

topside



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XIV.....Jack Horsfall

Editor/Publications Officer

Elsie M. Nichols, DSO-PB
1045 West End Boulevard
Quakertown, Pennsylvania 18951
Tel. (H) 215-536-3871 — (B) 215-443-9300
Robert H. Nichols, ADSO-PB
Horace S. Jones, Jr. SPO-PB

DISTRICT STAFF OFFICERS

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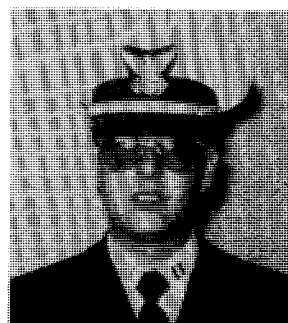
Summertime Activities
Patrols, CMEs, CME Stations
and BCQP and Special Operator training aboard Board, Inc. boat
Photos: Topside Staff

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FROM THE DIRECTOR

UpdateLT William M. Cherry, DIRAUX, 5NR



DON'T "PET THE BABY & HUG THE DOG"!

Well, you all are "doing it" . . . again! It's only 2 June; yet, through 30 April you have already achieved the following percentages of our National goals: MR (102%), MT (35%), PA (26%), CE (5%), PE (45%), and OP (11%)! The OP and CE "seasons" haven't even officially started and these statistics don't reflect our participation in the recent MDZ Exercise (3,000 plus OP hours), augmentation of 3 SARDET's (2,800 plus OP hours), more than 50 PE courses, and large numbers of recent MT and PA activity reports. Plans are proceeding to commission 2 Auxiliary SARDET's (Bordentown, NJ and Delaware City, DE) on 1 July, to provide a regatta patrol for the World Off-Shore Power Boat Races in October, and to conduct "Operation Visibility" in June! You are moving right along at a hectic pace . . . just like a fine-tuned engine!

I'm beginning to feel just like the "Maytag Repairman." Obviously, no prompting about getting the job done is necessary. Problems seem to be at an all-time low and my staff keeps "cranking out" our daily workload (you guessed it!) . . . daily and at times faster than I can sign it! We're working on a brand-new 5NR Auxiliary Policy Manual, a "Tri-State (NJ, PA, DE) Instructor Certification Program," Auxiliary Call-Out Programs (for ATON, SAR, and RDF), the Elected Officer Training Program, and a myriad of other projects. Yep . . . it's hectic around the old office too!

My advice? Avoid "burnout" by taking advantage of every opportunity to join your shipmates in fellowship activities! Fellowship is not a waste of time. It breaks the monotony of a hectic schedule, it strengthens the "team spirit," it builds friendships, and besides—IT'S FUN! You leave these "affairs" refreshed and ready to "take on the world" anew . . . and that's a big plus in an organization whose performance is measured in terms of activity. In fact, fellowship is so very important to the Auxiliary that you should build a little (or lot) of it into everything you do! Who says work can't be FUN?

Take advantage of the opportunities to have FUN. It will be beneficial to both you and the Auxiliary . . . and, I promise that you won't find yourself "petting the baby and hugging the dog!"

W. M. Cherry, LT USCG, Director 5NR

50th Anniversary Picnic

20 August 1989

Brandywine Picnic Park

Your FC has tickets

Don't Delay — Get yours today

FROM THE BRIDGE

UpdateWilliam E. Pierce, DCO, 5NR



I have been traveling around the district since I was Captain in 1979 and I have been very fortunate to meet some of the most dedicated people in all of the Auxiliary. In those ten odd years many of these highly dedicated people have since left us to serve in Heavens's Auxiliary. I have been thinking, have we thanked our living members enough

while they are alive and able to hear our praises? Often we go about our Auxiliary business expecting our members to do the great job that they do without thanking them enough. After they are gone we wish we would have said something nice to them, congratulated them for the work that they did for us and the Coast Guard, but it is too late, sad.

Let us start to recognize our people "now" when they can appreciate it and feel that they are not only a viable member, but one who's work is appreciated. I, for one, love to hear that I've done a good job and if you are human you do too. From me, to you dedicated Auxiliarists, thank you. You are needed, you are appreciated, you are doing one hell of a good job for us and our parent the Coast Guard. Without your dedication there would be no Auxiliary!

The summer is here (thank God) and now we can start to do all that which we have been training for over the winter. Our Courtesy Marine Program is off and running our patrols are started and quite a few flotillas are running summer classes for the boating public. WOW, it is going to be a busy summer, thanks for being there.

Our Sardet Program worked so well I'm thinking of starting our own Coast Guard. Thank you all who worked so hard to make it a success. Boy are we ready for the Fall to do it all over again. We are in the advanced planning stages of having two of our own (Auxiliary manned and maintained) Sardet Stations, one in the Bordentown, NJ area and the other in the Delaware City, DE area. Thanks again to the work of a lot of Auxiliarists and a guy called CWO "Chip" Hoovler (who works so hard he thinks he is an Auxiliarist).

Thank you all, not for being part of the best district in the country, but for making it the best.

W. E. "Bill" Pierce, DCO, 5NR

FROM THE BRIDGE

UpdateEugene Pester, VCO, 5NR



Since my recovery, I have attended many Division and Flotilla meetings throughout the District. At these meetings I have seen some Division Captains and Flotilla Commanders use delegation of responsibility skillfully. Unfortunately, I have seen others assign a task to a Staff Officer and then walk away from the project hoping that through some miracle the

job will get done. (LAISSEZ-FAIRE LEADERSHIP). Others will assign a task and spell out all of the details as to how he wants the job done. (AUTHORITIAN LEADERSHIP). We Auxiliary leaders must learn to properly delegate responsibility.

Look around and you will see that the Auxiliary is bursting with talent. We have placed many of these talented people in key positions of responsibility but do we make effective use of these valuable assets by permitting them to do their assigned jobs without interference? When we establish a Change of Watch Committee, do we delegate the responsibility properly? How about other Committee Chairman working at the Division/Flotilla level? Do we delegate responsibility? Delegation is an artful skill. Here are some rules to consider for successful delegation.

1. Indicate the purpose, importance and if applicable, the relationship of the delegated assignment to other projects.
2. Specify the deadline and other standards or conditions, at the same time allowing some latitude.
3. Assure that the task is completely understood.
4. Assure that the assigned person or Staff Officer has the authority, resources and the skill to carry it out.
5. Check periodically (without "hovering"—(MICRO-MANAGEMENT) to be certain the deadline and quality level will be met.
6. Don't undermine the Chairperson of the committee or Staff Officer by delegating directly to an aide or other committee member. Deal with the Chairperson or Staff Officer directly.
7. Develop your staff by making the delegated assignments challenging rather than merely routine or even distasteful.
8. Recognize results and *praise positive achievements*. If the delegation was only partially successful, acknowledge what was done well and make helpful suggestions for a better result next time.

Delegation always involves some risk, but if done successfully, it allows the Division Captain and or the Flotilla Commander more time to think and plan and increases the competency of the Staff Officer or Committee Chairperson.

If you want more details on how to delegate responsibility, why not schedule an AUXLAM class real soon. You will find the class interesting, informative and extremely helpful.

Gene Pester, VCO, 5NR

NEXT



TOPSIDE DEADLINE

AUGUST 26, 1989

FROM CENTRAL

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



FELLOWSHIP— THE FOURTH CORNERSTONE

When most of us in the Auxiliary refer to the 4th cornerstone, we do so with tongue in cheek, laughing about it and making light of it. We think of it as a time of conviviality: feasting, drinking (not us), and merry making! In other words, festive occasions.

However, fellowship also means—A community of interest or feelings—A communion of sorts. And so it is among our members—A bond binding us together in time of trial, tribulation, illness and death.

As I was casting about for a topic for this column, I kept reflecting upon my attendance along with many of you at the recent, and not so recent, funerals of some of our deceased members.

The support which we provide to the families of the decedents, before and after the event; the support we provide to the member before they cross the bar in the form of our prayers, our cards, our calls, our visits. All in all, it is a tremendous out pouring of faith, hope, charity and fellowship to those less fortunate than us.

By no means is it limited to the foregoing, for haven't we seen, and been a most vital part of the ministering and support to the frail of body and we have witnessed some remarkable recoveries. Our prayers and support really count.

I would like to summarize my comments by extracting from the Jaycee Creed: "We believe: That faith in God gives meaning and purpose to human life; that the brotherhood of man transcends the sovereignty of nations; that earth's great treasure lies in human personality; and that service to humanity is the best work of life."

I'm proud and richly blessed to be part of such a great family. Aren't you?

Russell C. Appler, RCO-C, 5NR

From recent NOGIS:

ELECTED OFFICER TRAINING

Four dozen fresh eggs, two cases of whipped cream, fifteen packages of lime jello, a child's wading pool, two dozen pie plates, three-thousand square feet of plastic film, six roles of masking tape and six bottles of ketchup have been ordered for the Saturday night entertainment at the 1990 Elected Officer Training session.

No sign-ups yet, just a reminder to mark the dates on your calendar — January 5, 6 & 7, 1990.

This is a major change from previous years when it was in December.

FROM THE EAST

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



HOW MANY BAGS OF FERTILIZER ARE YOU USING?

Are you fertilizer or a sandbag at your flotilla? To sandbag is to be uninformed by not attending meetings or reading NOGIs or TOPSIDE. In fertilizing you are adding material needed for flotilla nutrition enabling its healthy growth with a higher yield. COMPLAINTS OF "I don't know

what's happening!!!" come from all directions. Many members feel they aren't receiving information. WHY NOT??? We are all similar. We depend on each other for information. We have so many avenues of spreading information . . . are YOU participating? Are all the hard worked articles for naught? Each of them takes a piece of those who anguish over saying the correct words that will be applicable to all. Address the negatives. Become aware. The best way to stay informed is to *attend your flotilla meeting!!!* This is where all changes begin. Some changes may anger or distress you and yet you could have had your input if you had been there.

It is very discouraging to Flotilla Commanders to prepare for meetings and have their support group (their members) sparsely attend. GO and VOICE your opinions. Tell them what you want and need. Do you want training or entertaining? When they fulfill your requests SUPPORT THEM.

SO what are you doing? Sandbagging or Fertilizing? Don't bury your flotilla with sandbags. Fertilize it with your support and keep yourself informed. You will reach for the higher yield with healthier growth.

Caroline Sweigart, RCO-E, 5NR

"BURNOUT"

Traveling around the Division I can't help notice poor attendance at meetings and keep hearing the buzz-word "Burnout." Are the members overworked? What are you doing about it? It's not your job! BALONEY. Membership is everybody's job. I can remember my first job. It was during the war and I was an apprentice. Workers were scarce and overworked. The only thing "Burnout" meant was the boiler or furnace went out. When it came time for me to advance my boss told me I had to find someone to take my old job. Know what? I did! So, if you're overworked, find someone to help or to take your job. Let's get those new members and get them involved. Let's keep the furnace stoked. Here's something to think about:

Too often we seem to forget

The Auxiliary is only as good as its people.

People who are the leaders

People who are the worker

People who need to be trained

People who can train them

People who patrol

People who do CMEs

People with varying talents and abilities

People with different temperaments and personalities

Edward Rearick, DCP-XIII, 5NR

FROM THE WEST

UpdateFrank J. Taylor, RCO-W, 5NR



FRANKLY SPEAKING

About five years ago I received a telephone call from the then Commodore, Dick Raudabaugh, asking me to "Revitalize" a flotilla that had asked to be disestablished.

Being a Vice Captain at that time, I knew this flotilla was in trouble, but not to what extent. Further, the Captain was also a member of this flotilla

— a ticklish situation. I was, however, acquainted with many members of this flotilla.

A call was placed to the then Assistant Director William Cherry asking for any background that was in the files concerning this flotilla. One of the things that came to light was that the flotilla would be 18 years old the next month.

My wife and I, George Smyth (then RCO-W), DSO-PA Lenore Roush and Bill Roush visited the flotilla within the next few days. At their regular monthly meeting, about 10 people were in attendance. Only three (3) were signed up for the next year. Discussion centered mostly on "Disestablishment." The mood of the meeting was very discouraging. Both George Smyth and Lenore Roush spoke with those present and attempted to dissuade them from "Disestablishment." Their efforts, plus mine, seemed to fall on deaf ears.

I reminded the members that the next meeting would be their 18th year anniversary. They were not aware of this fact. I also reminded them that they were the only boating organization in Lebanon and the surrounding towns. The Power Squadron, Red Cross and Marinas were non-existent in the Lebanon area. No one else signed up for the next year. The word — "frustrating."

My wife baked an Anniversary cake and other goodies and we attended the next regular meeting. We helped celebrate their 18th Anniversary. We both felt the meeting had a much better mood. We discussed a new meeting place. Several locations were discussed — one member said he believed he had a location with a great potential and would check it out. Discussion then centered around a BS&S course. The PE officer Walter Hollowell promised to do the necessary footwork. I promised to supply instructors from other flotillas. By the end of the meeting several other members signed up. Things began to look more positive.

The next regular monthly meeting was still being held at the old location in Annville. But the attitude was much, much better. The PE Officer reported location and advertisement were all in place. Several replies from potential students had been received. The BS&S course was up and running. Another member Henry Wanner reported that we were accepted at the new location in Lebanon. What a fruitful meeting! Several more members signed up!

I attended all flotilla meetings for the rest of the year; and all BS&S classes, supplying instructors where needed. Membership was at the 12 - 13 level.

Immediate Past Captain Mike Deitzler who was now Flotilla Commander took the helm for the next two years, followed by past captain Ken Bashore.

Why am I telling you all this?

Because at the spring awards conference in Lancaster, this flotilla 14-03 Lebanon, won the District's top award and more. The top award is "The Past District Commodore Trophy" for *The Best Flotilla in the District*. 14-03 also won the district award for the highest number of CMEs. A member of that flotilla won the district award for the highest number of CMEs by an individual — Henry Wanner. Immediate past flotilla commander Ken Bashore accepted the awards.

No more surprised and pleased Auxiliarist was at the conference that evening.

For me it was one of the highlights of my life to see the presentation. If ever a flotilla has come a long way in a very short time, it is flotilla 14-03 Lebanon. Take a bow, you are what's out front.

Frank J. Taylor, RCO-W, 5NR

AWARDS PROGRAM

1. District Poster Contest: Fifteen entries were received. DSO-PA Helen McCabe with the assistance of Irene Krygowski of Div. VII had the posters on display outside the seminar rooms at the Winter Conference. Judging was done by PDCO Dick Raudabaugh, PRCO(C) Walt Moulder and the writer. Winners all from Flo. 7-12's area were:

- first grade Lauren Flynn
- second grade Carol Courts
- third grade Heidi Hartman
- fourth grade Jack Smith
- fifth grade James Nobel

These young people were recognized properly in their home area.

2. All DCP's should review the possibility of developing more interest in this program. Those submitted had very good concepts on boating safety and were well worked out. This program offers you a possibility for a boating safety presentation in the school and is an excellent Public Affairs situation.

3. District Awards will be presented at the Conferences, sorry no previews.

4. Training Aids Competition. This is scheduled for our Summer Conference. Since we are planning for a one day meeting. Our plan is to have the Competition at that meeting. We want to have as big a display as possible, encourage everyone, those who have displayed in the past should be encouraged to display their Aid again.

5. At the National Conference in Washington in September we want to be well represented. National is planning for a super display, their goal is an Aid from each flotilla. I don't think we can submit an Aid from each flotilla, but I know some flotillas can provide several. Please give this your full support and advise the Awards Committee what your Division can provide.

John McIntosh, Chairman Awards Committee

CHANNEL "CHICKEN" IS A FOOL'S GAME!

As a rule, professional pilots sound stolid and unflappable. This skipper on VHF channel 13 (bridge-to-bridge nav/comms) was obviously a little shaken and exasperated.

"Security call to all vessels approaching lower Liston or Cross Ledge ranges," he said. "This is the tug *Delsea*, pushing a deeploaded barge inbound on the green side past buoy 31... Be alert for small boats coursing the channel in this area... We just missed one cotton-picker."

First response was from the huge tanker *Titan*, outbound on Liston abreast of 35 Buoy. "Tug *Delsea*, this is the *Titan*. Thanks. We have you and three small "bogeys" on our radar scope... We'll meet you on two whistles (starboard-to-starboard) near 32 beacon, if you agree." *Delsea*: "Roger, two whistles understood... if you're pulling a big sea, we'd appreciate a slow bell. But watch out for these little jaybirds... Can't see their lights more than a quarter mile in this surface haze. They're acting pretty flakey... That last one made a Kamikaze turn across my bow. Cleared him by less than fifty feet."

Delaware River and Bay shore residents who have marine band scanners often hear conversations of that nature, especially on night or low visibility periods. Sometimes the situations are more hairy than just near misses. Local maritime annuals over recent years include several cases wherein pleasure boats were struck by large ships... some, miraculously, without loss of life, but others resulting in fatalities. A few years back, a cabin cruiser attempted to cross between a tug and barge, was snagged by the tow-cable, flipped and rolled under the barge tow. Curtains!

The amazing thing is the low incidence of serious mishaps—thanks to the diligence of ship pilots and perhaps to guardian angels who look out for inept boaters.

Even after off-loading part of their cargo to barges at Big Stone Beach Anchorage inside the Del-Bay mouth, large ships (and deep-loaded barges) require 30 to 40 feet of water for transit of the bay and river to refineries upstream. Such depth continuity is available only in the main shipping channel which is a mere 800 feet wide over most of its length.

Most of them, range from 600 to 800 or more feet long and, without assistance of berthing tugs, would have great difficulty making a 180 degree turn, except in certain spots. Obviously, they must stay in the channel, whereas light-draft boats can operate safely in water outside the channel.

Moreover, because of their tremendous momentum, large ships cannot "stop-on-a-dime," often travelling one or two miles in full reverse from cruise speed to dead stop. Conversely, small boats can stop within a few lengths and can alter course much more sharply.

From the vantage of a 60 foot high helm station, the pilot of a large tanker or pushing tug may have excellent perception of distant objects. But small craft close ahead are obscured by the

ship's massive forequarters... Foolish indeed is the boater who tempts fate by loitering in or running through this "blind spot." Compounded by night or low-visibility conditions, the foregoing factors are multiple reasons for small craft to "stay out of harms way" by avoiding the channel wherever safe to do so. Anyone who may have ever been "booby-in-the-middle" twixt the bow-wash or suction of two passing tankers, knows the wisdom of this.

A veteran bay and river pilot whom we consulted on this article, said that concern for the people on pleasure boats is one of their greatest worries.

"Strict observance of navigation rules and application of long-practiced skills enables professional pilots to maintain a proud record of merchant marine safety on the Delaware," he said. "Radar and other sophisticated aids help us cope with adversities like fog, rain, and darkness. The thing that's hardest to handle is the unpredictability of a small pleasure craft groping its way in the channel, especially at night and/or fog or rain. Inadequate or faulty running lights add to the problem."

He cited the transient pleasure boat traffic swells in spring and fall with north and southbound migration. Another summertime worry in mid-to-lower bay is channel obstruction by heedless sports fishermen.

Like many of his fellow pilots, he owns a small boat and enjoys fishing on his off-duty days. Thus, he can empathize with other pleasure boaters. "But it really scares the hell out of me to see boats fishing wall-to-wall in the channel, oblivious to oncoming ships," he said. "It's a crazy kind of "chicken" or Russian roulette game, with life depending on whether their motors will start in time and whether the ship will clear them... sure puts gray hairs and ulcers on the pilots!"

"Maybe you Coast Guard Auxiliarists and other experienced boaters could help by patrolling such areas and passing friendly advice that they'd probably catch plenty of fish and be a heck of a lot safer outside the channel."

He also pointed out that at least from Wilmington down to the Capes, there's ample depth for transient sail and motor boats to course well outside the channel buoys, especially on the Jersey (east) side, which has relatively few shoal spots. Consult your charts.

We hope you'll pass this word to all your boating friends and public education classes. Red-Right-Returning doesn't mean that you MUST stay in the channel when it's safer not to!

The above article was submitted by Mr. Walt Smith of Flotilla 3-8 (Salem, New Jersey). Mr. Smith has been a member of the United States Coast Guard Auxiliary for over 30 years. He has received numerous awards from the Coast Guard for saving lives and regularly patrols the waters that he speaks of so eloquently in the above article.

Update.....Helen McCabe, DSO-Public Affairs, 5NR

SARDET — BORDENTOWN

The dedication ceremony for Search & Rescues Detachment Bordentown will take place on Saturday, August 12, 1989, at 1100. All Auxiliarists are cordially invited to attend. The dignitaries present will be our new Group Comander CAPT Murdock; Chief of Boating, CAPT Melvin; Director of Auxiliary, LT William Cherry; OTO CWO "Chip" Hoovler and the 1989 "Bridge."

Housing for this fine facility is being donated by the Bordentown Yacht Club and will operate from April through October.

Recognizing that the Coast Guard Auxiliary will be a reliable SAR presence in the area, the Board of the Yacht Club voted to lend one of its buildings to the Auxiliary for this facility. The board of the yacht club consists of Robert Horn, Commodore; Anthony Tunney, III, Vice Commodore; Rear Commodore, Thomas Lynch; Fleet Captain, Robert Marlin; Secretary, Virginia Glenk and Treasurer, William Manahan.

Special thanks go to Gabriel Diabaszy ("Gabby") for his expertise in installing the 60 ft. Antenna. "Chip" found some excess property to furnish the facility consisting of an air conditioner, refrigerator, desk, chairs, etc. A 25 watt radio with scanner was purchased by Board Inc. for the facility

SARDET Bordentown will serve an area on the Delaware River from Mud Island to Trenton (and extended areas as needed); this takes in approximately a 20-mile stretch of the river. Response time from Philadelphia Base would be approximately two hours for any case that was reported in this area. Now with the SARDET on line, emergencies can be handled almost immediately.

The 22 foot jet boat owned by Board Inc. is now berthed at the SARDET. "Old Ugly" as she is affectionately known, has a top speed of 46 knots. There is a prescribed program that must be completed in order to become an operator or crew on this vessel.

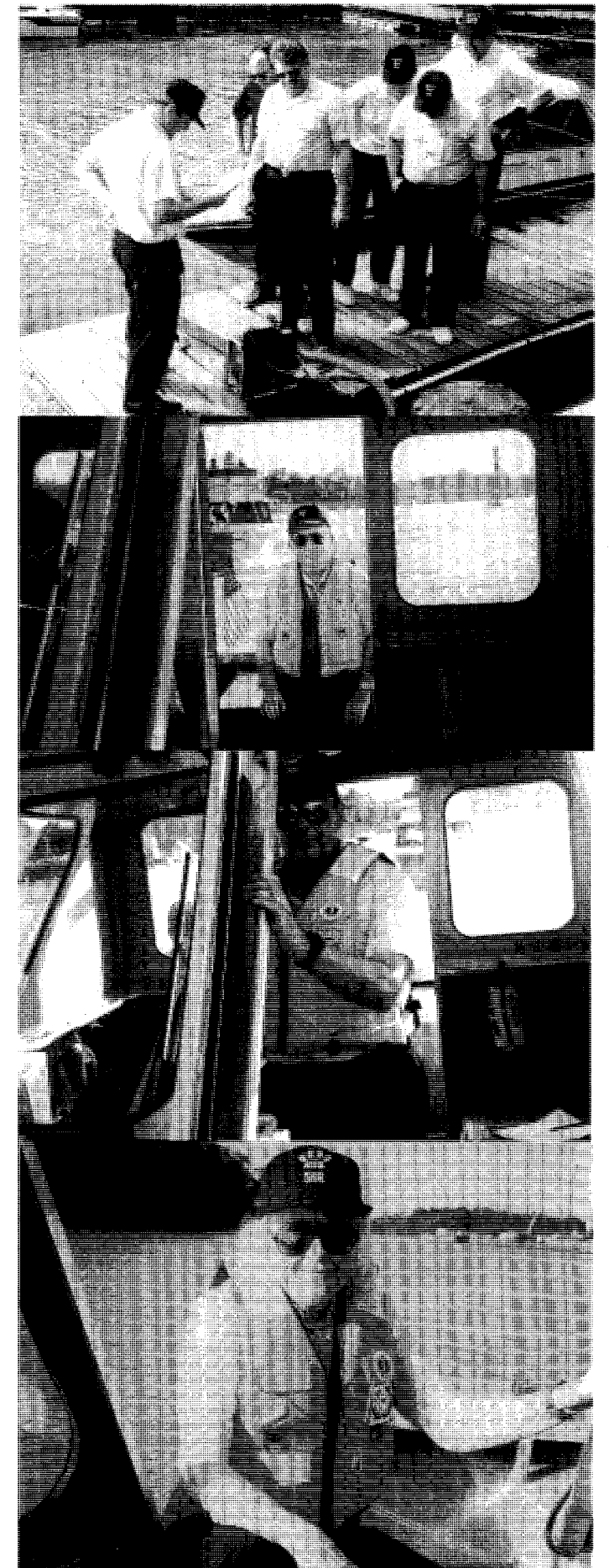
The SARDET at Bordentown will operate from 1000 to 2200 every Saturday, Sunday & Holiday. There is a need for Radio Watchstanders, Operators and Crew for the 22ft. shallow draft jet drive boat. For further information please contact Chet Klabbatz, Coordinator at 609-396-4506 (days) or Frank Wojcik, SO-CM Division VI, 609-397-3015 (evenings).

Opening day, Saturday, July 1st proved to be particularly hectic. An opening and closing patrol of the Area of Responsibility, proved to be one 11-hour patrol as Operator Andy Ritzie and crew personnel Jim McCabe and Elsie Nichols were kept busy on the boat answering calls for help. Frank Wojcik, So-CM, Division VI tended the radio and landline, and Chet Klabbatz was the supervisor. "Chip" Hoovler started the crew in their duties and then kept in touch throughout the day and evening. It was NOT A BORING day!

SARDET BORDENTOWN presents a new opportunity to train and serve. Plans for the future include training in BCQP with a QE present, night SAR, all being done on regularly scheduled days each month. Watch for the schedule to be published in NOGIS.

Photos: Topside Staff

Helen McCabe, DSO-PA, 5NR



Update.....Nancy K. Davis Aides to Navigation, 5NR

Some of our members have decided that they would like to support the Coast Guard by doing private aid verification work. On 1 January 1990 we are required to be trained and will have the designation of "AV" (Aids Verifier).

Our first training session was held at Group Cape May, 22 and 23 April 1989. Three more training sessions were planned for this summer. Two will have been completed when you read this. I'd like to tell you about a typical training session.

Members are asked to arrive on Friday afternoon prior to 1630 as that is the time dinner is served in the galley. Immediately afterwards our group assembles in Munro Hall for classroom work. The members are issued a sextant for their use during the training weekend. The parts of a sextant are described in detail along with its care and maintenance. Each person is instructed on how to properly adjust their sextant and learns how to take horizontal angles.

The theory of three objects not in a straight line being on the arc of a circle is explained to the students. Overhead transparencies verify to the student that a circular line of position is an "arc of equal angle" and if a horizontal angle is taken between two fixed objects, the position from which the angle was taken can be anywhere along the arc of the circle of the three points (the two fixed objects and the position from where the angle was taken).

Next on the schedule is another instrument that few Auxiliarists have used—the 3-arm protractor. Members first learn how to determine whether or not the 3-arm protractor is accurate. Following that they learn to plot a position using angles between various fixed objects on a chart.

It's been a long evening with a lot of information to digest so members adjourn to the Reserve Module for fellowship during the remainder of the evening.

The next morning, following breakfast, we again assemble at Munro Hall. Following a brief refresher on sextants and the arc of a circle, the members go to the ballfield where they are told which three objects they are use when taking horizontal angles and are given slips of paper indicating the angles between the objects. The members then "dance" around the field trying to find objects which have been previously placed on the ground by matching the horizontal sextant angles they take with those on the slips of paper. The prize is whatever is on the ground under their feet when they arrive at the proper place.

It's back to the classroom. The criteria for selecting the best charted objects for a horizontal sextant angle fix is then explained. Members are cautioned to remember that it may not be possible to see all of the charted objects once they are on the water ready to verify a private aid's position. They also receive instruction on gradients to help with their selection of the best charted objects. Members dig out their calculators and start to work.

Classwork is done on charts so that when on the water the members will know how to use the visual-bearing method of checking the position of a floating aid to navigation. There is nothing more demanding and frustrating than trying to take a bearing of a fixed object and a floating aid when on a moving vessel on a windy day with boat traffic causing undulations of the water. Try it!

On to the paperwork. The procedure for scheduling a private aid verification patrol is explained. An explanation of the private aid application form which should be in each private aid folder is given to the members, and instruction on the proper procedure for filling out the CG-5474 is given. Enough for one day. It's time for a little fellowship.

Up bright and early, we tour the ANT facilities to learn all about the internal components of lights; their various sizes and intensities; and which characteristics are installed where. We see the various sizes, shapes, and markings of dayboards; and learn how rapidly they fade when placed directly facing the sun. The battery racks are on display. Then it's on to the buoy yard where we see "big ones, small ones and some as big as your ????"! In the yard are damaged buoys, brand new buoys, temporary buoys, miles of chain, and tons of sinkers.

Next is a walk to the end of the dock; not to jump off but where members develop their skill with a sextant by "shooting the horizon" several times.

And finally it's time to get underway to actually verify a mock private aid. The member is going to need a sextant, a 3-arm protractor, a means of taking visual bearings, a means of taking soundings, and, of course, the working folder for the mock private aid. The AV trainee becomes very bossy (it has previously been explained to the vessel operator that this will happen) and tells the operator of the vessel what he will be doing and what he needs to have the vessel operator do. First soundings are taken around the buoy. Then visual bearings are taken. Finally it's time to take the horizontal sextant angles to determine the buoy's position. Once this has been completed, all of the aid's characteristics are verified. All the trainees take a turn and learn how the job is done. Back to the dock, back to the classroom; all last minute questions are answered and the members head for home.

That's it in a nutshell. After reading and rereading the above it sounds a little stuffy. But if you are fortunate enough to know one of the members who has had the AV training, induce them to talk about the weekend in Cape May when they learned about verifying private aids to navigation. You'll find that they had a good time and you won't be able to get them to stop talking about this program.

The Aids to Navigation staff would welcome more members in the private aid verification program to be sure our aids to navigation are doing what they are supposed to be doing. If you're interested, just call me to get started.

Nancy K. Davis, DSO-AN, 5NR

APOLOGIES ARE IN ORDER

In the Spring Issue of Topside, we published an article on page 17 called "We Are Survivors" below which we made the statement that we had seen it in numerous -places and publications and therefore did not give it a credit line. We did mention that the LAST place we had seen it was the 2nd Opinion - Division II's publication. We have been called to task by George Brobyn - editor of the Bent Prop who had it in his publication in January of 1989 with the correct credit (which we had not seen at the time) in the February Issue of Bent Prop. Our apologies to George Brobyn and to Mr. Frank B. Rodgers who originally published the article in 1986 with the title "Summing Up A Generation," in Villanova University's newspaper on the 50th anniversary of the Class of 1936.

George sent me a copy of the 1986 newspaper clipping furnished to him which makes the source unmistakable and although through the years some minor additions to update some of the statements have been made Mr. Frank Rodgers is undoubtedly the probable prime source for the origination. We trust that both George Brobyn and Mr. Frank Rodgers will accept our unintentional oversight.

Update.....Tahnell Vogt, DSO-PE, 5NR

PUBLIC EDUCATION

Public Education is not only alive and well, it is growing by leaps and bounds, with new classes sprouting up everywhere. Our flotillas are doing a fantastic job of meeting the challenge of teaching the New Jersey State requirements to those persons under 17 years of age by scheduling many extra core courses. In many areas, this has not been an easy task, and I applaud those of you who were able to accomplish it. To ALL of you, my heart felt thanks for a job well done!

It is gratifying to see from the PE rosters that I receive, that about 90% and above of the class enrollee's took and passed the final exams. This indicates to me that our Instructors are doing an excellent job of teaching these classes. It means that they are prepared when they enter the classrooms, that they know their subject well.

Remember, we are usually the first contact with the Auxiliary that our students have and we have only one chance to make a good first impression. Being in proper uniform, neat in appearance, and having confidence in ourselves makes that good impression. Everyone of those students are prospective members, and I trust you are taking advantage of the classroom situation to acquaint them with the Auxiliary, and invite them to join with us in promoting boating safety through participation as members.

I am so proud of each one of you for the dedication and efforts you have put forth in the public education program and urge you to continue doing the same fine job. Thank you!!

Tahnell Vogt, DSO-PE, 5NR

Update.....Nancy L. Sterner, DSO-MT, 5NR

COMBATING THE DOLDRUMS

Look them over. Any of your Flotilla members in the doldrums? An Auxiliarist in the doldrums is one who is not motivated to do anything. What a waste of talent and potential!

The challenge for each of us is to continually motivate ourselves and others to do the work of the Auxiliary. How do we motivate?

Researchers have long studied the characteristics of motivation, how to get students to want to learn, how to get people to volunteer their time, how to get some spunk into our daily activities, how to get others to do something they didn't really intend doing.

- 1. Behavior is energized.

We may be motivated to go to a flotilla meeting because we perceive it as fun or we may participate in a CME Station because we expect our friends to be there. Our behavior is triggered by energetic forces in the environment. It is easy to keep yourself or your fellow members motivated if you find the way to trigger or energize activity.

- 2. Behavior is directed or channeled.

Our AMOS goals serve as a motivational force. They help us direct or channel our Auxiliary activity. These goals generally satisfy the motives or needs that initiated them, Coast Guard needs. The Director tells us the needs. We set our goals and are channeled into activity.

- 3. Behavior is reinforced or redirected.

Both the drive and the direction of our Auxiliary energy needs to be reinforced and redirected on a regular basis. We do this at Flotilla meetings and at Conferences when we award for achievements and decide what we are going to do next.

These three characteristics represent a dynamic interplay of factors that can and do motivate an Auxiliarist. You can use them to get out of the summer slump. So energize, direct and channel the behavior of your members. Out of your summer slump. Sail away from the doldrums!

Nancy L. Sterner, DSO-MT

1988 CERTIFICATE OF APPRECIATION

The following certificates of appreciation were awarded at the Spring conference in Lancaster. See pages 12 and 13 for other awards and photos.

DIRAUX CERTIFICATES OF APPRECIATION

- | | |
|---------------------|-----------------------|
| Mary Ann Rissmiller | Arline L. Dolich |
| Rita Kratzer | Helen M. McCabe |
| Sandra T. Fink | Harry L. David |
| Katherine Slayback | Jean W. David |
| John D. McIntosh | Caroline K. Sweigart |
| L. Daniel Maxim | William E. Pierce |
| Harry E. Green | Eugene M. Pester, Jr. |
| Lawrence Drosnes | George A. Ryan |
| Barbara A. Noble | James M. Griffis |
| Robert S. Coon | Arthur R. Lee |
| M. Philip Stamm | Edward Livingston |

DCO - CERTIFICATES OF APPRECIATION

- | | |
|-----------------------|-------------------------|
| Richard L. Raudabaugh | Clarence M. Booz |
| Harry L. David | Weldon J. Fischer |
| George J. Smyth | Katherine Slayback |
| Sonny J. Wachter | George L. Slayback, SR. |
| Joseph C. Hickey | Nancy L. Sterner |
| James M. Weiler | Howard C. M. Farrar |
| Allen E. Wenrich | William E. Stumbers |
| George Smith | David O. Becker |
| George A. Ryan | Robyn G. Norcross |
| Robert L. Wecker | Robert H. Nichols |



Memento Dinner Plate \$35.

The 5NR's Captains' Association offers — **LIMITED EDITION** - Lifetime memento of our 50th Anniversary inscribed on a Lenox Dinner Plate, handcrafted in 24 K. Gold Trim with Gold lettering and U.S. Auxiliary Shield in blue and red, centered.

You will be proud to display this beautiful, colorful Memento Plate with table or wall holder (not included with plate).

Lenox has given us this SPECIAL LOW PRICE

ACT NOW! LIMITED EDITION
Make checks payable to **C.G. Aux Plate** and mail to:
Robyn G. Norcross
01 Great Bay Avenue, Tuckerton, New Jersey 08087

Send Plates to:
Name: _____
Street Address: _____
City _____ State _____ Zip _____

Enclosed find check for _____ plates in the amount of \$ _____

Penalty Indicia Not Authorized for Mailing Orders

UpdateFrank G. MacDonald, DSO-Vessel Examination, 5NR

IT'S FREE

As you watch the TV commercials, newspaper advertisements, magazine ads; they all are trying to convince the public that they are getting something for nothing!

Our Courtesy Marine Examination is unique in that what we purvey is not for sale, but given away freely to the boating public, without discrimination of race, color, creed, ethnic background or color of boat. The Auxiliary product is boating knowledge, boating responsibility, boating information to make boaters aware of the dangers to life, property, and pocketbook in the operation of watercraft. We in the Auxiliary, have been privileged to receive vast amounts of boating KNOW HOW, generously and without any cost to ourselves except our time. What better way to serve the Auxiliary mission than by teaching boating knowlege, which in turn makes the waters safer and more pleasurable place for all of us to enjoy.

In most Flotillas, National Safe Boating Week was a huge success. The Vessel Examiners concentrated their efforts in examining boats at all Marinas, Boat Ramps, etc. I know I was busy. Mayors proclaimed June 5th through 11th as SafeBoating Week, newspapers carried full page articles on Safe Boating, TV and Radio had a number of spots.

The momentum is rolling. Do not stop just because the week is history. The Boating Public now has a desire for our Free knowledge and wish their boat to be Safety Examined.

Will your Flotilla exceed their 1989 AMOS goal?

Frank MacDonald, DSO-VE, 5NR

UpdateHarry L. David, Historian, 5NR

HISTORY—a branch of knowledge that records and explains past events . . .

HISTORIAN—a student or writer of history

Recently Commodore Pierce appointed me to the post of District Historian that has been vacant since the death of Commodore John Johansen. I accepted with the full realization that I would never have the full knowledge of the Auxiliary that John had. I consider myself as being one of the new members, having been in only 13 years—so I will have to rely on some of the Senior Auxiliarists to fill me in from time to time and to correct me for any mistakes or omissions that I may make.

With the position I become the keeper of some 10 or 12 boxes of assorted files, publications, and miscellaneous stuff that Mrs. Johansen passed on to me. It will indeed take me some time to go through and catalog it. As I browse through these boxes, I find many differences and also attempt to outline the events that have lead us to where we are today.

At this point I do not know how complete John's records were and just what he had saved. But for now I would like to ask all Division Publication Officers to put me on their mailing list so that I may start or continue a record of what is going on in your Division that bears on the District. My address is . . . 52 Merrybrook drive, Havertown, PA 19083. Thank you.

Harry L. David, Historian, 5NR

District Picnic

We promised a picnic to celebrate our 50th Anniversary and after two false starts, we are finally set, have the bugs worked out and a new place and date for our 50th Anniversary Picnic. . . .

The Place —

Brandywine Picnic Park (near West Chester, PA)

The Time —

1100 to 1900

The Cost —

Two (2) years and underFree
Three to five (3 - 5) years\$6.00
Six (6) years and over.....\$12.00

The Menu —

BBQ Chicken, hot dogs, burgers, corn, salads and all the fixings for five hours. Beer and soda all day.

Brandywine Picnic Park is located on the Brandywine River, at PA Routes 52 and 100, near West Chester, PA. The park will offer canoes, row boats, tubing, swimming (bring your towel), Miniature Golf, Shuffle Board, soft ball and volley ball, a petting zoo, clowns and face painters and much more to insure a wonderful time. A major feature is Capps's Goodtime Show, which includes games and prizes for the winners and for the losers as well, and will provide hours of fun for all ages. There are lots of shade trees to sit under and relax and enjoy the fellowship. So if this is your gig, bring your lawn chair. We will not have the exclusive use of the Park, but it is large enough that we will all be together in our own area.

Plan now to be there and to celebrate our Golden Anniversary of the Auxiliary.

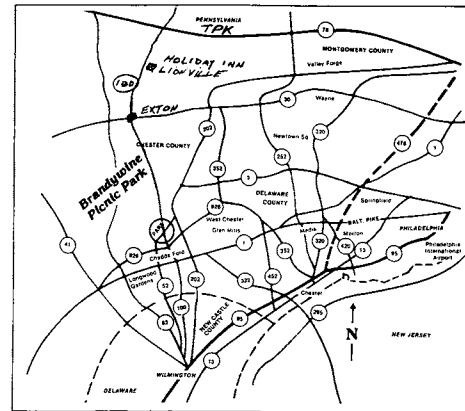
Harry L. David, Picnic Chairman

BRANDYWINE PICNIC PARK DIRECTIONAL MAP

PARK ADDRESS
Routes 52 and 100
690 Creek Road
West Chester, PA 19382

Phone: (Pennsylvania-215-793-3198)
(New Jersey-609-455-1050)

MAILING ADDRESS
P.O. Box 70
Cocopson, PA 19366



FROM EXTON, PA: Take Route 100 South to West Chester, continue on Route 100 for approximately 4 miles to Brandywine Picnic Park.

FROM WILMINGTON, DELAWARE: Take 52 North for approximately 10 miles; Turn right at Longwood Gardens on Route 52; Go approximately 4 miles to Brandywine Picnic Park.

FROM PHILADELPHIA NATIONAL AIRPORT: South on 291 to Interstate 95, 322 West to Route 1 South; Continue on past 202 to Route 100 at Chadds Ford; Turn right at Hank's Place; Continue on 100 for a few minutes to Brandywine Picnic Park at the intersection of 52 and 100.

FROM KING OF PRUSSIA, PA: South on Route 202 to a right on Route 926; Travel approximately 3 miles and take right on Route 100; Stay on 100 for 1 mile to Brandywine Picnic Park.

FROM NEWARK, DE: Take 95 North for approximately 3 miles; Turn onto Route 141 North; Follow to 52 North; Take 52 North to Longwood Gardens. Turn right at Longwood Gardens on Route 52 and continue 4 miles to Brandywine Picnic Park.

If you get lost, please give us a call and we will be happy to direct you to a great day.

UpdateWelton Fischer, DSO-Legal, 5NR

OF LAWS AND THINGS

On several occasions in recent years, the question has been raised concerning the use and dissemination by Auxiliarists of information they have acquired concerning other Auxiliarists as a result of their membership and participation in the U. S. Coast Guard Auxiliary. Requests have ranged from retailers and advertisers asking for membership lists with names and addresses to individual Auxiliarists proposing to use unit membership data in their personal business activities. As most of you who have had occasion to ask or those who have had occasion to be advised when improper usage has been discovered, there are limitations.

The principal limitations are found in the Federal Privacy Act of 1974. The Federal Privacy Act, imposes certain restrictions on the privilege of a government agency to disclose information concerning individuals that has been collected in the course of the agency's activities. Civil and criminal penalties are provided for violation.

Basically, the law provides that no agency may disclose any record which is contained in its system of records by means of any communication to any person or other agency except pursuant to a written request by or with the prior written consent of the individual to whom the individual record pertains, unless the disclosure of the record would be to those persons within the agency who have a need for the records in the performance of their duties. For purposes of the Act, the United States Coast Guard Auxiliary is considered a federal agency and the term "system of records" is defined to mean a group of any records under the control of the agency from which information is retrieved by the name of the individual or by some identifying number or other identifying particular assigned to the individual. Membership names, numbers, addresses, telephone numbers and other personal information relative to particular Auxiliarists would be included.

The Privacy Act extends to all information contained within an agency's system of records that pertains to individuals and which can be retrieved by an individual's name or some other identifier without regard to the content of the information or whether it pertains to the individual's business activities. While the Privacy Act does not specifically define the term disclosure, the courts have defined the term to be taken to denote imparting of informaton which in itself has meaning and which was previously unknown to the person to whom it is imparted. The courts

have also determined that it is improper for individuals to use this information for purposes other than their duties within the agency.

The Act provides both for civil and criminal penalties for violations. Generally, any officer or employee of an agency, who by virtue of his employment or position, has possession of or access to agency records to which the Act applies and who knowing that disclosure of the specific material is so prohibited, willfully discloses the material in any manner to any person or agency not entitled to receive it shall be guilty of a misdemeanor and fined not more than Five Thousand Dollars (\$5,000.00).

The Act further provides that notice must be given to all persons concerning whom information might be collected which would be subject to the provisions of the Act. In this context, the Act provides that any officer or employee of an agency who willfully maintains a system of records without meeting the notice requirements of the Act shall be guilty of a misdemeanor and fined not more than Five Thousand Dollars (\$5,000.00).

Based on the foregoing, it should be obvious that collection and dissemination of personal information concerning individual Auxiliarists is a serious matter and should not be lightly undertaken. It is recommended that the only information collected on individual members is that information necessary by specific Auxiliary officers in the performance of their respective duties within the Auxiliary. Further, they should use the information collected only as necessary to perform the duties assigned to them in their particular office within the U. S. Coast Guard Auxiliary. Under no circumstances should the information collected be made available to any person outside the Auxiliary nor be used for any non-Auxiliary purpose. In addition, personal information should not generally be disseminated to other members of the Auxiliary whose specific functions within the Auxiliary do not require them to have possession of the personal data accumulated unless the specific written consent of the individual concerned is first obtained.

Generally, Auxiliary officers should limit their acquisition of information solely to the information they need to perform their official functions, relying upon the records maintained by DIRAUX for any additional information they may require. At the end of their term in the office for which the particular information was gathered, they should deliver all of the individual data to their successor or destroy it. Above all, if you have any doubts or any questions, you need to contact DIRAUX or me before you act.

Welton J. Fischer, DSO-LP, 5NR

HAS THE SUMMER BEEN HOT?

Well, we've got some **HOT** bargains at the **AUXILIARY NATIONAL STORE.**

Get a price sheet from your **MATERIALS OFFICER**



OFFICIAL NATIONAL STORE
U. S. COAST GUARD AUXILIARY

DIVISION XI

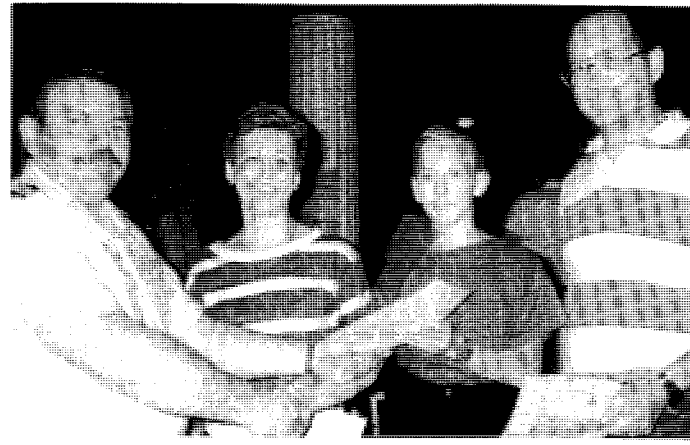
A BS&S public education graduation was held by Division XI on May 22, 1989. The 86 graduates participated in outside ceremonies complete with presentation of certificates, speeches and handshakes by the RCO-W Frank Taylor, DCP Larry Whiskeyman, and VCP Gene Unger. Other uniformed Division XI officers were present to offer their congratulations.

Following the formal outside ceremonies, sandwiches and decorated graduation cakes were served in the dining area of Reading Flotilla Training Base.

The seven flotillas of Division XI each hosted a table explaining the responsibilities of Coast Guard Auxiliary membership, procedure for basic qualification, and distinguishing flotilla characteristics.

Judging from the positive comments and the number of promised potential new Division XI members, the graduation ceremony was a success.

Larry Whiskeyman, DCP-XI, 5NR



Photos: Larry Whiskeyman

DISTRICT 5NR 1988 - AWARD WINNERS

Many awards were presented at the District Awards Conference in Lancaster in April of 1989. These awards were for accomplishments in the year 1988. List below indicates all recipients. Congratulations to all. See page 9 for Certificates of Appreciation Awards.

Water & Kids—Alice F. Stamm & John Simpkins
 Courtesy Marine Examination Award—Henry Wanner
 Operations Program Award—Rhoda Davis
 Aids to Navigation/Chart Updating Award—Arthur Turner, Jr.
 Support Mission Award—William G. Dages
 Instructor Award—Charles D. Alden
 Topside Photo Award—Helen M. McCabe
 Assists Award (a tie)—Walter J. Smith & Harland M. Davis
 Edmond Morton Member Training Award—Joseph M. Welsh
 Training Aid Award, Tupe IV—William E. Reimer, Jr.
 Flotilla Publications Award—Muriel G. Lewis
 Division Publications Award—Edward W. Sayers
 Flotilla Membership Award—Flotilla 09-02
 Flotilla Operational Support Mission Award—Flotilla 13-05
 Flotilla Aids to Navigation/Chart Updating Award—Flot.06-03
 Flotilla Operations Award—Flotilla 03-03
 Flotilla Courtesy Marine Examination Award—Flotilla 14-03
 William Ross McDonald Award—Flotilla 10-06
 Past District Commodore's Plaque—Flotilla 07-12
 Past District Commodore's Trophy—Flotilla 14-03
 Director's Personnel Service Award—Karen B. Nice, Nancy K. Davis & Lionel F. Crossman
 Director's Administrative Award:
 1-1, 1-4, 3-3, 3-5, 4-2, 4-4, 4-11, 5-4, 5-7, 5-16, 6-3, 6-5, 7-2, 8-5, 9-2, 10-2, 10-4, 10-5, 10-6, 11-7, 13-1, 13-5, 13-6, 13-7, 13-9, 13-10, 14-3, 14-6 and Division XIII.
 Flotilla Meritorious Achievement Award—Flotilla 03-03
 District Commander's Letter of Appreciation:
 Elsie M. Nichols, Eric L. Pennel, Joseph M. Welsh, Anthony T. Fimowicz, Carol L. Owens and Marlin J. Peifer.
 Group Action Award:
 L. Daniel Maxim, Robert M. Brereton, Ralph L. Gilbert and William M. Dillon
 Award of Merit (D):
 Lenore J. Roush, Elliott F. Linsky, Jean W. David, Walter B. Greenidge, James F. Whitmore and Joseph L. Sowers
 Award of Administrative Merit (C):
 Francis G. MacDonald, Edward W. Rearick, Jr., William E. Reimer, Jr., Alice F. Stamm and M. Philip Stamm
 Award of Operational Merit (B)—Emanuel Greenwald

DCO Certificate of Appreciation: Donna Sweigart
NEW JERSEY STATE AWARDS
 Flotilla's, by Division in New Jersey, who had the most assists:
 Flotilla 03-06, Cohansey, Richard Dilks, 82
 Flotilla 06-05, Burlington, Theodore Fink, 16
 Flotilla 07-07, Mystic Island, Stanley Pojnar, 28
 Flotilla's 08-04, Absecon Island, Arnold Vanaman, 7, 08-06, Avalon, Albert S. Roberts, 7
 Flotilla 13-03, Haddon Heights, Louise Sowers, Flotilla 12-03

CERTIFICATE OF APPRECIATION
 Presented to LIONEL F. CROSSMAN United States Coast Guard Auxiliary in Recognition of your outstanding contribution and dedicated efforts for the year 1988 in providing support for the New Jersey Mandatory Education Law for Juveniles.

DELAWARE STATE AWARDS
 Member with most hours as Operator/Coxswain: Ronald E. Waters, Flotilla 01-01 and Andrew Assimos, Flotilla 12-09
 Member with most hours as Crew Member: Carol L. Owens, Flotilla 01-04 and Louise Ruff, Flotilla 12-05
 Member who did most CMEs/Vessel Examinations: Robert Schneider, Flotilla 01-04 and Donald McKnatt, Flotilla 12-08
 Member with most hours as Instructor in PE & MT: Richard B. Hudson, Flotilla 01-04; and William A. Bell, Flotilla 12-05
 Member with most hours on support missions: L. Robert Fiedler, Flotilla 01-01 and Lionel F. Crossman, Flotilla 12-03
 Outstanding Auxiliarist: From Division I - Robert Brereton, Flotilla 01-05 and From Division XII: Lionel F. Crossman,

PENNSYLVANIA STATE AWARDS
 Certificates for hours of Operations:
 For 32 hours: Robert R. Rock, 14-06;
 For 40 hours: Paul Mackes, 10-02; Ura P. Shumate, 14-05; Carl R. Sheetz, Jr., 11-07; Margaret Wilbert, 05-01; Frank J. Taylor, 14-01; Joseph C. Phillips, 14-01; Anthony T. Fimowicz, 05-15;
 For 48 hours: Joyce E. Rock, 14-06; Catherine H. Phillips, 1401; Nancy E. Blough, 09-02;
 For 56 Hours: Glenn W. Blough, 09-02; Leroy M. Shank, 14-01; Thaddeus Piotrowski, 05-07;
 For 64 hours: Michael R. Deitzler, 14-03;
 For 70 hours: Ralph C. Gilbert, 11-06;
 For 72 hours: Jack Horsfall, 14-05;
 For 80 hours: Eugene Brown, 14-05;
 Certificate and plaque for 112 hours: Walter G. Murphy, 09-05
 See photos opposite page





NOGI

Notes Of General Interest



WILLIAM CHERRY, DIRECTOR
WILLIAM E. PIERCE, COMMODORE

RECAPS

"PATS ON THE BACK" To George Pepperyias and Al Lewis for finding a better way of fabricating some needed parts for the Aids to Navigation Team in Philadelphia which resulted in saving the Coast Guard an estimated \$2600.00

To George Ryan for drafting the "chartlets" for the AtoN Discrepancy, RDF and SAR callout programs which will be prominently displayed in the Operations Center of each of our Coast Guard units! To the Supply Officer, Group Philadelphia, CW04(F&S) Bob Vanderlice, for providing "Aux Call-Sign Explanation Placards" which will be prominently displayed in the Operations Center of each of our Coast Guard units!

To Rick Dotterer for his appointment to the DSO-MR job!

To DSO-CC Allen Wenrich for the timely submissions of required paperwork which resulted in acceptance of "16 AIMers" from 5NR for this year's visit to the CG Academy and to all those responsible for ensuring that Allan had such an exceptional group of young people to work with!

GIVE EACH OF THESE FOLKS A PAT ON THE BACK the next time you see them. . . PLEASE, each and every one of them richly deserve it!

SARDETS - BORDENTOWN AND DELAWARE CITY
Both SARDETS will be operated from 1000 (changed due to low boater activity in the mornings) to 2200 every Saturday, Sunday and Holiday through the summer. Radio watchstanders, crew and operators are needed. An on-the-job training program is in place at both locations. Members wishing to augment these SARDETS or participate in the training program should contact the appropriate SARDET Coordinator:

SARDET BORDENTOWN Chet Klabbatz, 26 Riverdale Road, Yardley, PA 19067 (H) (215) 295-2070

SARDET DELAWARE CITY Paul Owens, 400 Troy Road, Wilmington, DE 19804 (H) (302) 999-9054

SAFETY PATROLS ARE AVAILABLE AND NEEDED
Divisions VII, VIII and XII have requested the assistance of all vessel operators and crewmembers to help them provide patrols at the level desired by the Coast Guard. Send an OPS-1 listing your preferred patrol date(s) for the "season" to the applicable SO-OP. If you would like to crew on their vessels, do the same. Let them know if you're in the area regularly and would like to be included on the Division's SAR, ATON discrepancy, and RDF call-out lists.

REUNION LUNCHEON A suggestion has been made in recognition of our 50th Anniversary, to hold a reunion luncheon for all former members of the USCG TEMPORARY RESERVE at our Fall Conference in Pleasantville, NJ. Please determine the interest of eligible members in your unit and pass the results to John McIntosh, P.O. Box 348, Newfield, NJ 08344 as soon as possible. Call John if you need further information.

WATER 'N KIDS COLORING BOOK These coloring books should not be used as a boating safety handout. The existing supply at ANSC should only be used for teaching the course to kids. Due to the extraordinary printing expenses involved, local reproduction is authorized and encouraged.

COMMUNICATIONS WATCHSTANDER TRAINING Commandant started from "ground zero" and produced an excellent Communications Watchstander Training Program. It consists of a pamphlet, with appropriate unit training text, followed by a 20 minute video depicting 3 scenarios, including one with a Coast Guard Auxiliarist. Completion of this training will be mandatory to stand watches at a Coast Guard unit. Until copies of the program can be provided to the Auxiliary, Auxiliarists standing watches should get the training from their local Coast Guard station or group.

AUXNAV "B" EXAM This Specialty Course examination is being reviewed by the National Auxiliary Training Staff in response to comments made by many Auxiliarists that the test was too difficult and too long. The idea is to produce a comprehensive test requiring

2-3 hours to complete. On the bright side, while some members are taking 8 hours to complete the present AUXNAV B examination, recently the "pass rate" has dramatically improved! The test is difficult. . . so, study hard, and you'll succeed!

RADIO CALL SIGNS FOR OPERATIONAL VESSEL FACILITIES To speed up the process of selecting and dispatching an appropriate resource to SAR case, the operator of an operational vessel facility will add any or all of the following characters as a suffix to the DIRAUX-assigned radio call-sign to indicate the equipment is on board and in working order:

R = RADAR P = Pump D = RDF

EXAMPLES; (1) "263560R" would be the call-sign for a 26 foot inboard with Radar. The abbreviated call-sign would be "560."

(2) "271565RDF" would be the call-sign for a 27 foot outboard with RADAR, PUMP and RDF. The abbreviated call-sign would be "565." Your call-sign, plus the applicable suffix will be used for initial radio calls to the Coast Guard. Your abbreviated call-sign will be used at all other times. **AT PRESENT, ONLY THE ABOVE ALPHA CHARACTERS ARE AUTHORIZED.**

REQUESTS FOR CG "HELOS": Effective immediately, all Auxiliary requests for deployment of Coast Guard Helicopters shall be sent to the Director of Auxiliary. Provide copies of the request to Auxiliary members who need to know; but, **do not send copies to any Coast Guard unit.** All requests received will be reviewed and sent to District (osr) for their consideration, approval, and scheduling with the applicable air station. Requests must, at a minimum, contain the following:

1. Description of the "event" including name, significance, date(s), and estimated Auxiliary and/or public attendance. Include any other noteworthy items you like such as dignitaries attending.
2. Name of requesting Auxiliary unit and point-of-contact (include address and phone numbers for your POC).
3. Description of proposed use (a specific statement of what you would like the helicopter and crew to do).
4. A proposed itinerary for the date(s) requested. At a minimum, include on-scene arrival and departure times.

W. M. Cherry, LT USCG, DIRAUX

MARK YOUR CALENDAR

A FEW OF THE IMPORTANT DATES IN THE NEAR FUTURE

Saturday, July 22nd - District Board Meeting
Base Philadelphia

Saturday, July 29 & 30 - Western Area BCQP Training
Beltsville Dam, Lehigh, PA

Saturday, August 5 - Combined Boating Day - Luncheon
Chart House, Penns Landing, Phila.

Saturday, August 12 - SARDET Bordentown Opening
Celebration

September 6 - 9 NACON - Washington, DC
IT's still not too late to get your reservations in!
This is a good opportunity to attend a National Conference
- it is so close to us

September 22, 23 and 24 - 5NR Fall Conference
Pleasantville, NJ
PLAN TO BE THERE!



U.S. COAST GUARD AUXILIARY 50TH ANNIVERSARY PICNIC



BRANDYWINE PICNIC PARK
PA. RTS 52 & 100 WEST CHESTER PA.



SUNDAY 20 AUGUST 1989 1100 TO 1900

5 HOUR BUFFET

BBQ CHICKEN - HOT DOGS - BURGERS

CORN ON COB - SALADS - FIXINGS

WATERMELON - POPCORN

BEER - SODA - ICED TEA - ALL DAY

**SITUATED ON THE BANKS OF THE BRANDYWINE RIVER
THE PARK OFFERS MUCH FOR YOUR ALL DAY PLEASURE**

VOLLEYBALL
SOFTBALL
SHUFFLEBOARD
HORSESHOES
BASKETBALL

PADDLEBOATS
CANOES
ROWBOATS
TUBING
SWIMMING

SWINGS
PETTING ZOO
PLAY YARD
BOUNCE-A-BOUT
CRAB BALL

BILLIARDS
TABLE TENNIS
MINIATURE GOLF
MUSIC
FISHING

ALSO

CAPPSEY'S GOODTIME SHOW

INCLUDES GAMES AND PRIZES FOR THE WINNERS, AND FOR THE LOSERS.
CAPPSEY'S GOODTIME SHOW PROVIDES HOURS OF FUN
AND ENTERTAINMENT FOR ALL AGES



OR JUST BRING YOUR LAWN CHAIR AND ENJOY A DAY OF
RELAXATION AND FELLOWSHIP



Children 6 and over
and Adults
\$12.00

2 yrs & under
FREE

Children 3 to 6 yrs
\$5.00

FOR TICKETS SEE YOUR FLOTILLA COMMANDER
ALSO AT THE DIRECTOR OF AUXILIARY OFFICE



FAREWELL TO CAPT ED ROE



Above pictures taken at Division VI farewell dinner to honor CAPT Ed Roe, Commanding Officer, MSO/Group Philadelphia who was relieved on 23 June 1989 by CAPT Larry Murdock. Top picture shows CAPT Roe with 5NR 50th Anniversary pennant, and bottom picture shows VCP VI - Dan Maxim presenting farewell gift to CAPT ROE. The farewell tribute was held at the Division VI April Division meeting at Bristol Yacht Club. The meal prepared under the direction of Joe Welsh, DCP-VI was delicious as usual.

Photos: Topside Staff

GOLDEN ANNIVERSARY

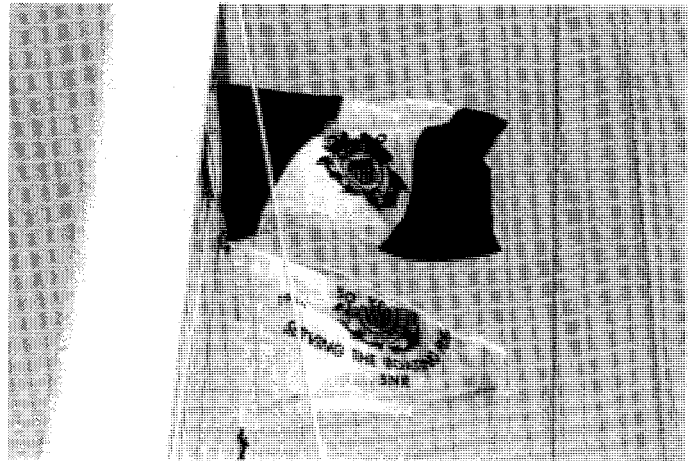


Photo: M. Philip Stamm

LET'S MAKE IT A BANNER YEAR!



DEPARTMENT OF TRANSPORTATION
DIRECTOR OF AUXILIARY (NR)
FIFTH COAST GUARD DISTRICT
1 WASHINGTON AVE., SUITE 202
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