Maybe we need a little more than Auxiliary business to keep our interest up. I think that if each veteran member made an effort to put fun back into the organization, we'd renew and nourish those reasons we joined in the first place. So think FUN — it's catching! Ask anyone who sang barbershop around the pool in Lancaster.

Speaking of fun — ADSO-OP/Air Dan Maxim recently took an old aviator and taught him a new way to have fun — GLIDING. (See picture below.) As a result of an afternoon of soaring, I'm seriously considering of how to justify sailplane facilities. Any suggestions?

Please gang, as Governors Island slides into history, and you direct your allegiance southward, promise to keep membership in your fantastic organization ENJOYABLE. Good luck and God-speed.

William "Bill" Griswold, CAPT USCG



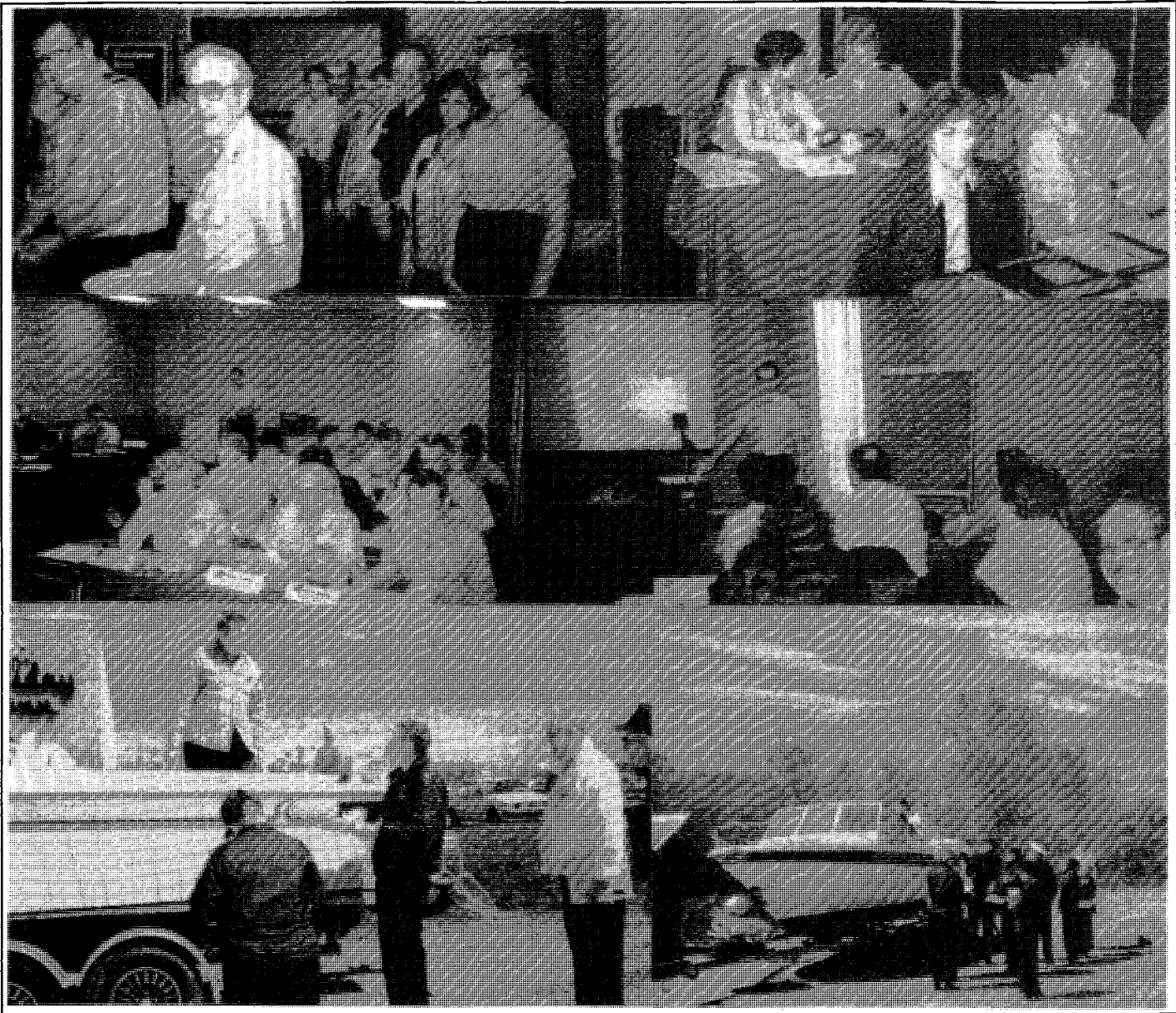
CAPT Griswold in Sailplane

Coast Guard Auxiliary is a rich one, and your reputation as a "can-do" district is well-deserved. I feel that the Northern and Southern regions of the Fifth District—working separately, but still side-by-side, can lead the way for the entire country! Sharon and I look forward to meeting with you in the very near future.

CAPT Joe Coyle, Chief, Boating Safety Division

Vessel Examination School - April 24, 25, 26

The ADVES School was held at the Holiday Inn in Lionville, PA on the weekend of April 24-26. Shown below some of the classroom and outdoor scenes. Photos courtesy Gene Pester, RCO-E.



The VE weekend is over and I feel we now have 25 more knowledgeable, informed and confident Courtesy Examiners. We all had the opportunity to try the new type PFDs (in the pool), put out an oil fire and light some flares. We had hands on boat examinations and problem solving. Why we even did a little unscheduled BCQP signoff. I would say "we did it all." The food, accommodations and fellowship were great. I want to thank Harry Bickel for arranging for the Fire Department at the last minute, bringing his boat for our use, and assisting in the demonstrations. Thanks also to Jake Ryberg for his boat. Thanks to Katherine Slayback for the PFDs, flares and assistance; to George Slayback and Eugene Pester for their "performance" and assistance; to Louise Sowers for her assistance and advice; to Art Talley for pulling things together and to Caroline Sweigart for her help and support. As you can see this was a joint effort and to paraphrase a TV commercial "We couldn't have done it without you, the attendees."

Ed Rearick, DSO-VE, 5NR

Common Sense Approach to Effective Human Relations

1. **Speak to People.** . . there is nothing as nice as a cheerful word of greeting.
2. **Smile at People.** . . it takes 72 muscles to frown, only 14 to smile.
3. **Call People by Name.** . . the sweetest music to anyone's ears is the sound of his/her own name.
4. **Be Friendly and Helpful.** . . if you want to have friends, be friendly.
5. **Be Cordial.** . . speak and act as if everything you do is a genuine pleasure.
6. **Be Genuinely Interested in People.** . . you can like almost everybody if you try.
7. **Be Generous With Praise.** . . and cautious with criticism.
8. **Be Considerate of the Feelings of Others.** . . there are usually three sides to a controversy: yours, the other fellow's and the right one.
9. **Be Alert to Give Service.** . . what counts most in life is what we do for others.
10. **Add to This a good sense of Humor,** a big dose of patience, a dash of humility, and you will be rewarded.



FROM CENTRAL

Update Russell Appler, RCO-C



I'm A Volunteer

How many times have you said this or heard it said by another Auxiliarist during involvement in a cornerstone activity?

A volunteer is defined as a person who enters or offers oneself for any service of one's own free will without solicitation or compulsion or recompense.

What have you a right to expect in return for your goodwill, your honest desire to help? Much depends on your knowledge and

acceptance of the fact that every person who donates part or all of a day or week is useful in exact proportion to the time and effort, not that he puts in, but that saves others equipped professionally (Coast Guard) to do what he cannot.

Associated with being a VOLUNTEER are certain inalienable "rights." I offer the following for your consideration:

YOU HAVE A RIGHT TO:

Ask for a suitable assignment and to expect consideration to be given your preference, your temperament, your education, and your experience. Be given information in advance about the Auxiliary you are joining—its policies, its programs and its objectives.

Know where and when you will work and be assigned in an orderly way to some place that fits the job you will be doing.

Expect to have an orientation session, and if necessary, a training period.

Guidance and direction by some person assigned to invest time in giving it.

Expect to engage in a variety of experiences if you are able to execute them when they arise.

Know about any new developments in the Auxiliary which may give you a chance to expand your services.

Continuing education if you prove eligible for it, for greater responsibilities.

Be heard by some person in authority if you have queries or complaints.

I am sure there is more, but for the moment, these will suffice.

Please consider: if these "RIGHTS" were dynamic and constantly at work throughout our district and/or organization, wouldn't we retain our members a lot longer?

NEXT ISSUE: THE RESPONSIBILITIES OF A VOLUNTEER AUXILIARIST.

Russell Appler, RCO-C, 5NR

FROM THE EAST

Update Eugene M. Pester, RCO-E



Ironically, it's the simple things in life that are most often the most difficult to put into simple words. Communication is one of those elementary parts of our lives that we, especially in the Auxiliary, take for granted and like to throw into our conversations every once in a while.

How many times have we heard Auxiliarists say, "We must communicate." But, because we take this simple phrase for granted we also probably never think much about what it really means to commu-

nicate. Fortunately, some other people, not associated with the Auxiliary, have done some thinking and talking about communication. Ralph Waldo Emerson observed, "It is a luxury to be understood." Mike Nichols (not related to our own Elsie) noted, "You'll never really know what I mean and I'll never really know what you mean."

The ability to express yourself clearly is an invaluable asset both in the Auxiliary and in our private life. Choose the right words to assure that your motives will not be misinterpreted. In order for your words to be meaningful, you have to satisfy these three requirements of successful spoken communications:

1. That people listen to you.
2. That they understand you.
3. That they react to what you say as you want them to.

Number one is the most important — failure to meet this requirement accounts for most blunders in oral communications. Too many of us assume that just because other people have ears, they will, or should listen to what we have to say. If people don't listen to us, it's because they aren't interested in what we are telling them. They may appear to be listening, but their thoughts are elsewhere.


The secret of making your spoken communications more successful is based on an awareness of your listener and his interests. Here are three important things to do:

- Know your listener — learn to sense his or her needs and reactions.
- Talk with them in terms of their own interests.
- Show your interest in him or her.


If you wish to communicate with someone, you must try to understand them if you're to sense their needs or probable reaction to what you intend to say. Otherwise, how can you even try to talk in terms of their interests. You'll merely be expressing yourself, discussing your own interests; consequently, your words may never register in the mind you are trying to reach. To be certain that the words you use transmit the meaning you intend, know exactly what you want to say before you say it.

We are required to do a great deal of communicating in the Auxiliary. If we do it correctly, we will find many of our auxiliary tasks will be accomplished with greater ease. We even might better understand and relate to our brother and sister Auxiliarists. This might help break down some of the barriers we have built up over the years by failing to properly communicate one with another.

Gene Pester, RCO-E, 5NR



**NEXT
TOPSIDE DEADLINE
July 20th**





Are WE Filling the needs of the Auxiliarists?

Growth & Retention has a mighty large mission objective. it is the GR who must fill the needs of the Auxiliary. Yet we have the entire membership as GR members. Each in our own way help to fill the needs of our particular flotilla. Every flotilla has its own flavor and its own sense of being. In order to continue to grow, we must continue to assist others towards their intended goals. By being a part of your flotillas, activities you do indeed assist the others while increasing toward your own personal ideals.

There is a list of various jobs that are available to Auxiliarists that was sent to the Growth and Retention Officers, the Flotilla Commanders and the Division Captains. Can you make one of those a priority on your own list? Ask them for the list. I will send you a personal copy if you would like one. With the Boating Safety classes drawing to a close, I hear from members who wish that more younger people would join. To recruit younger members we need specific programs at the flotilla level engineered for them to feel comfortable and not out of place. This staff officer has mentioned before that people leave when they are not comfortable. They won't join if they are not comfortable. Many flotilla discussions that are held during the Flotilla meeting could have been settled at a staff meeting thereby giving more time at the meeting for fellowship, training, and programs that were selected with the membership in mind. Not all invited speakers need to be on Marlinpike... there are many organizations that give programs to groups just as ours does for Public Affairs.

What has your Flotilla planned? This staff officer would appreciate hearing from other members for directions? What has worked or not worked for you? Many ideas need to be shared. There are some terrific programs being given and some terrific parties too!! Are your summer activities including things that would invite or interest the younger member? Please let me hear you. I will compile a list to be made available to everyone.

One of the neatest things our particular District has to offer are the Conferences for the member. Everyone is welcome. There are things for the younger members and for their children too. At our next Conference in Wilmington there will be varied activities. You don't have to spend the night if you don't wish. Make it at least a day trip for your new members so they can attend and see the District at work and at play. It's a great fellowship time. Warm Fuzzies to all for the ensuing Boating season.

Caroline Sweigart, DSO-GR, 5NR



Safe Boating Week Starts Early

Many times as you raised an umbrella you may have quoted "April Showers Bring May Flowers." For Flotilla 3-6 "April Showers" bring the start of Safe Boating Week, even though that is not official until June. April 25 was the beginning of Safe Boating Week in Bridgeton, N.J.

Much appreciated improvements have been made to the Waterfront area. These include a floating dock, ramps to the dock, parking lot, landscaped and lighted rest area, and a brand new "first time ever" small boat launching ramp. This all helps to open the Cohansey to the recreational boater as well as the hoped for expansion of commercial activity.

With a situation like this, Flotilla 3-6 had to be there for the celebration. The dedication ceremony and usual ribbon cutting were conducted by the City Officials. Very much in evidence

Boat Crew vs. AUXOP

Recently I've heard of discussion and questions raised about the conflict between the Boat Crew Program and the Specialty Courses. Statements like "the Boat Crew Program is killing the Specialty Courses." "Nobody is interested in becoming an AUXOP anymore." "Has the Boat Crew Program become the ultimate in training?" Of course not!

Let's take a more detailed look at this problem. The original thought was the Specialty Courses would be the pinnacle in training. A person attaining the designation as AUXOP stands out as one who is knowledgeable in Piloting, Seamanship, Patrols, Communications, Weather, Administration and SAR. An Auxiliarist wearing the AUXOP device has demonstrated proficiency in all of the Specialty Courses.

Then, along came the Boat Crew Program... a new program requiring Auxiliarists to demonstrate their skills. When the program was introduced, you knew that in 1987 you would have to qualify under the BCQP to be eligible for orders. During the first two years of the program there was a lot of resistance from some of the "senior" members. But even they found some of their skills were rusty when they attempted that darn side tow. And so, the emphasis was shifted to training for the Boat Crew Program. And so it may seem that we have totally forgotten the Specialty Courses.

But what better way is there to train for the Boat Crew Program than through the Specialty Courses. It's up to YOU to shift the emphasis. Member Training Officers need to combine the two programs. What better way to train for the piloting portion of the Boat Crew Program than by completing the Specialty Course in Piloting, or Comms or SAR or Patrols. Both programs go hand in hand. The problem is us! We've been so involved in the Boat Crew Program that we didn't realize how easily it would be to combine the training for the two programs.

Let's give it a try. The initial surge for qualifying in the Boat Crew Program should be over this year. Let's plan for future courses. Courses that will consider topics in both programs with Auxiliarists demonstrating their knowledge by passing the written exam and demonstrating their skills through the completion of the practicals and tasks.

I think we'll be surprised in the number of people who are able to qualify in both programs.

A hearty well done is deserved by students and staff who completed the training weekend for Courtesy Examiners during April 24-26. Members of the class indicated that we need more of that kind of intensive training. We'll do our best to continue the training weekends.

Louise Sowers, DSO-MT, 5NR

The ADVANCED COASTAL NAVIGATION Public Education course is now available through your DSO-MA. Order through your SO-MA.

The new course is very comprehensive. It is intended to apply to the coasts of the entire United States, including the Gulf of Alaska, the Pacific Ocean around the Hawaiian Islands, both the east and west coasts, the Great Lakes, the Gulf of Mexico, and the Caribbean Sea. So no matter where you sail, this new course will prepare you.

Most of the course is hands-on chartwork and calculations—when the student gets tired of it, he/she will probably know it all. There is a five-week cruise exercise, with new material added each week, as the knowledge expands. The course is topped off with a General Knowledge Final Examination, a take home two-week Cruise Examination and a short 30 minute Verification Examination, taken from the chartwork on the Cruise Examination.

AT LEAST 12 LESSONS SHOULD BE TAUGHT in this course, exclusive of Final Examination and Review Sessions.

INSTRUCTORS SHOULD BE WELL QUALIFIED TO TEACH THIS COURSE. They should have a basic and advanced navigation knowledge and techniques, as well as instruction under intensive chartwork conditions. Instructors should have the AUXNAV or AUXOP designation to give the examination. To teach the course the same above qualifications or USPS Advanced Pilot, or possess EQUIVALENT NAVIGATION EXPERIENCE. This course should not be taught by novices! It is comprehensive, and requires Instructors with comprehensive knowledge and skills.

STUDENT PREREQUISITES ARE SIMPLE. They are encouraged to have taken a previous boating course, but are not required to have done so. They should at least have equivalent knowledge and experience to that of the safe boating course.

ERIC PENNELL, ADSO-PEC, has been preparing to give a workshop on this course since early April when he received an advanced copy of the text, and the overheads used in this course. THERE ARE NO SLIDES. OVERHEADS CAN BE MADE FROM PAGES PROVIDED FOR THIS PURPOSE. Eric will be assisted by the Public Education District Staff at the summer conference in July.

The following procedure is recommended to prepare for offering the new ACN to the boating public.

1. Obtain Instructors Kits through DSO-MA.
2. Instructors review material thoroughly.
3. Instructors answer all the questions and do all the exercises in the Student Study Guide.
4. Enlist other Instructors and as many proctors as possible.

If you are planning to teach this course, don't forget to come and learn from the best at the Wilmington Conference in July, how to put on this course properly.

So far we are only reaching a drop in the bucket as far as the boating public is concerned. TEACH, TEACH, TEACH, TEACH. Who knows the boater you teach might make it through a successful boating season without any mishaps. That should make us all proud to be Instructors in the fabulous 5th Northern.

Alice F. Stamm, DSO-PE, 5NR

Is There AUXMIS after GAP?

The Goal Attainment Program has come to an end. But, does this mean that AUXMIS will also be going away? Not all all! In fact the absence of GAP may eventually be the best thing that ever happened to AUXMIS. AUXMIS is a management tool, not just the "bean-counter" that many Auxiliarists think it to be. Confusion between the GAP subsystem (one program) and the full AUXMIS system (many, many programs) has always been one of the problems the Information Systems Officers have had to deal with. Perhaps when GAP no longer places AUXMIS in a shadow we will learn to use it for the purposes it was designed to serve. Let's take a look at some of these purposes. AUXMIS is an acronym for the Auxiliary Management Information System. A MIS, or Management Information System, is a system which provides needed information to an organization's management. It is not primarily a system used to manage information (although that is always a feature of any information system). The biggest problem with these type systems is that they require the management to be able to interpret and understand what the system is telling them. This situation is relieved somewhat in a Decision Support System (DSS) which helps tell the managers what to do in a bit more detail (that's something that AUXMIS is not able to do at this time). We have a system which has a view of the state of the Auxiliary. Granted that there is a time lag, but if it is a reasonably consistent lag and has accurate data then one can use it to take a look at the organization's status. Notice that I haven't really said anything that requires the use of a computer to support an MIS. A computer is not necessary, but it is a powerful and convenient means of implementing an MIS. We have many activities that are performed by individual members as well as team efforts. Keeping track of all of this effort becomes "bean-counting" without a computer simply because it takes too much time and effort to compile the reports. When the machine compiles the records and is able to produce useful reports for a manager to use instead of just file away, then it becomes a valuable and worthwhile MIS. That was the good news — Now comes the bad news! Here in the Fifth Northern (That's right your numbers will start with 05N instead of 03S) we "jumped the gun" into AMOS. As a result, AUXMIS is not set up to accept and record ALL the data we are using as Mission Objectives. Your SO-IS officers and FSO-IS officers should be aware of what items we need to "count beans" because the computer cannot. If you have any doubts as to what you are to write on your Mission-Hour cards, please check with your IS officer!

I mentioned that we are now part of the Fifth District. Other than having to enter our numbers as 05N (for those reading AUXMIS reports, this is 053 in numeric form) what other changes do we have to do? At present, nothing! Fill out the reports, send them to your FSO-IS as usual. They, in turn, will send them to Gloucester Base. From there on in any changes are the DIRAUX's responsibility. One final note of hope — From all reports, we should get better turnaround time from the South that we did when we sent cards North.

Joe Sowers, DSO-IS, 5NR



**Save Your 1987 3SR Directory
and the Spring 1987 Topside**
They will be collector's items
No more 3rd Southern Directories and this is the first 5NR issue of Topside



Annual Awards Program

(Editor's Note: 3SR not changed in this article - because it indeed describes a 3SR event. Next time it will be a 5NR program, but this one was not.)

Members of our 3SR Auxiliary were recognized for their contributions at the Spring Conference in Lancaster, PA on 11 April.

The program presented after lunch was led off by DSO-GR Caroline Sweigart presenting some fifteen National Commodore's Membership Growth Awards to members of the District. Contributions to the individual States were recognized by the State Officials present: George Stewart, Delaware State boating Law Administrator; John Simmons, assisted by Joe Green represented the Pennsylvania Fish Commission and New Jersey was represented by CAPT James Momm NJSP, Chief, Bureau of Marine Law Enforcement. Our own Director of Auxiliary, LT Collin Campbell had the pleasure of reading off an extensive list of Flotilla Goal Attainment Awards.

The evening program started with our District Commander, RADM George Passmore presenting AUXOP pins to those members who had achieved that status. Lenore Roush's presentation recognizing the outstanding "Water and Kids" program instructors. This year the awards went to Alice Stamm of Flo 10-6 and John Simkins of Flo 3-3.

The Individual Courtesy Marine Examiner Award was presented to Henry Wanner of Flo 14-3.

Stan Pojnar of Flo 7-7 received the Individual Operations Program Award and the Award for Most Assists.

Aids to Navigation/Chart Updating Award was presented to Dane Alden of Flo 11-3; Emanuel Greenwald of Flo 7-12 was the winner of the Individual Support Mission Award. Alice Stamm of Flo 10-6 received the Individual Instructors Award and Rick Dotterer of Flo 10-5 was recognized for the Best Photo Appearing in Topside.

Jack Powell, Division Captain of Div XIII, had the pleasure of presenting the Ed Morton Award recognizing the Instructor most active in Member Training to Caroline Sweigart of Flo 13-7.

Next were the Training Aids Awards recognizing the winners of the competition held at the 1986 Summer Conference in Wilmington, Delaware. The winner to Type I was Lester Gerard of Flo 1-3, Type II honors went to Harry Bickel of Flo 4-4, Harry's Training Aid moved on to the National Conference in Denver where it won National honors, also. Our award for the Type III Training Aid went to William Reimer of Flo 4-2 and Type IV was won by Ron Samms of Flo 1-1.

Flotilla 14-1 was presented with the Award for the Best Flotilla Publication, the Flotilla Membership Award and the Wm. Ross McDonald Award for Public Education Activity. Although awards criteria prevented presenting a plaque to the Division with the best Division publication, the publications were judged and the winner for the best Division Publication for 1986 was Division I.

The Flotilla Aids to Navigation/Chart Updating Award went to Flo 4-2. Flotilla 11-7 won the Flotilla Courtesy Marine Examination Award, the Flotilla Operations Award, The Past District's Commodore's Plaque, and once again, had the honor of being presented with the Past District Commodore's Trophy by RADM Passmore.

District Commodore Al Lewis presented the National Area Rear Commodore's Award, received for the Districts 1986 accomplishments in against the National GAP goals to Immediate Past District Commodore Dick Raudabaugh.

The Directors Administrative Award was presented to Lee Crossman and to George Smyth.

Director of Auxiliary Collin Campbell, with the aid of Assistant DIRAUX Bill Cherry, recognized the accomplishment of 36 Flotilla Commanders by the presentation of the Directors Administrative Award. Flotillas on the list were 1-5, 3-3, 3-5, 4-2, 4-7, 5-1, 5-6, 5-15, 5-16, 6-1, 7-10, 7-12, 8-5, 8-6, 9-1, 9-2, 9-3, 9-4, 9-5, 10-4, 10-5, 10-6, 10-8, 11-3, 11-7, 11-8, 12-2, 12-3, 13-1, 13-3, 13-5, 14-1, 14-2, 14-3, 14-5, and 14-6.

Two of our Divisions also received the Director's Administrative Award they were Div IX and Div XIV.

The Flotilla Meritorious Achievement Award was presented to Flotilla 10-6.

Congratulations to all of the winners. Many thanks to all of our guests and board members who helped with the presentations.

John D. McIntosh, PDCO, Chairman Awards Committee, 5NR

District Training Aid Competition



The annual training aid competition is scheduled for the District Summer Conference to be held in Wilmington, Delaware on 17, 18 and 19 July 1987. We have had some outstanding training aids displayed in the past, if you have exhibited in previous competitions why not come back in 1987. Sorry, previous winners are for display only, but it would be great to have a good selection for our members to view, consider and apply. The National Conference is to be held in Palo Alto, California on September 16 to 19. National also would like a good display of training aids. They are looking for ten from each District. In addition to our winners we may send yours.

We have four categories in the District competition:

- Type I—involves electronic/electrical circuitry and requires details, material list and instructions. The cost of construction is not to exceed \$100.00.
- Type II—no electronic/electrical circuitry, still requires construction details, material list and instructions. Cost of construction not to exceed \$100.00.
- Type III—no instructions needed, details of construction and operation are obvious.
- Type IV—may be Type I or Type II with construction cost over \$100.00. Further details may be obtained from the Awards Section of the District Policy Manual issued to Flotilla Commanders.

Individuals of Flotillas entering the competition should provide information prior to July 9 to John McIntosh, P.O. Box 348, Newfield, NJ 08344 giving the type training aid, display space required, if the Aid is free standing or will a table be needed. Please include who will be responsible for delivery, set-up and breakdown of the display at Wilmington. It's expected that if power is necessary the needed extension cords will be with the display. Please include your OK to submit your entry to the National Competition with your entry information, and we will provide you with the information on how and when the District will handle transportation.

John McIntosh, PDCO, Chairman Awards Committee 5NR

Now Is The Time . . .

I'm sure many are familiar with the saying "Now is the Time for all good men (and women) to come to the aid of their country." If you ever took a typing course, this sentence was one of the drills.

However this is no drill! This is for real! Our Family is in trouble . . . deep trouble! Recent news articles in the newspapers speak for themselves and tell the whole story — or at least most of it. We have to complete the story. What and how, you ask?

To what am I referring? The erosion of the coast line around the Cape May boot camp. To quote an article which appeared recently— Rep. William J. Hughes, D-N.J., whose district includes the Cape May Coast Guard installation, has asked members of a House subcommittee for \$5 million this year for initial anti-erosion work. He warned that a severe storm could destroy the base. The station employs about 1,800 federal workers, including up to 1,200 Coast Guard recruits from around the nation. It also houses 13 other Coast Guard commands, including search and rescue operations, a 210 foot cutter and world wide distribution of uniforms.

Hughes also said that already lost to the tides are two firing ranges and a heliport.

The problem is not going to go away.

In a second article with a Washington by-line, the CG Commandant ADM Paul Yost told a Senate panel that the base faces an "extremely serious" threat from sea erosion. But he said protection of the \$100-million base, which serves as the guard's only national boot camp, is beyond the Coast Guard's budget.

Money for protecting the base must come from Congress, via the Army Corps of Engineers, he said.

That's the what! - Now "how can we help complete the story?"

Well, if each Auxiliarist, along with their respective families and friends were to write a letter to their congressman and/or senator from wherever you live and indicate your interest in the Coast Guard and the job that it does in saving lives, protecting our shoreline, training young men and women for the service, promoting boating safety, etc. Toward this end, you are aware that due to mass erosion of the shore in the Cape May Area, the Coast Guard Base is quickly slipping into the sea. In order to correct this condition, many million dollars are needed . . . NOW . . . and you would like your congressman's or congresswoman's or senator's support.

This problem affects us all, not just the folks in New Jersey. Most importantly it is our parent organization, AS WELL AS US, who will be adversely affected if we do not do something about it . . . TODAY!


When you write this letter, **YOU MUST WRITE AS A PRIVATE CITIZEN ONLY**, with no reference to the Coast Guard Auxiliary or your affiliation with it and it **MUST NOT** be on Auxiliary letterhead or mailed in indicia envelopes. When you write the letter and/or get an answer, I would appreciate hearing from you in an effort to measure our effectiveness. This is our golden opportunity. Please write today!

Russ Appler, RCO-C, 5NR

IT'S IN THE BOOK



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ONE NIGHT'S DEPOSIT REQUIRED
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USE THIS PORTION OF PAGE FOR MAKING HOTEL RESERVATIONS

RESERVATION FORM FOR SPECIAL RATES AT WILMINGTON HILTON U. S. Coast Guard Auxiliary 5th Northern 1987 SUMMER CONFERENCE • July 17—19, 1987

NAME: _____

ADDRESS: _____

Phone: _____

Arrival Date: _____ Departure Date: _____

Require one night's deposit by check or credit card.

____ MASTERCARD _____ VISA

____ AMERICAN EXPRESS

of Card: _____

Expiration Date: _____

SIGNATURE: _____

I desire reservations for:

- ☐ Single @ \$56.00 per night
☐ Double (one bed) @ \$56.00 per night
☐ Twin (two beds) @ \$56.00 per night
☐ Suites @ \$225.00 per night



Make checks payable to and mail to:

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I-95 & Naamans Road • Claymont, Delaware 19703

Penalty Indicia Not Authorized for Reservations

CONFERENCE RESERVATION

Use this portion of the forms for your meal and Auxiliary conference registration for the summer conference at the Wilmington Hilton, Claymont, Delaware on July 17, 18 and 19.

Name: _____

Flotilla No.: _____

Address: _____

____ Tickets - Luncheon@ \$10.50 = \$ _____

____ Tickets - Banquet

—Saturday Night@ \$15.00 = \$ _____

Select () Roast Top Sirloin of Beef
or () Baked Boston Scrod

____ Registrations
(Fee for Each Person \$3.00 = \$ _____

GRAND TOTAL = \$ _____

LAST DATE FOR RESERVATIONS JULY 8, 1987

For this portion of the reservation form —Make Checks

Payable to: U. S. C. G. Auxiliary-5NR

and Mail to: M. Philip Stamm, C.C.

405 Randall Road

Wyncote, PA 19095



The following number of persons will attend workshops scheduled for this conference. See schedule on opposite page.

____ Member Training "Celestial Navigation"

____ Boat Crew Checkoffs

____ Public Education "Coastal Piloting Course"

____ AUXLAM "Coping and Problem Solving"

____ Parliamentary Presentation "Meetings & Motions"

____ Will attend the Past Captains' Association Breakfast
on Sunday Morning July 19th at 9:00 a.m.

____ Will attend the Ladies Coffee and Get Together
on Saturday, July 18th at 9:00 a.m.

Penalty Indicia Not Authorized for Reservations

MAKE YOUR RESERVATIONS NOW! DON'T DELAY!
DEADLINE DATE IS JUNE 27 FOR HOTEL - JULY 8 FOR CONFERENCE



TOPSIDE (5NR) SUMMER 1987

1987 SUMMER CONFERENCE 5th DISTRICT NORTHERN REGION — U. S. COAST GUARD AUXILIARY 17, 18, 19 JULY 1987 WILMINGTON HILTON, CLAYMONT, DELAWARE SCHEDULE OF EVENTS



Registration Desk Lobby Friday 1700-2000
Saturday 0700-1500
District Store—Annapolis Room Saturday Open through Lunch 1000-1600



FRIDAY, 17 JULY 1987

1900 District Staff Meeting Dover East
2000 District Board Meeting Wilmington Room
2130—? No Host Welcome Aboard Party Sussex Room

SATURDAY, 18 JULY 1987

0815—0830 Opening Ceremony Dover Room
0830—1145 District Board Meeting Wilmington Room
0830—1000 Member Training (MT) Workshop Dover Room
"Celestial Navigation"
0900—1600 **BOAT CREW CHECKOFFS** Richmond Room
0900—1100 Ladies Program and Get Together Ballroom Foyer
1000—1015 Break
1015—1145 Public Education (PE) Workshop Dover Room
"THE NEW ADVANCED COASTAL PILOTING COURSE"
1200—1330 Luncheon New Castle Room
1400 Advanced Leadership & Management (AUXLAM) Washington Room
"Coping and Problem Solving"
1400 Parliamentary Presentation Dover Room
"Meetings and Motions"
1830—1930 Cocktails — No Host Bar Foyer — Sussex Kent Room
1930 Banquet Sussex Kent Room
2200—?? Following Banquet "Square Dance Party" New Castle Room

SUNDAY, 19 JULY 1987

0900 Past Captains' Association Breakfast/Meeting Dover Room

MENUS

LUNCHEON

Cold Deli Buffet
Assorted Cold Cuts
Assorted Sliced Cheeses
Potato Salad, Cole Slaw
Tomatoes, Onions & Pickles
Assorted Breads & Rolls
Assorted Cakes & Pies
Coffee, Tea, Sanka



BANQUET

Roast Top Sirloin of Beef
or
Baked Boston Scrod
Tossed Dinner Salad
Fresh Vegetable and Potato du Jour
Rolls and Butter
Black Forest Cake
Coffee, Tea, Sanka

UNIFORM OF THE DAY



FRIDAY EVENING SATURDAY-

SUNDAY MORNING

Casual
Tropical Dress Blue Long or Appropriate Civilian Attire
After 1800 -Dinner Dress White Jacket or
Dinner Dress Blue (White Shirt, Black Bow Tie,
Miniature Medals, No Name Tag) or
Appropriate Civilian Attire
Casual

TOPSIDE (5SR) SUMMER 1987



The High and The Mighty

Coming from 10 out of 14 Divisions, 23 Auxiliarists converged on the Group Cape May Air Station for the Annual Aviation workshop the weekend of 1-3 May.

Fellowship was very much in evidence on Sunday night as participants exchanged pleasantries and dined in some of Cape May's finest restaurants. Reveille was 2200 with the 1st workshop 0700 in the morning.

Capt King CO of Group Cape May extended greetings to the Auxiliarists and talked about the emphasis on safety in the Auxiliary Air Operations as evidenced by the syllabus for the weekend.

ADSO-OPA Dan Maxim presented "Bald Eagle" Russ Appler with a plaque on behalf of the Air OPS personnel for his contribution to the program over the past 11 years. Maxim indicated that increased funding of the program permitted expansion of the available patrol hours resulting in the need for additional pilots and planes and observers. Observer Dick Hudson is to be commended for editing and publishing the first history and outline of the AIR OPS program.

In training new personnel and retraining existing personnel, professionalism is strongly emphasized, while the key concept is proficiency.

LCDR DeWitt operations officer at Group Cape May discussed the Operations aspects of safe flight and that proficiency dictates not when to go, but more appropriately when not to go! DeWitt provided insight into need for crew to be aware of weather mini-news, crew requirements and constant awareness of problem needs.

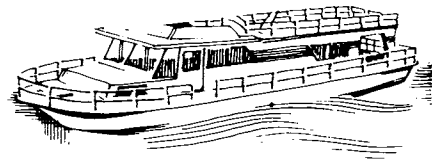
MST1 John Brown (Marine Safety Technician) from Base Gloucester reviewed the Federal Pollution Control Act of 1976 as amended and how it relates to our pollution cover. Brown provided VCR film on several spills in our area and discussed how we can more effectively report pollution sightings.

BM1 Dixon from Group Cape May discussed the genius of SAR from inception to conclusion. DSO-CM George Ryan and DSO-GR Caroline Sweigart made presentations on Coast Guard and Aviation Communications respectively. BM1 Tom Shallenberger gave an excellent presentation on water survival including equipment usage.

Shortages of aircraft and/or personnel limited the number of personnel who were able to fly in the new H65A Helicopter. Those who did go up found it to be an exciting and exhilarating experience. Weather interfered on Sunday for those unable to fly on Saturday. Dan Maxim presented an outstanding program to all of those present which engendered a lot of enthusiasm for the current air program.

It is only through the team effort as evidenced by this weekends activities which makes "Flying the Friendly Skies of Fifth Northern" possible.

Russ Appler, RCO-C, 5NR



Spring Conference A Grand Success

The Treadway Resort Inn again was the site of the Spring Conference and also the last Awards ceremony under the banner of the Third Southern.

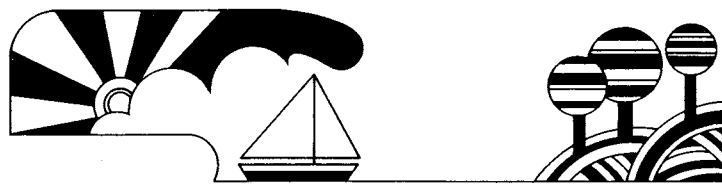
The meeting of the Board and Staff were well attended and much new material was presented. The workshops on Saturday both in the morning and afternoon were well prepared and well attended. The Pennsylvania Legal Requirements Workshop by Joe Green of the PA Fish Commission was excellent as only "mean Joe Green" can do.

The State awards given at the Luncheon were well deserved by the recipients. More on the awards elsewhere in this issue. The No-Host Cocktail party held this year in the Rumors Nightclub before the banquet was a new feature and was enjoyed by all who attended.

The Awards Banquet was a big success. The food was excellent and the Awards presentations handled by PDCO John McIntosh and his staff of presenters moved along with great dispatch and decorum. Following the awards the "Gay Nineties Swim Party" started and was complete with a fashion show, popcorn, fruit and cheese. A lot of the members joined in an old fashioned sing-a-long that didn't stop until the closing hour appeared. A good time was had by all.

Again many thanks to the Roushes for the manning of the registration desk and to my own Alice for taking care of the money. A big thanks to Frank MacDonald for taking the table reservations and handling all complaints as Conference Coordinator.

M. Philip Stamm, Conference Coordinator, 5NR



What Is Your Name?

During a recent visit to an elementary school, as I entered the Kindergarten class an adorable little Korean girl came up to me and asked if she could sit next to me. She sat at my left side, the side that I always ask the child to be my buddy during the buddy demonstration. When I asked her, "What is your name?" — she answered, "Melissa."

With that all the children said, "No, her name is Hundi." After asking the child her name again I got the same response, "My American name is Melissa."

At the close of the program, the teacher asked the child to bring a note from home if she wanted to use Melissa instead of Hundi. I saw the teacher a few days later and the child still wanted to be called by her Korean name "Hundi." I was the only one she would let call her Melissa.

I'm sure many of you have things that happen when you are teaching our youth. Share them with us all.

There is nothing more honest than a child. One asked me on entering the classroom "Is this going to be boring?" At the conclusion of the program she admitted to me that it wasn't.

Alice F. Stamm, DSO-PE, 5NR

5(NR) Auxiliary Members On USCGC Red Oak

Monday April 27, 1987 was a crisp and cloudy day, as 13 excited Auxiliary members arrived to board the USCGC Red Oak at Base Gloucester N.J. This trip had been arranged by Ednor Miller RCO(W) and CWO Tom Dickey, who is currently serving as first lieutenant aboard the Buoy Tender, Red Oak (WLM 689).

As we all went aboard the ship, we were greeted by Tom Dickey and offered the hospitality of the ship. We were all asked to go to the galley where we were greeted and welcomed aboard the ship; told what to expect; and met the captain, LT Hermann, and his executive officer. Anyone wanting coffee was welcome to help themselves.

We were divided into two groups, one went forward and were shown about the new survival suits for cold water, the others went up to the bridge. Later the groups switched. At 0800 as the Flag was raised, the Red Oak changed from the Third C.G. District to the Fifth Coast Guard District, in Portsmouth, Va.

The group on board represented members of the 5th, 6th and 10th Divisions. After we got underway, a demonstration was given on the main deck, about the lights on the lighted buoys, how they worked and how they were maintained. Then one group returned to the bridge while the others donned PFD's and hard hats and went to observe the hoisting of the first buoy (a white anchoring buoy).

It was done with a minimum of talking, the crane operation was all done by hand signals. Tom stayed with the group outside and was checking on procedure of the crew as far as safety was concerned. Andy Kratzer took videos of the procedure, while Phil Stamm took pictures for Topside, and others just took pictures. Once the buoy was aboard, they all did their jobs automatically and before you were aware of it, the white paint had been refreshed, new reflector shields were in place and the buoy ready to be returned to the water. All buoys are checked at least once a year. The chain lasts about 4 years while the buoys will last 6 years. When they are changed, they are then replaced with the new colors that have been designated for that buoy.

The groups then changed places, and Tom Dickey then worked on the deck, signaling the crane operator with hand signals as far as working the crane was concerned. The next and last buoy to be serviced that day was a red lighted buoy #50. This took much longer as there was a lot to check as far as lights, battery, etc. were concerned. This was also repainted before being replaced into the water. In both cases the exact position was plotted by means of sextants by two boatswain mates on the top of the wheel house. The buoys were released when they were over the correct spot.

It was then time to return to the station. After docking we were all asked to assembly in the wardroom. The captain told us how much the Coast Guard appreciated the Auxiliary, all that we do to assist the Coast Guard. We would be welcome anytime we cared to return to the Red Oak, just call ahead and make arrangements.

Next we were served a very delicious lunch, given the run of the boat except for certain areas, while the crew ate their lunch.

After lunch a tour of the engine room was available for those that were interested. Next the crew assembled in the galley and it was our turn to tell them about the Auxiliary and what we do.

Phil acted as chairman and told a little about us in general. Then Andy spoke about Operations and later, Comms. Lloyd Wilbert spoke about MT, Alice Stamm spoke about PE, Bill Gardner told about AIM and RAP, and Katherine spoke about MA, of course before she left the ship, she had an order and check in hand for shirts from none other than Tom Dickey. A great time was had by all.

The Red Oak will be going in for a two month overhaul on May 18, 1987.

Just to add some comments on the second trip the following week, your editor was part of the group of 16 from the Western Area who arrived at the dock at 7:00 am in the pouring rain. However, despite the lack of cooperation from Mother Nature, the group enjoyed the day, and the crew did accomplish two work details - lifting and cleaning and replacing a can buoy, and moving a lighted junction buoy 300 feet to accommodate the dredging operation in the river. The crew could not have been more hospitable - giving us a tour of the whole boat and explaining all the aids and procedures for which they are responsible. We too were served a most delicious lunch and returned to Gloucester Base at a little after 1400.

GOOD LUCK AND THANKS TO ALL THE OFFICERS AND CREW FOR THEIR COURTESY TO US WHILE ON BOARD THEIR SHIP.

Alice F. Stamm and Elsie Nichols

*See pictures of activities on both days
on the following two pages.*

USCGC RED OAK (WLM 689)

The USCGC RED OAK is the fifth and final of a class of coastal buoy tenders built at the Coast Guard YARD at Curtis Bay, MD. She was born on 26 October 1970 when Mrs. Elislea A. Brown struck the first welding arc, and on 19 June 1972 Mrs. John E. Hunt christened her USCGC RED OAK (WLM 689).

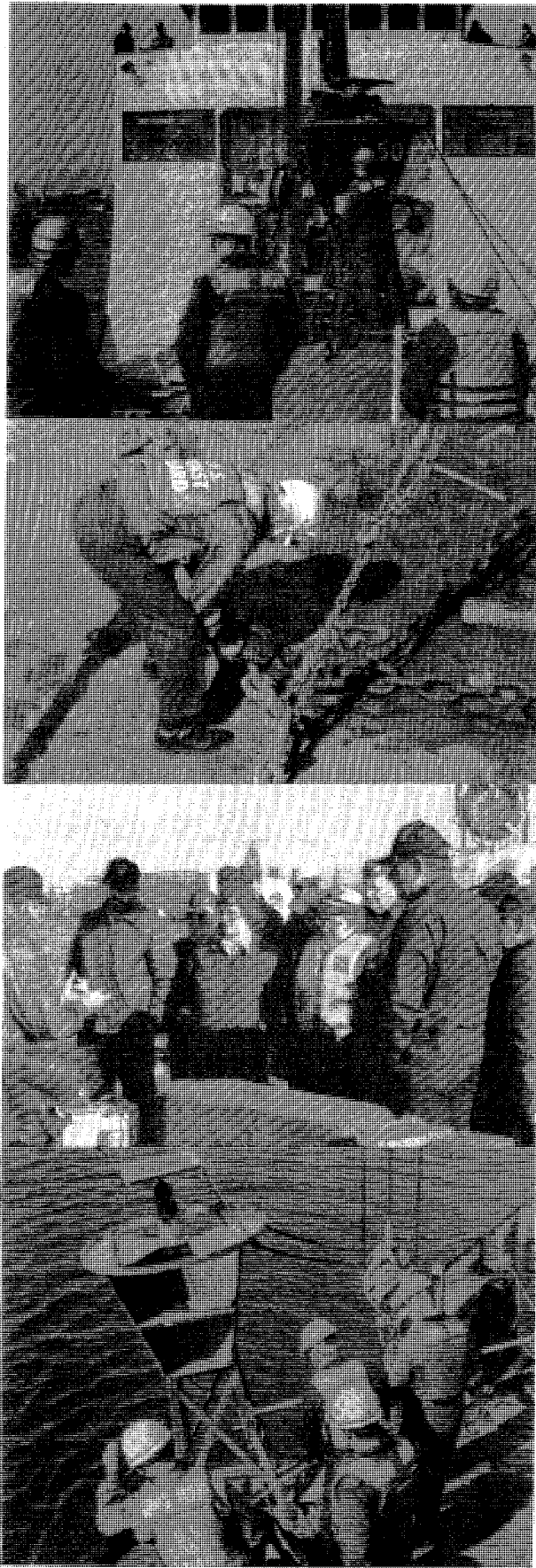
RED OAK is 157 feet long, powered by two 900 H.P. Caterpillar diesel engines, displaces approximately 470 tons, and has a top speed of fourteen knots. Her hull is reinforced for light icebreaking work. She has twin reversible pitch propellers and is equipped with a bow thruster to increase maneuverability.

The RED OAK is designed to service aids to navigation up to ten tons in weight and to operate in the shallow waters often encountered on the sides of dredged harbor channels. All weight handling gear is operated by hydraulic motors utilizing an advanced pneumatic control system.

RED OAK is designed and responsible for servicing lighted and unlighted buoys as well as lighted shore aids. Our primary operating area extends to aids from Trenton, New Jersey to Ship John Schoal light, a distance of approximately 80 miles, and includes 360 Aids to Navigation consisting of lighted and unlighted buoys and lighted shore aids.

RED OAK has a crew of approximately thirty-seven officers and men including seven military and two civilian, shore-based Aids to Navigation team members, who enjoy a new concept in ship-board living. The modernistic living quarters are all air-conditioned, panelled in minimal maintenance plastic laminates, and finished in bright colors.

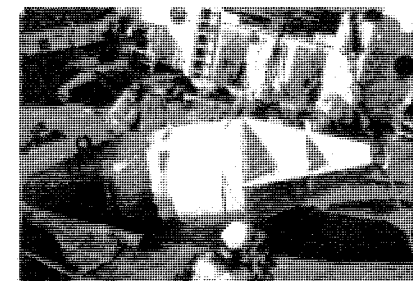
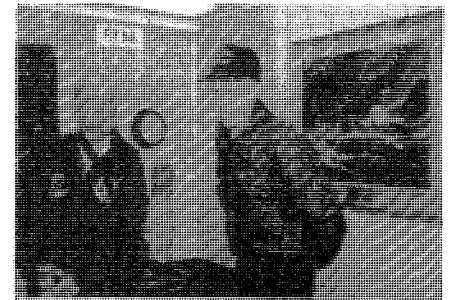
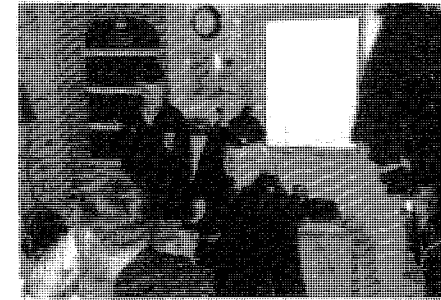
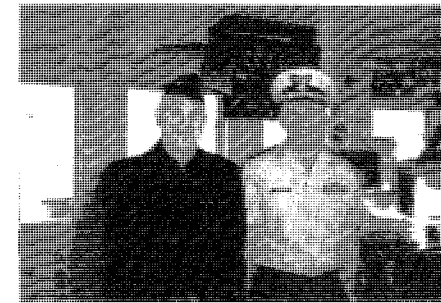
USCGC RED OAK is under operational control of Commander, Fifth Coast Guard District, and is homeported in Gloucester City, N.J.



Pictured above, the officers and crew working and demonstrating to the Auxiliary members just how the jobs were accomplished. Again Thanks to the officers and crew for a most rewarding experience.

ACTIVITY ABOARD THE USCGC CUTTER RED OAK

Pictures on this and the opposite page demonstrate some of the day's activities during the two days our members were aboard.



Above additional activities. The educating process was reciprocal. Auxiliary members explained the Auxiliary programs and purposes to the crew members, many of whom were unaware of just what the Auxiliary accomplishes.

Never let it be said that our ADSO-MA, Katherine Slayback missed an opportunity for a sale. Even sold some shirts to CWO Tom Dickey - and of course collected the money up front - as witnessed by the picture at the bottom right of this page. Katherine always maintains her "Bring Money" principle.

Right On! Katherine.

Photos by E. Nichols and, Alice & Phil Stamm.



Q. E. Training - Navigation Rules Class

The Nav Rules exam was "a piece of cake." Did you think you'd ever hear someone say that? One student did after taking the Nav Rules course at Gloucester Base. After 15 hours of classwork and probably an equal amount of studying, half of the class took the test unannounced and passed. All it takes is a little work. Another class is planned for the Fall.

Louise Sowers, DSO-MT, 5NR

Shown below a number of scenes of the Nav Rules Class hard at work at Gloucester Base.



FLOTILLA 7-12 EXCELS IN THIRD SOUTHERN (NOW FIFTH NORTHERN)

At the recent Awards Conference held in Lancaster, Pa., Flotilla 7-12 under the leadership of Commander Victor Krygowski won the Past Commodore's Trophy. This trophy is presented to the flotilla accumulating the greatest number of points under the Goal Attainment Program (GAP) in a calendar year.

Winning this award is nothing new for Flotilla 7-12 — It has won it thirteen times in its seventeen year history as a flotilla. The past seven years were consecutive.

In accepting the trophy from (then)CG District Commander, Rear Admiral George D. Passmore, Jr., Krygowski commented that Flotilla 7-12 was blessed with a large number of highly dedicated Auxiliarists who spend many hours standing communication watches, conducting safety and regatta patrols, performing courtesy marine examinations, and teaching both public education and member training classes. For example, one of 7-12's members, Emanuel Greenwald, has averaged more than 1000 hours per year over a thirteen year period standing comms watches at Beach Haven, NJ Coast Guard Station. The Flotilla Commander said "We are fortunate to be headquartered at the Barnegat Light CG Station where the present Commanding Officer, LT Donald B. Thompson, U.S.C.G. and his predecessors create the kind of environment that makes one want to work for the Coast Guard. We also serve at the Beach Haven Station at the opposite end of Long Beach Island with equal enthusiasm."

Submitted by: A. Turner, FSO-PA-PB, Flo. 7-12, 5NR

Shown at right RADM George D. Passmore, Jr., U.S.C.G., presenting the Past Commodore's Trophy to 1986 Flotilla 7-12 Commander Victor M. Krygowski at the Awards Banquet on 11 April 1987.



DIVISION XIV CHANGE OF WATCH



Above pictures were taken at the Division XIV Change of Watch in March, too late to be included with others in the Spring Issue of TOPSIDE. Congratulations to Frank Taylor, DCP, and Jack Horsfall, VCP, for a great affair enjoyed by all. Photos: Topside Staff



Division XIV at work. Right to Left above (1) Ann Herman, reading her commander's report; (2) FC Gene Brown and FC Ann Herman enjoying the coffee corner; (3) Bumping Bucks - Willard Roush selling tickets for the usual money maker; (4) far left bottom row FC Gene Brown, 14-5; SO-GR Chuck Samley standing; SO-IS Gerry Asper; FSO-IS 14-3 Harold Donough; SO-CC Harry Mallgrave around the meeting table; (5) PDCO Robert Wecker and SO-VE giving a report or comments or something. (note new uniform) Submitted by Jack Horsfall, VCP-XIV

The British Navy Visits The Delaware Valley

February 1987 two Division Coast Guard Auxiliary members armed with the pride of uniform and a sincere interest embarked on the HMS AMBUSCADE docked at the Port of Wilmington. Amazing facts revealed that the British frigate Ambuscade chose the Delaware Valley for its six days of R&R due to "this area having a reputation of being friendly. If we went to New York, we'd just be on our own" before the voyage back to their home port of Devonport, Plymouth, England.

A liaison from the Chamber of Commerce provided information about the area. Buses were available to transport the men from the ship to the city, a Dial-a-Sailor program coordinated dinner invitations from the public to the British seamen, and arrangements were made for many sailors to visit friends and relations in other parts of the U.S. as well as public tours on the weekend.

The Officer of the Day, LT Simon Wilson, conducted our tour which began with coffee or tea in the wardroom. Surrounded by the handsome young British officers, LT Wilson detailed the 18 month tour of duty in the Falklands. This included patrolling the waters around the islands and frequent checks of fishing vessels to keep illegal aliens from sneaking ashore. The HMS Ambuscade and seven sister ships had fought in the Falklands war in which two were lost.

The 180 man crew includes 10 officers. There are no women in the British Navy, "something about women being bad luck at sea." The Type 21 frigate has twin Rolls Royce Olympus gas turbines and averages 12-15 knots with a top cruising speed of 30 knots. She is 116.8 meters long with a 12.3 meter beam. A 6.3 meter draught gives 3714 ton displacement. Her armament includes 4 Exocet surface to surface missile launchers, 20 mm guns, torpedoes tubes, Seacat anti-aircraft missiles and a Lynx helicopter armed with torpedoes and air to surface missiles. Computers in the operations room control the on-board weapons.

The British Navy has high respect for the Coast Guard (Auxiliary) uniform and their hospitality was rated A-1. LT Wilson also expressed interest in the law enforcement part of Coast Guard operations. There are many areas of interest in common between the Royal Navy and the U.S. Coast Guard. As Members of the Auxiliary we too can take the first steps to share a new and exciting world. (This was step one.)

Roz Schwebel, SO-PB-1, 5NR

Chart Updating "Your Chart"

Have you purchased a Nautical chart from NOS recently? If so, you must know that you are paying more and getting less in return. The price will almost double next year, while the frequency of revisions and new editions issued will continue to decline. Budget cuts during the past two years in the National Ocean Service (NOS), the government agency that publishes nautical and aeronautical charts, will publish 187 new editions of nautical charts this year compared to 225 last year, and 305 in 1985.

In the past, NOS published a revised edition when a particular chart had accumulated approximately 30 to 40 Notice to Mariners changes. Today, there are 365 charts with that many changes waiting for a revision and 66 charts with 100 or more changes. As Auxiliarists we are well aware of the need for accurate charts and we should be advised to make our own chart revisions. These changes can be easily accomplished by subscribing to the Local Notice to Mariners. All chart corrections for your local area will be listed on the notices and you can insert the change yourself.

New charts that are purchased note the edition and date of the last correction to Local Notice to Mariners in the lower left hand corner of the chart. It is possible, however, that while a new edition is being printed, several changes may have already occurred.

Congress has approved an Administration proposal to phase in over three years an increase in cost of nearly 300 percent. The price of a chart has increased from \$5.50 in 1986 to the current price of \$7.25. In June 1987 the cost of a chart will be \$10.50 and in January 1988 this price will escalate to \$13.75.

With the increase in chart costs and the period while changes are permitted to accumulate prior to new editions, subscribing to the Local Notices to Mariners is not only good economics, but it also gives you a good feeling to know that your charts are up to date and you can navigate safely.

By the time you read this article, we will be part of the 5th Coast Guard District. To receive the Local Notice to Mariners you must write to the following address:

Commander (OAN) - 5th CG District
Federal Building
431 Crawford Street
Portsmouth, VA 23705

Leonard E. Karter, ADSO-AN, 5NR

Division III Gets Ready

The weather man had not promised a nice day for Saturday, 28 March. Members of Division III did not let that change their plans. The Greenwich Fire Hall provided a dry, warm area for the annual Operations Seminar.

Harland Davis, the SO-OP had arranged a program to include all the necessary phases of the Operations Program.

To help us be sure in the case of an emergency, First Aid was reviewed by a local physician, Dr. Ben Lee Glaspey. This was quite appropriate since Dr. Glaspey is one of our local boat owners.

Sgt. Keller and Patrolman Riland were present from the Marine Police Unit at Bivalve. From them we learned of their new equipment and their plans for cooperation with the Coast Guard Station at Fortescue and the Coast Guard Auxiliary members working in the Delaware Bay area.

Tony Stanewich, SO-MT, gave a report of the activity of the participants at the SAR School held in Cape May.

Our need for improvement in our radio techniques was covered by James Barsuglia, the DCP. This gave us a lot to think about when the season starts.

Facility inspections is a topic which must be considered by all of us. Helpful suggestions concerning hoses which may be damaged by the change in gasoline were brought to our attention by Millard Usinger, SO-VE.

After lunch, prepared as usual by our ever-ready and capable ex-Army cook, the afternoon session was conducted by the Coast Guard personnel from Cape May and Fortescue. LT Jeff Tarr and QMC Vavra from Cape May made clear the changes in the Operations orders. They expect the whole activity to work much more smoothly because of these changes. All of us are pleased that the paper work will be decreased.

BM1 Jack Gordon and BM2 Barry Wilson from the Fortescue Station announced with pleasure that a 41 foot boat would be part of the Fortescue fleet this season. They assured us of the continued hospitality and cooperation that we always expect from those in Fortescue.

A long day but one filled with information which will help those on patrol do a better job and enjoy it more than ever. 15 May is the day and Division III is ready.

Rhoda Davis, SO-PA, Div III 5NR

Public Affairs

Listed below are the names and grades plus the 1st to 3rd place winners of our annual poster contest.

We had well over 100 posters from five Divisions. It is surprising to see so many from Divisions VII and XIV. We would like to get more Divisions interested in this program.

The theme each year for the Poster Contest is "Water Safety," or "Safety on the Water."

Many children have no idea what we want. This is a good time to show "Water 'N' Kids." Many children get their ideas from these pictures. Make plans with the schools to put this program on and we may have more posters next year.

I would like to mention those who were in first place were very pleased with their trophies.

So, come on, when school starts you start.

I would like to mention a big thank you to those Divisions who participated. Divisions, II; III; VII; X, and XIV. Come back again next year.

Lenore Roush - DSO-PA, 5NR

DISTRICT POSTER CONTEST WINNERS (1986)

KINDERGARTEN

1st placeStephzon2-17
2nd placeAmie McCorristin7-12
3rd placeCarole Courts7-12

1st GRADE

1st placeRoric McCorristin7-12
2nd placeKrista Micelli7-12
3rd placeBryan Heine7-12

2nd GRADE

1st placeStacy MorinskyX
2nd placeRomeo Robles7-12
3rd placeJulie Kaszas7-12

3rd GRADE

1st placeMatthew Ritter14-4
2nd placeSis MimonII
3rd placeBridget Oates7-12

4th GRADE

1st placeMichelle Monzo33
2nd placeMark Knight33
3rd placeKodi Kline14-1

5th GRADE

1st placeJessica Crim14-4
2nd placeKaren Lower14-4
3rd placeKristi Hollander7-12

6th GRADE

1st placeDavid Lambert14-4
2nd placeHeather Scheid14-1
3rd placeMelissa Frey14-1

7th GRADE

1st placeDuane Brooks14-4
2nd placePatricia Wealy14-4
3rd placeTabetha Davis14-4

8th GRADE

1st placeJenny Stavish7-12

9th GRADE

1st placeChristie Powell14-4
2nd placeJennifer Spenla14-4
3rd placeMonique McKay14-4

10th GRADE

1st placeMike Smith14-4
2nd placeMike Klunk14-4
3rd placeBrian Linka14-4

11th GRADE

1st placeMonica Neugebauer14-4
2nd placeCraig Reese14-4
3rd placeKristin Markle14-4

12th GRADE

1st placeCathy Spangler14-4
2nd placeRonald Miller14-4
3rd placeStephen Weaver14-4

Vessel Examination

CARPE DIEM

Latin!? Yes, it means "Seize The Day"! It means opportunity arrives neutral and pervasive. It means history is not so much a matter of determinism as a matter of individual wills in action. It means success is written by the bold and creative people inspired by visions of the future.

Are we not bold and creative with visions of the future? We, the Vessel Examination Department, have now taken on the Marine Dealer Visitation program and what an opportunity this is. Thru this program we can reach thousands of boaters. From the boat dealers to the marine discount stores, if they handle marine supplies, they are eligible to participate in this program. What really makes it exciting and easy for us is the marine dealers want it!

So what's the big deal? I'll tell you what — for us it gives a huge market place to advertise our wares, Vessel Examination and Public Education. In many cases this will be the first contact the public will have with us. It means we should increase our CME's and swell our boating classes and eventually will have an affect on our organization's growth — and ain't that what it's all about?

The beauty of this program is you do not have to be a CE to be a visitor! You will, however, need to know all aspects of the Auxiliary, be willing to share your enthusiasm with others and request to be one! Obviously you will need to have free time during the day to make your visits. Notice, I said visits. One trip to the dealers is not enough to keep the interest up. Four visits is equivalent to Ten CME's in the new Mission Objective System. So, get your visits in and earn the new ribbon!

Fellow Auxiliarists, the success of the program and the future of the Auxiliary is in your hands, "Seize The Day."

Edward Rearick, DSO-VE, 5NR



NATIONAL EANCON CONFERENCE

Fort Macgruder Inn
Williamsburg, VA
April 1987

The Eastern Area Conference held in Williamsburg, VA was attended by many Fifth Northern members. Pictures on this page were taken during the banquet on Saturday evening. I tried to capture a picture of all members present, but know I missed a few.

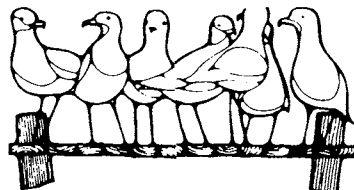
The conference was well organized, the hotel was great, the food was excellent and the historic area provided great sightseeing opportunities.

The seminars and workshops provided information and education to all who attended, and were excellently organized.

The weekend set a record for attendance at a National Eastern Area Conference.

The Talent Show was absolutely great. Singing, a short skit, standup comedians, even a belly-dancer, and of course that fantastic group from District 7 - THE WHISTLERS - who won the event, all provided great entertainment. Our district was represented by standup comedian Gene Pester, RCO-East, who wins our applause for competing.

Thanks to the fabulous Fifth District for providing a great four days to all.



The following article is reproduced here from the *Federal Register* / Vol. 52, No. 88 / Thursday, May 7, 1987 / Notices, page 17361 stamped "REQUEST FOR PUBLIC COMMENT"

Coast Guard
(CGD 87-029)

Report to Congress on the Coast Guard Auxiliary
AGENCY: Coast Guard, DOT.

ACTION: Notice of study, request for public comment.

SUMMARY: The Coast Guard authorization Act of 1986 (Pub. L. 99-640) required the Coast Guard to submit a report to Congress on the overall performance and effectiveness of the Coast Guard Auxiliary. This notice invites comments and views from interested persons in the maritime community on the topics required to be covered in the report. The report may include recommendations by the Coast Guard for legislative and administrative actions necessary to correct deficiencies and maintain the Auxiliary at optimum strength and effectiveness.

DATES: Written comments must be received on or before July 6, 1987.

ADDRESSES: Written comments must be mailed to the Marine Safety Council (G-CMC0, Room 2110, U. S. Coast Guard Headquarters, 2100 Second St., SW., Washington, DC 20593-001. Comments should identify this notice (CGD 87-029) and the sector of the maritime community that the commenter represents (see "Sectors of the Maritime Community" under Supplementary Information). Between the hours of 7:30 a.m. and 5:00 p.m. Monday through Friday, except holidays, written comments may be hand-delivered to, and are available for inspection at this address.

FOR FURTHER INFORMATION CONTACT: Mr. Richard Bergen, Chief, Consumer Affairs staff, Office of Boating, Public, and Consumer Affairs (tel: 202-267-0972). Normal office hours are between 7:30 a.m. and 4:00 p.m. Monday through Friday, except holidays.

SUPPLEMENTARY INFORMATION:

Background on the Auxiliary

The Coast Guard Auxiliary was created by an act of Congress in 1941 as a volunteer, nonmilitary organization under the direction and administration of the Coast Guard. Under the law (14-U.S.C. 821 et seq., and implementing regulations in 33 CFR Part 5), the function of the Auxiliary is to assist the Coast Guard by:

- (1) Promoting safety and effecting rescues on and over the high seas and U. S. navigable waters;
- (2) Promoting efficiency in the operation of recreational boats;
- (3) Fostering knowledge of and compliance with laws and regulations governing the operation of recreational boats; and
- (4) Facilitating other operations of the Coast Guard.

In carrying out these functions, Auxiliarists typically perform a number of tasks that benefit the maritime community, including:

- (1) Conducting safety patrols in assigned areas of responsibilities, and for special events such as marine regattas and boat races;
- (2) Surveying aids to navigation and reporting discrepancies that could affect the safety of navigation;
- (3) Providing formal classroom instruction available to the general public on boating safety topics;
- (4) Providing free safety examinations of recreational boats on request of the owner (Courtesy Marine Examination program).
- (5) Providing special boating safety demonstrations at marinas, yacht clubs, schools, and in the workplace; and
- (6) Assisting boat and associated equipment dealers in providing safety information and education to their customers (the Participating Marine Dealer Visitation Program).

Auxiliarists undergo training and qualification to prepare them to perform these tasks. In most operational tasks (e.g., safety patrols on the water), Auxiliarists perform under the authority of official Coast Guard orders. When performing under operational orders, Auxiliarists must wear a distinctive uniform and their vessels must fly the Auxiliary patrol boat ensign. Auxiliarists are not compensated for their time, but may receive reimbursement for fuel and

some types of expenses incurred directly as a result of performing specific duties assigned under Coast Guard orders. Auxiliarists have no law enforcement power; they cannot cite, arrest, or detain a person who may be in violation of laws or regulations enforced by the Coast Guard. Membership in the Auxiliary is open to any U. S. citizen, at least 17 years of age, who owns or is a part owner of a boat, aircraft, or radio station, or who by virtue of other training or experience can assist the Auxiliary in its various functions.

Coast Guard Towing Policy

In 1983, the Coast Guard established internal guidelines for all Coast Guard units regarding towing and other aid for vessels in need of assistance, but not in immediate danger or distress (for example, boats that may run out of fuel or suffer unexpected breakdowns, or vessels aground without structural damage or leakage). The guidelines are a reflection of a long-standing Coast Guard policy to avoid inappropriate competition between the Coast Guard and private towing and salvage operators. Under the policy, the Coast Guard refers calls for assistance in non-emergency situations to qualified commercial towing operators whenever such operators are ready and willing to respond. This towing policy, or non-emergency assistance policy as it is sometimes called, applies not only to regular Coast Guard and Coast Guard Reserve units, but to Auxiliary members when operating under official Coast Guard Orders.

Comments and Views Desired

In researching and preparing the report, the Coast Guard wishes to give interested persons in the maritime community an opportunity to present relevant comments, views, and data on the following issues:

Auxiliary Performance

- The competence, professionalism, and reliability of the Auxiliary in the areas of life saving, safety patrols, Courtesy Marine Examinations, public education and other missions in support of the Coast Guard.

- If there has been a noticeable decline in the performance of the Auxiliary in recent years, what are the possible reasons for the decline?

- The effect, if any, of the Coast Guard's towing policy on the effectiveness and usefulness of the Auxiliary in any particular sector of the maritime community.

Auxiliary Membership and Retention.

- For current or ex-members of the Auxiliary, what mission or facet of Auxiliary activity initially attracted the person to join the Auxiliary.

- What activities or tasks gave the member the most enjoyment or satisfaction.

- How does the member or ex-member feel about the Coast Guard's Towing Policy?

- For ex-members, what were the reasons for disenrolling from the Auxiliary?

Auxiliary Roles and Missions

- Ideas or recommendations for new tasks for the Auxiliary, or changes in current tasking?

- Any other recommendations for ways to maintain the vitality and usefulness of the Auxiliary in the maritime community?

Sectors of the Maritime Community

The Coast Guard is particularly interested in receiving views and comments on the foregoing topics from recreational boaters, Coast Guard Auxiliarists past and present, operators of commercial towing vessels, and any other member of the maritime community who may be affected by the programs and activities of the Coast Guard Auxiliary.

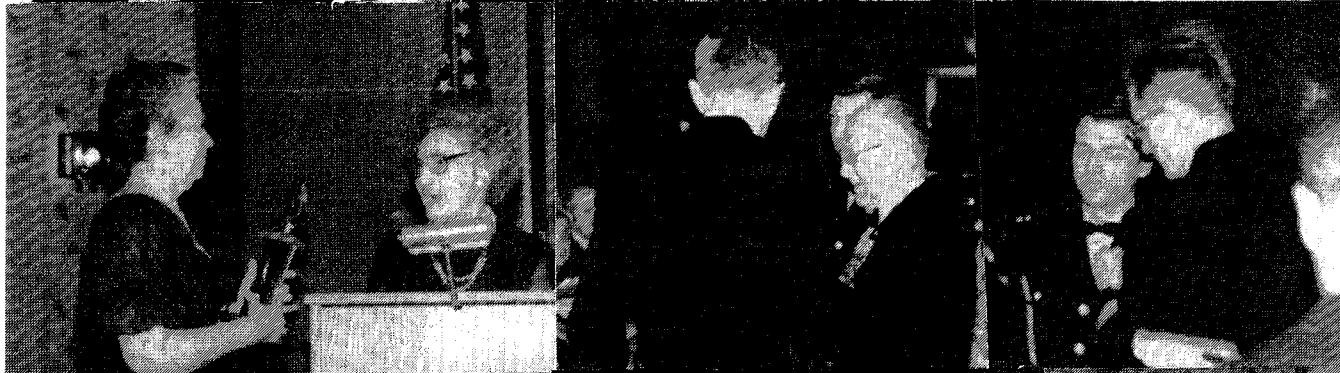
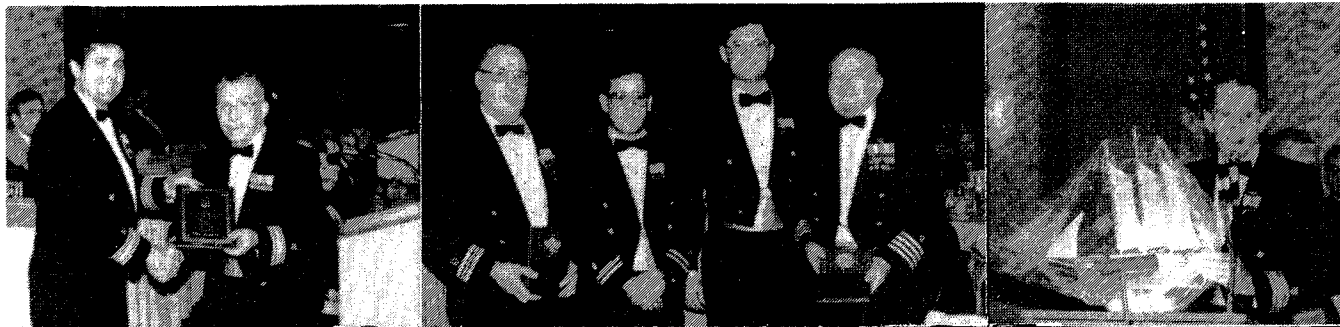
All comments received by the comment deadline will be considered in preparing the report to Congress and, if appropriate, in any future policymaking, legislative proposals, or rulemaking proposals affecting the Auxiliary. Late comments will be considered to the extent practicable without delaying preparation of the report. Issued in Washington, D.C. May 4, 1987.

T.T. Matteson,

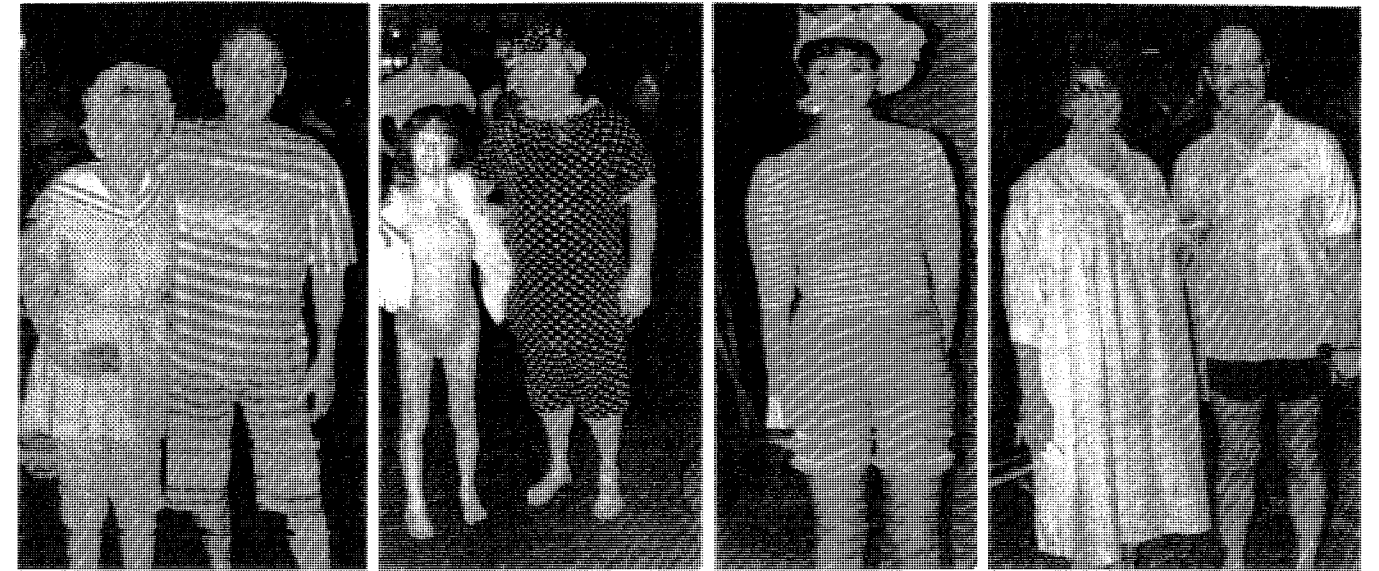
Rear Admiral, U. S. Coast Guard Chief, Office of Boating, Public and Consumer Affairs.

(FR Doc. 87-10396 Filed 5-6-87; 8:45am)

ANNUAL AWARDS BANQUET - April 18th 1987



Former Third Southern Annual Awards Banquet was its usual spectacular affair. The Awards were many - a few pictured above, including presentation to two new AUXOP members - PDCO William Dischert and David Becker. All awards are listed in article elsewhere in this issue. Directly above — one cameraperson taking a picture of another - but I got the picture as shown at the right directly above. This happens more often than you think when two people are taking pictures. But usually one misses. At left, two of the members of the Director's office staff. Petty Officers Manning (who has since been transferred) and "Butch" Cassidy. Photos: Phil Stamm and Elsie Nichols

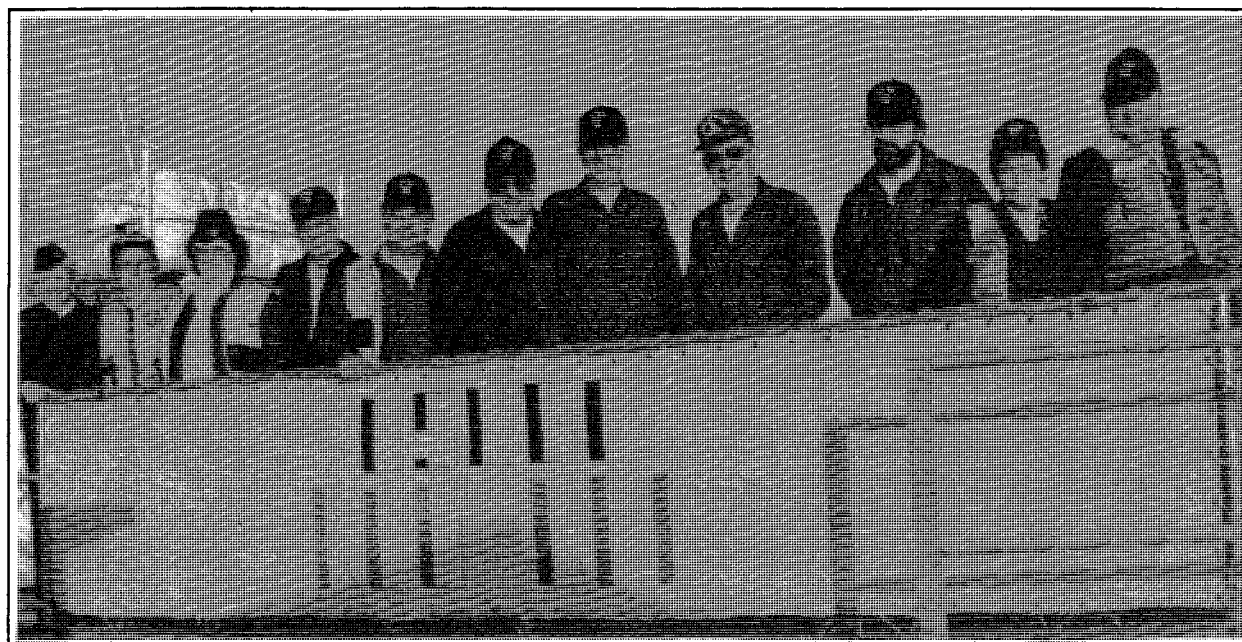


On this page some scenes from the "Fellowship" portion of the Spring Conference. The Gay Nineties Pool Party after the awards banquet. Too bad the pictures can't be in color. The costumes were great. The Sing-a-long at the pool was enjoyed by all until the pool area closed. The afternoon hour in the pool and whirlpool were enjoyed by many.

Photos: Elsie Nichols
In case you are wondering about the picture at the bottom right. This is our Materials Staff getting a much needed rest after working so hard in the District Store. They had ordered a double - double bed room and somehow were provided with a King Size bed room. Gene Pester who provided this photo, of course could not miss the opportunity of capturing this scene for posterity.



5NR Members Spend Day on USCG Cutter Red Oak



Shown above a group leaving (or maybe boarding) the Cutter Red Oak on the first day, April 27th. More pictures and articles on pages 17, 18, and 19 inside this issue. Photo: Philip Stamm

THIRD DISTRICT SOUTHERN REGION CALENDAR — 1987

DISTRICT CONFERENCES

July 17-19, Wilmington Hilton, Wilmington, DE

September 25-27, Cherry Hill Hyatt, Cherry Hill, NJ

NATIONAL CONFERENCES

September 16-19
National Conference,
Palo Alto, California

TOPSIDE DEADLINES

JULY 20

NOVEMBER 15

DISTRICT AREA MEETINGS CENTRAL AREA

June 8 - New Castle, Delaware
August 10 - New Castle, Delaware
October 29 - New Castle, Delaware

EASTERN AREA

June 16 - CG Base, Gloucester, New Jersey
August 18 - CG Base, Gloucester, New Jersey
November 21 - Location to be announced

WESTERN AREA

June 8 - Harrisburg, Pennsylvania
August 18 - Harrisburg, Pennsylvania
November 17 - Lewistown, Pennsylvania

DEPARTMENT OF TRANSPORTATION

DIRECTOR OF AUXILIARY 5 (NR)

c/o COAST GUARD BASE

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