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*Pennsylvania Proclaims
U. S. Coast Guard Auxiliary Day*

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

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Chief of Staff.....CAPT Paul A. Welling
Chief of Boating Safety Division.....CAPT Joseph B. Coyle
Director of Auxiliary (5NR).....LT William M. Cherry
Operations & Training Officer.....CWO2 Arlyn F. Hoovler
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FRONT COVER

U.S.C.G. AUX day June 10, 1987
prclaimed by the state of Pennsylvania
Pictured during ceremony are: front row l to r
Harry L. David, IPDCPIV; Governor Robert P. Casey; Jean W. David, ADSO-PA
Back row l to r: Ednor G. Miller, RCO-West; George J. Smyth, IP RCO-W
Article appears elsewhere in this issue

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FROM The District Commander

UpdateRear Admiral Alan D. Breed



Friends and dedicated members of the Fifth Coast Guard District Auxiliary, it is great to be aboard as your new District Commander.

Having served as Chief, Office of Boating, Public and Consumer Affairs, I am well aware of the outstanding record of achievement that you have so justly earned here in the fifth. Jan and I look forward to attending your meetings and becoming closely involved with the Auxiliary program.

In the course of my career I have had numerous opportunities to observe the Auxiliary in action and am well aware of your abilities. I plan to make full use of the Auxiliary to help carry out many of our Coast Guard missions. I have sent a message to all my commanding officers and officers-in-charge encouraging them to utilize the Auxiliary to the maximum extent possible and not limit participation to the traditional recreational boating safety program. I emphasized that the only direct prohibitions against utilization of Auxiliarists are for duties involving direct law enforcement, the bearing of arms and duties that convey a proximate threat to personal safety.

You can count on, and expect, my full and enthusiastic support.

Rear Admiral Alan D. Breed



Biographical Sketch

Rear Admiral Alan D. Breed assumed command of the Fifth Coast Guard District on June 24, 1987. His previous assignment was Chief of the Coast Guard's Office of Readiness and Reserve.

As Commander, Fifth Coast Guard District, Rear Admiral Breed is in charge of C.G. operations in Virginia, N. Carolina, Maryland, Delaware and parts of Pennsylvania and New Jersey and serves as the Deputy Commander, Maritime Defense Zone Sector Five.

Rear Admiral Breed was promoted to flag rank in July 1984, and appointed as Chief of the Office of Boating, Public and Consumer Affairs at Coast Guard Headquarters. He was elected for that position while Chief of Staff of the Seventh Coast Guard District in Miami, FL.

Rear Admiral Breed also has served as Chief of Operations in the Seventh District and Commanding Officer of the Coast Guard Support Center on Governor's Island, New York. He was commanding officer of the high endurance cutter GALLATIN when women were first assigned as permanent members of the crew, a significant milestone for the Coast Guard and all Armed Forces of the United States.

Rear Admiral Breed's other seagoing assignments have included command of the cutter JONQUIL, Executive Officer aboard the cutter MALLOW and Deck Officer aboard the cutter NORTHWIND.

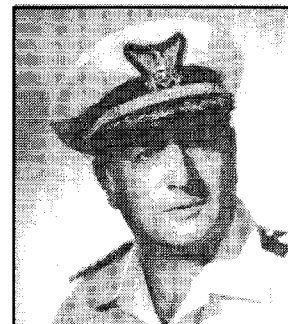
Rear Admiral Breed has been awarded the Defense Superior Service Medal, the Legion of Merit, the Meritorious Service Medal with gold star, the Coast Guard Commendation Medal with two gold stars, the Coast Guard Achievement Medal and several lesser decorations. In June, 1987, he was inducted into the Reserve Officer's Association Minuteman Hall of Fame.

A native of Corning, NY, Rear Admiral Breed holds a Bachelor of Science degree from the Coast Guard Academy, where he graduated in 1955. He has a master's degree in public administration from the University of Pittsburgh, and is a 1976 graduate of the National War College.

Rear Admiral Breed is married to the former Janet Phillips of Groton, Connecticut.

FROM Chief, Boating Safety

UpdateCAPT Joseph B. Coyle



Underpinnings - Still Secure

SCENE 1 — A 27-foot cabin cruiser is "hove to" while several adults on board are fishing and the fishing today is good — so good, that the fishermen back aft are totally engrossed in their sport. Up forward a seven year-old girl is enjoying the day also. Decked-out in her new swimsuit, she has been sunning, but now is leaning back against the rail, watching a sleek speed boat pass. Suddenly that speed boat's wake passes under the

cruiser, which responds with two quick rolls. With her weight against the rail, the seven year-old loses her balance and falls overboard. Too bad she was wearing only that new swimsuit, because she can't swim either. Meanwhile our fishermen back aft are engrossed in their chatter, and their animated conversation doesn't seem so loud after a few beers. In any event, they fail to hear the seven year-old's two short cries for help. A half-hour later when she is finally missed... the initial SAR report describes the search being begun for an "unlocated P.I.W."... TRUE... and all too familiar.

SCENE 2 — It is after dark on a hot, glassy calm summer night. An overpowered 19-footer races from a marina channel toward mid-stream. Its four young occupants have been into a marina to refuel — and buy two more half-cases of beer. It's a great night for cruising... and so what if no one remembered the running lights? Meanwhile a second boat — also going "full bore" is charging down the main channel. The boat is on plane and forward vision isn't great. Its two teenage occupants also have indulged in several "brews" over the past two hours. Suddenly a rapidly-closing crossing situation emerges... simple enough situation normally. Tonight is not normal, and our two high-speed "missiles" continue thundering toward each other at a closing speed of over 50 knots. At the last horrible moment, each operator makes the same panic-stricken discovery. Out of fear, impaired judgment and ignorance, each turns — into each other. The timing is perfect. Collision! Two dead, one injured, one missing.

SCENE 3. A sunny Sunday afternoon. A 20-footer's 22 year-old male operator is showing off for the two "foxes" he has on board. Both he and his vixen have been hitting the sauce also — beer and tequila. Our operator decides to cut a sharp turn around a channel buoy. He misses the turn — but hits the buoy — dead-on. Two dead... one missing. Our operator's blood alcohol level tests out at .19.

All the aforementioned cases are extracts from actual incidents which have already occurred in this district this year. You as Auxiliarists know all too well that cases such as these are neither unusual nor unexpected... and that is a very sad fact! To be certain, good, ample and consistent enforcement is essential to making the waters we all share safer. To be certain also, no agency — federal, state or local — can ever hope to achieve the universal type of saturation enforcement needed. These cases also point-up, however, that compliance with boating regulations and the exercise of prudent good sense, can do as much... if not more... to prevent tragedy than enforcement alone. That prudent

continued on page 5

FROM THE DIRECTOR

UpdateLT William M. Cherry, DIRAUX



Coast Guard realignment is a fast-paced business and I know that all of you want to be kept up to date... so, in the interest of a better informed membership, hear goes!

— Harrisburg Office closure is history and records consolidation/reorganization of the Gloucester City Office is nearly complete.

— All staff changes in the Director's Office are complete. We lost our civilian secretary

(Mary), Assistant Director, and 1 yeoman; but, gained a Chief Warrant Officer for Operations and Training, CWO2 "Chip" Hoovler, who will 'double' as Assistant DIRAUX. Our vacant yeoman billet was filled by YN2 Jim Griffis. DIRAUX (5NR) staff now stands at five.

— New '05NR' I.D. cards were distributed to DCPs at the July Conference for further hand-delivery to their Flotilla Commanders.

— DIRAUX Office routine workload has been brought up-to-date and weekly mailings to District Board, District Staff, and FCs were initiated on 6 July.

— AUXMIS submissions to the 5th District are now routine and recent indications are that "quality of service" will be much improved. In fact, as of 10 July, we are at 98% plus of our GR goal and CEs are more than 33% ahead of our 1986 pace! Dramatic increases in all programs are anticipated as AUXMIS 'catches up' to all of you.

— Staff training in the Director's Office is at an all-time high.

Much additional information will be forthcoming to all of you from your Division Captains and via the upcoming issue of NOGI. Some "Previews of Coming Attractions" which you might find of interest include:

- Re-write, re-print, and re-issue of our Auxiliary Policy Manual.
- "Down-loading" of films and videos from the Director to the Auxiliary so that they will be more readily available for use.
- Transfer of SAR equipment from the Director to Coast Guard Operational Commanders and the Auxiliary so that it will be more readily available.
- Changeover of all 3SR peculiar forms and certificates.
- Survey, compilation, and distribution of the needs of Coast Guard units within our Region. Needs assessment will NOT be limited to the operations "arena" and should result in many new and exciting ways for Auxiliarists to help their local Coast Guard units.
- Paperwork simplification and REDUCTION where possible.

As you can see, much has been done; but, much remains to be accomplished in the months ahead. CAN YOU HELP? You bet! Support your leadership and all Auxiliary programs. Attend as many meetings and functions as you can. Read all Auxiliary materials available to you. Follow the chain-of-communications if you have problems or ideas. Report your accomplishments. Be courteous in all your dealings within our Coast Guard family. Working and having FUN in harmony together, we can and will continue to excel in all of our endeavors!

LT William M. Cherry, DIRAUX





NOGI



WILLIAM CHERRY, DIRECTOR

ALEXANDER L. LEWIS, COMMODORE

RECAPS

Topside, Fall 1987

MAIL. Mailings from this office are now weekly vice every two weeks. TOWING POLICY. There has been a lot of controversy and some hard feelings of late concerning this subject. In my opinion, present policy is much clearer and BETTER than in the recent past!. Why?

1. If the Coast Guard or Auxiliary patrol boat is "within sight" of a disabled boater, they may proceed with the case. And once we undertake the case, we stay with it until completion. Remember how we find most of our SAR cases? Now, only more emergent SAR or a boater who wants to go to somewhere other than the closest safe harbor will cause termination of a case prior to completion. AND, in these instances, commercial assistance can be called on to assist.
2. Non-emergency Assistance policy DOES NOT APPLY to emergent SAR and the Auxiliary is better trained to handle just this type of case.
3. Finally, there are few areas in the Fifth Northern where commercial salvors operate. If there aren't any commercial salvors in the area, the Auxiliary continues to do the same job they always have.

Some problems with this policy may arise locally; but, personally I don't expect any that can't be resolved by a close and harmonious working relationship with your Operational Commander!

HAVE YOU TRIED? Communications (Every which way) always seems to be a problem and the usual answer is to make more copies and mail to more people. There are practical limits to this approach . . . the Director's Office has done run out of room for more mailboxes! DCPs/FCs — have you tried routing incoming correspondence to your "vice" and applicable staff members to read and initial? After routing, the correspondence can be returned to you for file. You might just solve the "I never get anything" and "No report" syndrome if you do!

UNIFORMS: The following uniform changes are effective 1 October 1987 with a phase-in period ending 31 December 1989.

1. On the Service Dress Blue, Dinner Dress Blue and women's Service Dress White uniforms, full silver sleeve striping shall be worn in lieu of shoulder boards.
2. On the Service Dress Blue Uniform shirt, soft shoulder boards shall be worn in lieu of collar devices.

AUXMIS: Much is happening here . . . so, PLEASE READ CAREFULLY!

1. Effective immediately — only the original transmittal, with key-punch copies attached, should be mailed to DIRAUX by IS Officers. Other copies of the various forms should be distributed by IS Officers in accordance with Chapter 2 of our Auxiliary Policy Manual. *This change ONLY applies to forms for which the IS Officer is the Distribution Point!*
2. ALL ERRORS ARE CORRECTED BY THE DIRECTOR. Error lists are distributed to you for information only and as a tool to use in your unit training program.
3. Transmittal acknowledgements, printouts, and input documents returned from data processing are mailed to the applicable FC/DCP . . . who distributes in accordance with unit policy.
4. Training is available from DIRAUX, DSO-IS, and soon — OTHERS.

HELP WANTED: Persons interested in learning AUXMIS. Must be able to spend about 8 hours per week in the Director's office and have the ability to travel and train others. Training will be a pre-requisite for source data entry which is expected to be on line 1 January 1988. Pay is negotiable so long as it does not exceed zero (0)! APPLY WITHIN.

UNIT PUBLICATIONS: Flotilla, Division, and District publications are to be processed and *distributed ONLY* in accordance with article 7-J-2 of the Auxiliary Manual. Only *Topside*, our district publication, is distributed outside of our region. When sending mail

outside the region, address envelope *by office* . . . not by the name of the individual presently holding the office.

JOIN THE COAST GUARD! Auxiliaries who meet enlistment standards will be eligible for enlistment in the Coast Guard in an advanced paygrade! The requirements are as follows: (1) Applicants who are active and currently boat crew qualified may be enlisted in paygrade E-2 (SA/FA); OR (2) Applicants who are active and currently qualified as vessel operator/coxswain may be enlisted in paygrade E-3 (SN).

FLASH . . . ALL INSTRUCTORS: Effective 1 January 1988, an Instructor, in order to remain qualified, must annually either:

1. Teach 2 hours of PE/MT
2. Aide for 4 hours of PE/MT
3. Teach 1 hour and aide for 2 hours of PE/MT

Failure to do one of the above during calendar year 1988 will result in loss of Instructor qualification 1 January 1989.

YOUR YEOMEN SPEAK: This is the spot where the DIRAUX staff offers some thoughts that will help them to help you . . . faster! Here's what they have to offer!

1. PLEASE, OH PLEASE, remember that your member number now starts with '05N' NOT '3SR', '03S', '05S', '5NR', and some other variations too disgraceful to mention! You would be amazed at how much faster you can get what you want if we don't have to hand-correct 6 or 7 copies of 1 or more forms before we can take action on your request.
2. IT and CE answer sheets for both initial and re-qualification require a *specific* endorsement by the FC on the reverse side. Review your Policy Manual . . . and save yourself (and us) the 2 weeks of 'mail time' necessary to correct these "oversights"!
3. We now file all Auxiliary Personnel Records *numerically*. So, when you call to check on something, have the member number and name ready for us. You just might cheat Ma Bell and save a dime!
4. PLEASE don't start out your new members on a sour note by failing to submit all enrollment paperwork to the Director in a single package . . . check Chapter 2 of your Policy Manual if you're not sure! AND, if you do forget something, correct your oversight *promptly* WHEN WE CALL. Would you believe we now have 7 enrollments awaiting action by various FCs whom we called and asked for correction from 30 to 45 days ago? I know the mail is slow; but . . .
5. The Director gabs on the phone a lot, especially during the normal workday! Why not ask us? Perhaps we can do more for you than just 'take a message'!

NEW AUXMIS EDIT: A new edit was recently installed in AUXMIS. This edit rejects any attempt to report Coast Guard Operational Support hours to AUXMIS *unless* the member has either qualified at some level under the Boat Crew Qualifications Specialty Course AND has attended the current year Operations Seminar. The edit "looks" at all 5 lines of the Mission-Hour Card. You may be asked by the Director to provide specifics about your Operational Support Missions if your cards "bounce" . . . but, don't panic, there are a few legitimate missions in this category that may be rejected by the edit. The Director must have certain information in order to by-pass the edit on an individual case-by-case basis.

PE IN PENNSYLVANIA: If you are conducting a BS & S or S&S course in Pennsylvania, please contact George Smyth to make arrangements for a qualified Auxiliary Instructor to teach PA legal requirements to your students. If you do, your students will get course completion certificates from both the Auxiliary and the State of Pennsylvania! State certificates are obtained by sending a copy of your class roster to George NOT TO the State directly.

s/W. M. Cherry



FROM OPS & TRAINING OFFICER

Update CW02 "Chip" Hoovler, USCG



"Hi"

Am very happy to be aboard and am looking forward to working with the Auxiliary. By the time of publication I am certain that I will have already met many of you since I plan to visit each Division as soon as practical.

As I get to know all of you, your accomplishments and any problem areas you may have, I am sure I will be able to contribute a more in-depth article for the next issue of *Topside*.

Meantime, please call me if you have any questions or concerns.
"Chip" Hoovler, CWO2, USCG, Ops & Training Officer

Biographical Sketch

EXPERIENCE. Fourteen (14) years service. Past assignments include the following:

C.G. Cutter MESQUITE (WLB305) - duties ATON and SAR
C.G. Group Duluth - Auxiliary Liaison, ATON and SAR
C.G. Cutter BUCKTHORN (WLI 641) - ATON and construction.
Naval Training Center - Orlando - QM "A" School Instructor
First District Office - ATON
C.G. Cutter CAPE SHOALWATER (WPB95324) — Executive Petty Officer, Law Enforcement, SAR
C.G. Group Cape May — Auxiliary Liaison, Operations/Center Supervisor

AWARDS. Coast Guard Achievement Medal for work with the Auxiliary at Group Duluth. Two (2) Unit commendations for law enforcement while serving for 2 years as Executive Petty Officer on the CAPE SHOALWATER. The CAPE SHOALWATER totaled an unprecedented 42 law enforcement seizures during these two years. CAPE SHOALWATER was also the Coast Guard Academy Foundation "Cutter of the Year" during this period.

PERSONAL. Married for 11 years to "Cindy." Three children — Crystal 7, Marshall 5, and Alison 8 months. Currently residing in Sicklersville, NJ, "Chip" is a transplanted native of Pennsylvania, raised in Tionesta. Cindy was born and raised in Sturgeon Bay, Wisconsin.

FROM THE BRIDGE

Update Alexander M. Lewis, DCO



Quality performance is a stimulating experience. Whether you participate in a task well done, or observe and witness a quality performance, it is a moving, motivating, proud display of ability, knowledge and professionalism.

Whether it is a superb gymnast or an All-American broken field runner, or a job well done by our own Coast Guard Auxiliary, you can be certain that behind the top-flight quality performance, there is top-flight leadership, training and

management.

In our District, we have extended programs in boat crew training, offering the opportunity to attend qualifying sessions in the steps of the boat crew qualifying program. We have the opportunity to attend our Member Training programs for Instructors and Vessel Examiners, with schools being made available and others planned in these aspects of Auxiliary activities.

There will be the opportunity to attend a National School which is being planned to come to our District under the new concept of mobile training teams.

These multi-day programs are stimulating, informative, and challenging; as well as extremely valuable in increasing our scope of knowledge and ability.

We have held, and will continue again, the Elected Officer's Training, expanded to include guidance and direction in the Auxiliary Mission Objective System concept (AMOS). Elected officers find these sessions invaluable in starting out and in continuing their elected careers.

We have the Auxiliary Leadership and Management program given by highly trained teams of excellent instructors, in an organized and effective program, which is both inspiring and highly stimulating.

Every champion athlete will attest to the fact that superior achievement comes with motivation, commitment, and the advantage of superior training. We have here, in the Fifth Northern, the menu for topnotch training. It surrounds us, and is available.

Accept the challenge and take the high road to quality performance, achievement, and personal gratification. Participate in the available training that surrounds you.

Alexander M. Lewis, DCO 5NR

Fifth Northern Recent Award Recipients

Listed below are the names of members who have won certificates in the fields indicated since the last issue of *Topside*.

FOR AUXILIARY SERVICE OVER 25 YEARS:

Hendrik Wentink, Flotilla 11-2

Russell Higgins, Flotilla 8-3



CERTIFICATE AWARDED FOR COXSWAIN:

Paul D. Owen, Jr., Flotilla 1-4



AWARDED AUXILIARY OPERATIONAL SPECIALIST (AUXOP):

Donald Snyder, Flotilla 11-11

Lionel Crossman, Flotilla 12-3

Chester Klabbatz, Flotilla 6-1

Joseph M. Welsh, Flotilla 6-3

Gary C. Lucas, Flotilla 14-2

Congratulations to all!



NATIONAL SAFE BOATING DAYS AT PENN'S LANDING, 6 & 7 JUNE 1987

Shortly after last year's National Safe Boating Days weekend was over, plans were being formulated for another big weekend for 1987, at the water showplace of Philadelphia — Penn's Landing. Each year we add to our list the groups and organizations who are interested in furthering the cause of water and boating safety. This year, National Safe Boating Days were observed 6 and 7 June 1987.

To start off the events was the Proclamation signed by W. Wilson Goode, Mayor of Philadelphia. The presentation was made by Mayor Goode at the Reception Office, City Hall, to the Coast Guard Auxiliary and the other organizations participating in the observance of Safe Boating Days.

Taking part in the event were Auxiliary Flotillas from Divisions II, VI, and XIII, the United States Coast Guard, The United States Power Squadrons (Delaware River, Kingsway and Pennsway), the American Red Cross, the Pennsylvania Fish Commission, New Jersey Marine Police, Bristol Dive Team, Philadelphia Fire Department, Federal Communications Commission and an added attraction — TASK FORCE 100 — a model radio-controlled boat club who put on demonstrations of Rules of the Road with their models of U. S. Naval Warships.

The Bristol Dive Team did several man-overboard exercises in conjunction with the 32-footer Coast Guard patrol boat, and did repelling on the Port of History Building.

National Ocean Service sent a survey launch, which is working on surveys of the Delaware River. The crew had some excellent demonstrations and talks on the work that goes into the navigational charts we buy and use so routinely.

Flotilla 6-3 brought their trailer float, displaying the various types of safety equipment and devices needed to make boating safe.

Flotillas in Division II had a booth with safety literature, and also manned the Hypothermia display, which drew so many people who were fascinated by the demonstrations of what cold water can do.

Flotilla 2-3 brought a boat fully equipped to pass a Courtesy Examination, and spent many hours explaining the whys and wherefores of the safety equipment needed to successfully complete the Auxiliary Courtesy Examination.

The American Red Cross was fully in operation, doing blood pressure checks, and had first aid equipment for those who needed it.

The United States Power Squadrons had a safety booth with many displays on their education courses, etc.

Vic Tenaglia, noted Delaware County canoeist, spent both days showing the safe ways to handle a canoe, how to right an

overturned one, and how to get back into a canoe, if overturned.

The Courtesy Marine Examination Station was open during the Safe Boating Days, manned by Flotillas 2-76, 13-5 and 3-3. This in-the-water examination station allows boaters to pull up to the floating dock, be checked for safety, and take off — a painless way (and very well accepted way) of having your boat safety-checked.

The Philadelphia Fire Department contributed in many ways. They sent the fireboat out both days with magnificent water displays. They also sent along one of their very able firemen, to demonstrate how to extinguish fires, and to spread the word on how to avoid fires in the first place.

The New Jersey Marine Police answered many questions on the rules and regulations affecting boating in New Jersey waters.

The Pennsylvania Fish Commission had many people interested in the latest rules and regulations in Pennsylvania.

The United States Coast Guard and the United States Coast Guard Auxiliary, along with the helicopter from Cape May, put on several demonstrations of rescue on the water, with a simulated boat fire and people overboard — a thrilling demonstration, and one which the crowds delighted in watching. There were many exclamations and comments on the "daring rescues" performed by the very capable pilots in the helicopter, along with the crew of Auxiliary and Coast Guard boats.

The nerve center at Penn's Landing — the center of communications — was operated most ably by Andy Kratzer and Jim Weiler. Information flowed quickly and efficiently. Rita Kratzer, Flotilla 6-5, did an outstanding job as the chairman's able "communicator," and kept on top of each event.

National Safe Boating Days at Penn's Landing played to hosts of visitors. There was something for everyone — young and old. It was eye-catching, fast-moving, and educational. The demonstrations were explicit, displays appealing, and the visitors came away with the important message that knowledge of water and boating safety is the life-saver you take with you every time you venture forth on or near the water.

The committee worked hard for many days and nights beforehand, and even harder the two days at Penn's Landing. The cooperation and coordination between the many groups was outstanding, and the Chairman extends to all, sincere thanks for making this a most successful weekend for boating safety.

*Muriel G. Lewis, Chairman
National Safe Boating Days - Penn's Landing, Phila., PA
Flotilla 2-76, 5NR*

CAMDEN, NEW JERSEY, COMMEMORATES NATIONAL SAFE BOATING WEEK



National Safe Boating Week was celebrated in Camden, New Jersey, by Camden Mayor Randy Primas with a proclamation citing the need for water safety, especially on the Delaware River.

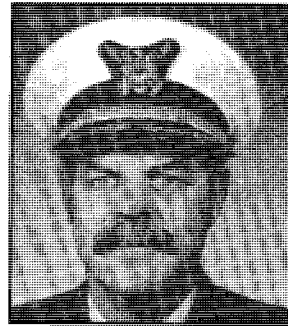
The proclamation was read in Wiggins Park on the Camden shore of the Delaware River. Both Camden and its "cross-the-river" neighbor, Philadelphia, Pennsylvania, are developing their waterfronts into recreational/educational/cultural centers. Camden is in the process of completing a modern marina (background of picture to left). Recreational boating on the Delaware has surged to new highs in recent years.

Pictured at left are (l to r) Alexander Lewis, DCO 5NR, USCGA; Captain Edward Roe, USCG, Commander of the Gloucester City (NJ) Coast Guard Base and Captain of the Port of Philadelphia, who received the proclamation; Camden Mayor Randy Primas; and Sandy Bowen, Materials Officer, Flotilla 13-1, the Auxiliary flotilla that arranged for the proclamation.

D. H. Dolack, FSO-PA, Flotilla 13-1, 5NR

FROM GOVERNORS ISLAND

Update CAPT. William S. Griswold, USCG



Well, here comes another article from GINY (Gilligan's Island). Not much to tell you about summer on the rock, other than our opportunity to join y'all in Wilmington. I must say, fourth cornerstone and square dancing fit well! As usual, it was a bang-up conference, complete with fireworks, as July events are known for.

I would like to review a couple of items I learned about, while working in HQ, before the conference. IMOS PLUS is taking

shape. No, not a new medical plan — a stepping stone towards AMOS. Now, I know y'all know what AMOS is, right? Well, IMOS PLUS will begin in 1988 for 3 test districts (1, 9, 11), which is about 44% of the national membership. Those folks will no longer send Mission Hour Cards/CME Reports through a long chain for inclusion into AUXMIS. They will submit ANY activity on a weekly activity report, and mail it directly to a contractor, who will enter the data into AUXMIS. Then the reports will be returned to the unit for edit or corrections. What does this accomplish? Well, it eliminates a whole stack of cards (which get lost, go unaddressed, are unreadable). The information gets right into AUXMIS, making those print-outs almost as good as TIME magazine, for up-to-date info. Then staff officers won't have to count beans — but use the data to take action on. Hey, this sounds like less paper and better info — sound good? IMOS PLUS will give us a year to evaluate everyone's reaction and fine tune the ultimate product — AMOS.

Unfortunately, 5NR won't be in the test group, although some of you will be asked for your thoughts. There will be some minimum performance levels included in IMOS PLUS, and folks achieving those levels in flotillas meeting their goals, will be recognized with AMOS awards (which will replace GAP awards). Again, we will listen to reactions to this as well, because it's a warm-up for AMOS, which — we hope — will be on line by 1989. It will follow very closely the procedure y'all went through early this year. In fact, you really paved the way on developing the right procedures there. I think you'll find that AMOS will give you much better goals (objectives), in which your DCP/FC's will have input. It'll be a lot more responsive to your area and unit. AUXMIS will be much more flexible and able to record your efforts. Because of this, we can furnish faster analysis and reports to your officers, with less clericals. Does that sound attractive? Bet your sweet ---.

So my friends, Sam and I enjoyed your summer conference, and hope y'all had a safe and FUN summer. We hope to see y'all soon ---

William "Bill" Griswold, CAPT, USCG

P.S. If you're wondering why I wrote y'all so often, it was to make you feel at home in the "FABULOUS FIFTH."



FROM THE BRIDGE

Update William E. Pierce, VCO



We have been calling this the year of "The Trained." This statement in itself might be a little off, while some of us are most assuredly in this category, the vast majority of us are not.

To meet the challenge, we are planning, both for the balance of this year and for the future, a very comprehensive program of training. Let me take a couple minutes of your time to explain some of the plans we have coming in the very near future.

We have, in the past, given an ELECTED OFFICER'S COURSE for all the new and renewed elected officers. This will, of course, be continued and be up-dated with all the new information that is out or forthcoming. This program might be lengthened if we or you feel the need for a more detailed briefing.

We are starting, possibly this year, a complete staff briefing as well. This will be given, again, possibly in all three of our areas. It will be given by the district staff to both the division and the flotilla staff. It is our intention that every staff member in the district know not only what is expected of him or her, but have the opportunity to input their own ideas and thoughts for the betterment of the Auxiliary.

Again this coming year and the future years we will offer very extensive weekend training programs. These programs will include, but are not limited to, vessel examination, operations, instructor training, AUXLAM, parliamentary procedures and communications.

We plan to open new territory, not only in the west, but in all of our areas. To do this we, of course, need not only better trained Auxiliarists but, — and I should make that a capital BUT, — we need more, MORE, people to get involved. To this end our Growth and Retention Department is going to not only strive for new members but — and let's use that capital BUT again, — find out what it will take for you, the member, to not only stay with us "BUT" help this district serve the people. Remember why we all joined in the first place, first to gain more knowledge for our own use, then to use that knowledge to teach, train, and help others.

I personally, see a bright future here in our District. We are in one of the best areas in the nation. Our waterfront areas, our population and our ever growing boating enthusiasts mean we will never run out of people to teach, train, and help. Our public education, vessel examination and operational needs, can and will grow and very quickly I'm sure. Let's all be prepared. The Coast Guard is counting on us to do more and more emergency SAR and to that end we have to be better trained and now are becoming better trained.

We are more than willing to provide the instructors, the training aids, the training materials, and anything else it takes to get the ball rolling and keep it rolling on the right course, all we need is YOU.

REMEMBER WE NEED A TRAINED "YOU." It is FUN. If you don't believe me ask someone who has been to one of our training sessions.

See you at the conference, on patrol, at a vessel examination station, training camp, or in the classroom.

William "Bill" Pierce, VCO, 5NR

5 NR FALL Conference — Sept. 25—27 — Hyatt Cherry Hill

MORE FIRST STATES FIRSTS! - DIVISION I

Division I saluted Safe Boating week and sang Happy Birthday to the Auxiliary with an intensive training and checkoff weekend for Boat Crew and Operator. Members took pride in representing the Auxiliary to the public in the Separation Day Parade in New Castle, PA booths, TV, radio PSAs and newspaper articles, adding a 6 session BS&S class and beaucoup CMEs.

On the Delaware River, experienced operators and coxswains continue training the newly qualified crew with 2 hour shifts rotating at the helm to charting, lookout and radio watch with a surprise man-overboard . . . just for good measure. Patrols can be more fun!

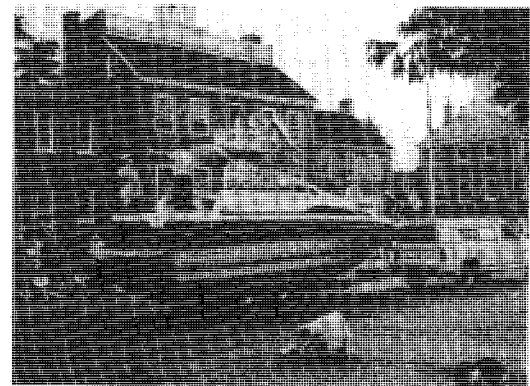
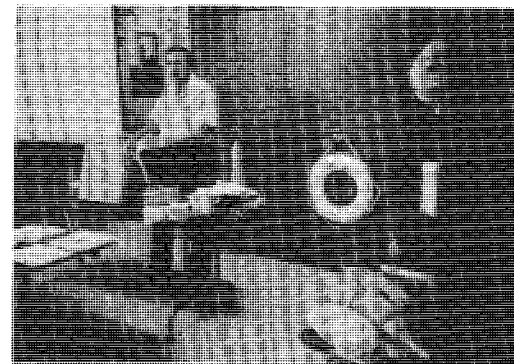
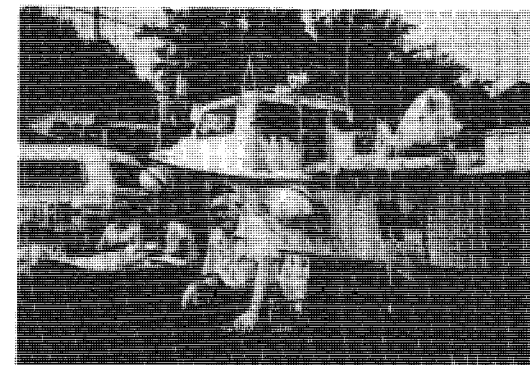
The Hotline number has VE personnel examining boats at the dock and in driveways all over the state.

Our first Auxiliarist to become a "Coastie" under the new program — Kelly McWilliams, began boot camp July 20th. Kelly joined the Auxiliary in January 1987 and graduated from Padua Academy this May. Inspired by her mother, Carmen McWilliams, VFC 1-5 and with the total support and assistance of Division I members, she has completed Crew and Operator and will enter the Coast Guard with E3 status and pay. New recruits generally enter as E1, graduate from boot to E2 and spend the next year earning E3. Under the new program Auxiliary training counts toward this rating. Kelly has been Flotilla secretary, enjoys patrolling and hopes to get sea duty after boot camp.

Picture at right shows Kelly being sworn into the Coast Guard; and pictures below show that hard work and fellowship make a good combination for Division I. We in northern Delaware look forward after a busy and productive summer to a combined Division I and XII picnic in September shared with the Delaware Marine Police, the Volunteer Marine Fire Rescue Units and personnel of the U. S. Coast Guard.

Roz Schwebel, SO-PB I, 5NR

Photos: C. McWilliams and Wm. Walsh



FROM CENTRAL

Update Russell Appler, RCO-C



TRY IT — YOU'LL LIKE IT!

I had intended that my article in this issue would be about the "Responsibilities of an Auxiliarist," as promised. However, I have had several experiences which I would like to share with you, so the other article will have to wait until next time.

The first experience related to a requirement from IMOS that my Flotilla teach one "WATER 'N KIDS" program. I did not sense any enthusiasm from anyone in my flotilla to meet the need, so I opted to find an audience and get it out of the way! I ordered the slides and contacted Alice Stamm, DSO-PE for help and suggestions in putting together and making the presentation. Alice could not do enough to assist me in getting ready. Upon reviewing the slides and commentary, I found it simple and informative. It took a while and some ingenuity to put together all of the equipment: 4 PFD's; 1 signal device; 1 ring buoy with line; an anchor, some coloring books, slides, and a projector.

I had mentioned the program to my wife, Linda, who is a Girl Scout leader at our local grade school. She needed a program for her Brownies who are in second and third grades and this filled the bill. I arrived and set up at the school and the next thing was 21 happy, chattering, excited Brownies waiting for the show to begin along with 3 adult leaders.

"What is a Buddy?" "How many have put on a life jacket/PFD?" "How many of you have gone boating?" "Are you the 'stupid' or 'smart' one on the boat?" "Are you a member of a happy, safe boating family?" "What do you know about the Coast Guard?" My, how the answers came! Many hands went up with each question.

I was amazed at the knowledgeability of the youngsters as applied to good boating safety and their application of basic common sense and enthusiasm. An hour went by quickly and time was up and they were still going strong, but all good things end. So, it was goodbye for now. Boy, was I excited, pleased and ready to do more Water 'N Kids, come spring. Within two weeks, I had four calls to do additional programs for other groups — all because the children got the word and communicated their interest and enthusiasm to others! Thanks to Water 'N Kids.

The other experience related to two other requirements from IMOS: CE's and CME's. Our flotilla had no CE's and "ZIP" CME's. The most difficult part was sitting down, reading and studying the manual in preparation for the exam. Boater or not, you learn! I had heard about CME's; read about CME's by Larry Brooks of Division IV who has done thousands and analyzed the reasons for Pass/Fail; but I had never seen one done. Now was the time for the first five CME's under the supervision of a CE.

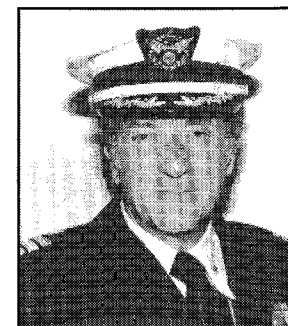
I opted to go to Neshaminy Creek Launching Area under the watchful eyes of Kathryn Slayback. What a mistake that was! Not really, but is she tough! I thought I knew something — Yes, how little I really knew! After watching her for about ten or twelve, I decided, sink or swim, I'm going to do it. And do it I did. I qualified! I was thrilled. I was excited. I wanted to do more, and I did more. However, I had to wait for notification from the DIRAUX that I was qualified before getting credit for my own. This came quickly.

Several other members from our flotilla also qualified and set up a CME station and booth with the help of other more qualified members. What fun, fellowship and satisfaction.

(continued on page 10)

FROM THE EAST

Update Eugene M. Pester, RCO-E



We are soon going to go through the process of electing our officers for 1988. Hopefully, we will select the best people for the job, the person who possesses the best leadership qualifications. We should be aware that a leader is someone who influences someone else toward a course of action. The follower may or may not want to pursue the particular action, but a good leader can motivate them. To influence someone to do something he/she really doesn't really want to do

requires leadership at its finest. It means influencing an individual — or a group — to change its thinking patterns and act in a different way. Leadership implies results.

The challenge to the elected Auxiliary officers is to change the organization from what it is to what it ought to be when and where required. Meeting this challenge requires an uncommon person. Herbert Hoover said "Among the delusions offered us by fuzzy-minded people is that imaginary creature, the common man. It is dunned into us that this is the century of the common man. The uncommon man is to be whittled down to size. It is a negation of individual dignity and a slogan of mediocrity and uniformity. The common man dogma may be of use as a vote-getting apparatus; it supposedly proves the humility of demagogues. The greatest strides of human progress have come from uncommon men and women. The humor of it is that when we get sick, we want an uncommon doctor. When we go to war, we yearn for an uncommon general or admiral."

We could add that if we have a child in school, we seek an uncommon teacher. When looking for Auxiliary leadership, we hope for the uncommon. We Auxiliarists seek the uncommon person to meet the leadership requirements of our dynamic organization. Such leadership is more than management. There is a tremendous difference between leaders and managers. Both are necessary, but the cry, especially at the flotilla and division level is for leadership. As has been pointed out repeatedly, many flotillas/divisions are managed to death because they have no leadership. Look at the way the two words are actually meant to be used. Management means maintaining, controlling, directing, supervising and organizing. With the advent of the small computer, it's becoming more of a science, even in the Auxiliary. Leadership, on the other hand, is visionary, often charismatic, setting an example, and commanding influence. It's an art.

Management skills seem easier to discover than leadership skills. Business schools turn out thousands of graduates every year who had several years of the best management training available. But still, the frequently heard cry in our organization is for leadership.

In one significant way, leadership and management are much alike. Both are acquired skills, built upon the foundation or natural talent that each of us possesses. Anyone is capable of acquiring either if the need or the desire is strong enough.

Several principles can be followed by an Auxiliary leader in the development and practice of leadership.

• A good leader must have **convictions**. He or she must believe in the Auxiliary and what it represents. A person who does not believe in something cannot be expected to lead others. An outstanding Auxiliary elected officer must lead with his or her heart as well as his/her head.

(continued on page 10)

FROM CENTRAL *Continued from page 9*

As I write this today, I have done fifty CMEs and I love it! As most know, my first love is flying and the aviation program. However, having been exposed to, knowledgeable about, and participated in, many of the Auxiliary programs, my feeling today is that being a CE is one of, if not the most, satisfying programs the Auxiliary has to offer. Consider if you will the following:

1. It is a one-on-one activity on your own.
2. You are an invited guest, being asked for and providing guidance regarding an investment (boat and equipment).
3. You have an opportunity to promote or discuss any one or all of the Auxiliary programs plus membership.
4. You can go anywhere, anytime (with courtesy notification), for as long as you wish.
5. As an examiner, you are the sole representative of the USCG & USCG Auxiliary.
6. There is a feeling of inner satisfaction from being needed and wanted and meeting that need knowing that you have done a good job.
7. Together with others doing the same thing, you are participating in the Fourth Cornerstone — Fellowship — togetherness.
8. "Earth's great treasure lies in human personality." At the end of the day, you are so rich!
9. As an individual, "Service to Humanity is the best work of life" and this is exactly what you are about.

In closing, I commend the program to everyone. If I had no other program interest in the Auxiliary, I would devote all of my service time to this program because of its all-inclusiveness. Try it, you'll love it!

Russell Appler, RCO-C, 5NR

A DAY IN THE LIFE OF A CE

"Yawn." Oh Boy, gotta get up early to go to the ramp. "Dum, De Dum, Dum." We set our uniform out. We shower, shave, shampoo and shine to look top shape. Eat on the run. Get car packed. Check gas gauge. Uh-oh, needs gas. Check watch. Time to get moving. We arrive at ramp. Unpack the car. "Phew" get ready, get set, He-e-ere they come. One by one. Check by check. Getting hot. Temperature reads 90°. Let's do a couple more boats. Check, check, pass, pass, fail. And so our day goes. "Phew" did 10 boats. "Wow" passed quota. Let's get more. OK, but save some for another day. Let's pack and go home. Car done. Everyone aboard. We get home. Unpack car. "Phew" shower, eat and watch the news. Time for bed, but let's thank the Lord we did our job toward making boating safer for a few more folks.

Rosmarie Vollmer, Flotilla 2-5, 5NR

FROM Chief, Boating Safety (continued from page 3)

good sense begins with education, and sometimes that education must be "sold" to boaters who never even considered their need for it. Bottom line: there still is one whale of a job to be done in preventive — and, unfortunately — actual SAR.

Much has been said of late concerning changes in the Auxiliary . . . of the studies in progress . . . of new operational support missions. To be certain these **ARE** initiatives of critical importance to the Auxiliary. But an increasing number of members have expressed concern to me over the role of the traditional cornerstones—particularly Public Education and Vessel Examination. These members joined the Auxiliary because of their commitment to these vital programs, and they now wonder if the traditional programs are still important in the "new Auxiliary." My answer to that question is a **RESOUNDING YES!!!!** Not only still important . . . but **most** important! The Coast Guard Auxiliary has always been and shall always remain — first and foremost — an organization dedicated to safe boating. As the case abstracts I referenced indicate, the job is far from done . . . and with the Coast Guard's Boating Standards Program now regionalized, the Auxiliary stands as the one, remaining, universally-located federal preventive SAR resource! Every district has the Auxiliary. It has the Auxiliary locally, . . . and it has the Auxiliary year-round. We must continue to pursue boating education with great vigor . . . and remember that you can educate the public not only through organized courses, but through constructive PA and also through that magnificent "double barreled" program — Vessel Examination. What better education than one-on-one! So rest assured, while the Auxiliary is moving into some new functions — particularly in OPS — the bread and butter programs are as vital as ever. **THE UNDERPINNINGS ARE SECURE!**

Our District Commander has spelled out his support for the Auxiliary to the regular components of the Coast Guard. He has urged every Coast Guard unit to know and work with the Auxiliary units in the area. Many of our flotillas and divisions have long done this, but if not, I urge every

FROM THE EAST *(continued from page 9)*

- A good leader must know how to **communicate**. (*See last issue of Topside*). They must know how to **Listen** as well as **talk**. They **keep members informed**.
- Good leaders must have a strong **self image**. A healthy and positive self-esteem requires of them the very best of which they are capable.
- A good leader must be **happy, optimistic, and enthusiastic**. An unhappy pessimistic person will not lead anybody to do anything worthwhile.
- Good leaders must **set aside the time** to do the job right. The successful Auxiliary leader puts in many hours a week. If they think they can just "fit it in" the rest of their schedule, they are bound to fail. The time to do the job properly should be set aside as a top priority.
- A good leader must have **high expectations**. If he/she doesn't see big things for the Auxiliary, demanding real performance, the leadership has failed. It may have been caretaking or managing, but it hasn't been leadership.
- A good leader must have **originality**. Nothing is worse than doing everything exactly the way it's always been done. The good Auxiliary leader plans some original project during his/her term. Something new for member training, public education, vessel examination, growth and retention, etc.
- A good leader must have **written goals**. If the goals are not written down, there probably won't be any striving to reach them or any evaluation. Fortunately, we have MAMOS to provide this for us. Most goals are not met, not because they are difficult but because they were not set in the first place.
- A good leader must be **persistent**. If an idea doesn't work, don't be afraid of failure. Do it again and again.
- A good leader is **organized** and has organized meetings with properly prepared agendas. He/she doesn't waste time—his/hers or the Auxiliary members.
- Good leaders maintain good **interpersonal relationships**. They are willing to learn from others and from personal experiences. **They recognize that they don't know it all**. They recognize and appreciate the hard work and contributions of others. They get help from everybody and include as many persons as possible in leadership participation. **And he/she thanks them**.

When all is said and done, the leader leads. He/she assumes the responsibility. They give the flotilla, division or district ideas. They tell it where it is to go. They don't sit back and wait for others. They delegate and use committees to help run things but the person in charge is still in command. The good flotilla commander, division captain or commodore—be he/she rear, vice or the chief— influences and motivates during their term.

The leader leads. He/she is the **uncommon person**.

Does this sound like a good Auxiliary leader walks on water? You bet your life it does, for we deserve and should expect the very best. Look them over careully, then vote for the best **Uncommon person**.

Eugene M. Pester, RCO-E, 5NR

flotilla to reciprocate in the support shown by our District Commander by getting to know your local Coast Guard unit's people. Work with that unit to see where you might help become a part of their team — and this need not mean only Operations. The Auxiliary embodies limitless talents, and many of those talents are needed by our units. Remember too that your "regular" Coast Guard is not limited to those of us bedecked with "heavy gold." The real Coast Guard is the young men and women in work blues — out in the field working, sweating, straining . . . just as you do. Get to know them.

Two quick notes: Many of us acknowledge that the training materials available to our members — particular to courtesy examiners — has not kept pace with the changes in technology. Just prior to his departure, Mr. Steve Philips, our former District Standards Compliance Officer recorded an outstanding video cassette presentation on MSDs. It is presented in layman's terminology, and in a logical sequence. We shall attempt to make a limited number of copies available to Divisions who wish to use the presentation for their own seminars and MT. Moreover, if your unit has a first-rate presenter who might make a video recording for use elsewhere in the District, my office has a super camera/recorder. Upon request, we shall attempt to make the unit (with operator) available to you. Contact our resident "producer," CWO ("BOATS") Wade.

Overheard at a recent Division meeting: "What is the quickest way to rust an Operator's "O" or Coxswain insignia? Answer: Failure to use!" Amen.

I wish to add a final word for the members of the Fifth Northern. I salute you for your fine performance in VE, PE and GR this year to date. I thoroughly enjoyed my very brief, first visit with you in Wilmington. I was there long enough to see a very healthy spirit. Welcome aboard to CWO Chip Hoovler (in the Director's office). I've yet to meet our newest, "BOATS," but I know he'll be meeting you! I thank you for your hospitality in Wilmington, and I hope to meet more of you soon. Your DCO, Al Lewis told me to come again and stay longer. You bet I will, Al . . . and thanks.

CAPT J. B. Coyle, Chief, Boating Safety Division

FROM THE WEST

UpdateEdnor Miller, RCO-W



The District Commander may approve disenrollment of a member for improper wearing of the Auxiliary uniforms or insignias. Strong words, but true. In all my travels throughout our district, I have never seen anyone that deserved that strong a punishment, although it's not too hard to find some of us wearing the uniform improperly, sometimes unaware—sometimes on purpose.

I was talking with Past Commodore Bill Dischert, our uniform specialist, and he finds the most common problems are shoes not plain in design; cigarettes, combs, pens, pipes and other articles protruding from coat or shirt pockets; multitude of keys hanging from the belt loops; collar and other devices not properly positioned; and jackets designed for civilian use worn with uniforms. I'm sure there are many more I have not mentioned.

Quote from CGAUX Manual Comdintst M16790.1A: "By the very nature of the volunteer category of Auxiliarist, it is expected that the possession and wearing of the uniform is a matter of personal pride. When in uniform before the public, the Auxiliarist is a representative of the Auxiliary, the Coast Guard, and the United States Government. Appearance and grooming, when wearing the uniform, should reflect the pride of such representation."

The opposite of wearing the uniform improperly is not wearing one at all. On one of my visits to a division as Rear Commodore West, the only two people in uniform were the director and myself. Many of us for one reason or another refuse to wear our uniforms. As I'm sure you know there are some duties where it's mandatory to wear a uniform. But even when it is not, wearing the uniform helps inform the public of our existence. I'm sure you have heard the saying "I never saw a homely bride." I feel the same when I see men and women dressed in their formal uniform at our evening affairs at our conferences.

So wear the uniform and wear it proudly. Never deliberately try to disgrace it.

Ednor G. Miller, RCO-W, 5NR

U. S. C. G. AUXILIARY BOARD INCOPORATED OPENS 800 NUMBER IN HARRISBURG 1—800-AUX-USCG

This service is available to all of Pennsylvania and bordering areas.

The Harrisburg Office is being manned on a daily basis. A telephone and answering machine have been installed, the phone number is 717-652-7717.

Information on PE classes and CME stations should be made known to the Harrisburg Office by ALL flotillas in PA, NJ & DE as calls can be expected in Harrisburg from the entire area. I would also like names and phone numbers of CE's in all areas who are willing to make house calls to do CME's. If calls are received for areas in which we don't have CE's listed, we will refer information to the DCP or FC. We would prefer a list of names of individual examiners so a personal contact can be made.

The office is now furnished and our first official area meeting in the office was held on Tuesday, August 18th. The office is being used for member training and one division is planning to hold their regular business meetings there.

If I (or my two new assistants - Jack Horsfall and Lloyd Wibert) can be of any assistance to any of you, please do not hesitate to call.

George J. Smyth, D-AA, 5NR

FROM THE BRIDGE

UpdateRichard L. Raudabaugh, IPDCO



LEARN TO LISTEN

Very few people have thought about learning how to become a good listener. Often we get distracted when someone is speaking and jump ahead in our minds to what we want to say next. Later we may blame the speaker for not getting the message across. This happens because our minds process thoughts much quicker than the rate of human speech. Virtually all human beings must work to improve their listening abilities.

Because we think at four to five times the normal speaking rate, it is easy to let our minds race ahead of the person talking. As a result, we appear to be uninterested or not paying attention to what is being said.

According to researchers, on the average people spend 45% of their communication time listening. Good listening is an active, complex process that requires knowledge of a few basic facts and lots of practice. Stuart L. Tubbs of the General Motors Institute believes that visual cues are highly influential in interpersonal communications. Facial expression and eye contact are two of the most important visual cues. For example, if you avoid eye contact while listening, this may communicate disapproval or disinterest. Even if you look directly at someone, your facial expression can still indicate negativism. Tubbs points out that "probably the most rewarding combination is a smiling face and a head nod in combination with direct eye contact. From these and other cues, we infer support, confirmation and agreement."

With practice, we can all overcome the handicaps which may label us as poor listeners. In fact, people who succeed in improving their listening skills may suddenly discover that others consider them brilliant conversationalists.

Good listening, as others have found, is a valuable social skill as well as a great personal asset, and is definitely just as important as a good speaking ability. Prove it to yourself and you will believe it!!

Richard L. Raudabaugh, IPDCO, 5NR

SAIL AWAY — ON A TRIP TO NOWHERE!

A "Trip to Nowhere" has been planned for the fall of next year — September 30 to October 2, 1988 on the SS GALILEO leaving from Philadelphia, Penn's Landing on Friday at 4:30 p.m. and returning on Sunday at 8:30 a.m. We call it the "PARTY CRUISE TO NOWHERE."

The cruise includes spacious air-conditioned staterooms. Full American Breakfast each morning . . . in bed if you wish! Full course lunch and dinner each day . . . an endless choice of Continental dishes and American favorites. Plus snacks at various parts of the day. Two swimming pools and deck games are available.

Exciting activities: keeping fit/disco class, trivia, arts and crafts, table tennis, golf, skeet shooting, bridge, bingo and much, much more. Fully equipped gym; complimentary deck chairs; star-studded shows every evening; full casino and duty free shopping on board; last but not least a Midnight Buffet nightly.

Cabins—run of the ship Category II-2 lower beds inside \$275.00; lower beds outside \$295.00. For more information and a brochure contact Phil Stamm at (215) 887-1826 or Thomas Travel Service (Attn: Bea) 202 Market Place, P.O. Box 516 Montgomeryville, PA 18936 or phone (215) 362-1711 or (800) 223-8079. Time is important if you want the best cabins. **FIRST COME FIRST SERVED.**

Phil Stamm, Conference Coordinator, 5NR

SUMMER CONFERENCE A HOEDOWN!

Everyone who attended the Summer Conference agreed it covered all aspects of the Auxiliary: all four cornerstones especially number four — Fellowship.

The two workshops on "Celestial Navigation" and the one on "The New Advanced Coastal Piloting Course" were well attended and presented. The ladies told me that Alice Stamm did a terrific job in teaching them flower arranging and that they were sorry when it was over. The corsages that some of our ladies wore in the evening were a product of the session.

In the afternoon the presentations by PDCO John MacIntosh and Caroline Sweigart, DSO-GR, on "Meetings and Motions" and "Coping and Problem Solving" created much discussion.

The food at the banquet was good as was the service, but that was true at all times in the hotel. Our keynote speaker, CAPT J. B. Coyle from the Fifth District welcomed us into the Fifth and felt sure that we will continue to charge ahead.

After the evening the fun got started. We had a real Square Dance. Pete The best part of the evening was still to come. After the presentation of the Classetti, who was the caller taught us how to do it and in fact made us try it and it was fun. His records were great and his instructions and calling even better. Very few left before it was over so they must of had a good time.

If you didn't attend the Summer Conference, shame on you, you missed a good one.

Phil Stamm, Conference Coordinator, 5NR

FALL CONFERENCE — CHERRY HILL HYATT

Our next conference will be held at the swank Cherry Hill Hyatt in Cherry Hill, New Jersey on September 25, 26, 27, 1987. The plans are moving along in high gear to make this one of the best that can be held. As you all know we will have some elections this time and many interesting workshops are in preparation.

Some of the workshops to be held are Career Coordination (CC); Legal-Finance (LP/FN) working together on How to Incorporate, how to set up your books or pass an audit; Public Affairs (PA); and Member Training in conjunction with Communications (MT/CM). In the afternoon another Advanced AUXLAM Course will be given. Of course, Lee Crossman will have the QE's on tap to test or help you. Something for everyone—that is our motto.

After the banquet we have big things planned. We will have some Ballroom Dance Instructors on hand to teach us some of the new steps and perhaps some of the old ones. Of course, there will be plenty of time for regular dancing. You asked for it so come and enjoy.

Room reservations were required to be in by September 4th. However, since the hotel is not that far away, you can still arrange to spend the day and evening with us. However PLEASE — PLEASE get your reservations for the meals and workshops in by September 18th. THE HOTEL MUST HAVE A FINAL COUNT for the meals on that date. You received your reservation form in an earlier mailing as a Topside Junior.

Phil Stamm, Conference Coordinator, 5NR



A
FLOTILLA
GARDEN

Like a farmer, the flotilla membership growth and retention officer, is responsible for the continued growth in his or her flotilla. More importantly retention of that growth. The latter phase of activity is the most difficult. It requires your best effort in just retaining one weak member, let alone encouraging one permanent member to rejoin the flotilla.

To retain our membership perhaps we should cultivate a garden in each flotilla based on the following plantings:

"First plant four rows of peas: presence, promptness, preparation and perseverance.

"Next plant four rows of lettuce: let us obey the rules, let us be true to our obligation, let us be faithful to duty and let us be loyal and unselfish.

"Then plant three rows of squash: squash gossip, squash indifference and squash unnecessary criticism.

"Finally, plant four rows of turnips; turn up for meetings, turn up with a smile, turn up with new ideas and turn up with determination to do the job."

Each individual planting is worthy of a separate story in itself. Let each member within a flotilla choose one and cultivate it. Before; you realize it your garden will be in full bloom.

As a garden needs fertilizer, you the membership growth and retention officer provide that fertilizer. Only by spreading your energy throughout the flotilla will it grow. You, as the membership training officer, are the gardener and you are responsible for those two ingredients. Will you cultivate a garden of weeds or will you have a garden of enthusiastic members? It's up to you!

R. B. "Dick" Hudson, SO-GR I, 5NR



THIS IS
COAST GUARD GROUP
MARS

"We have just been cleared to land at MARS base 407. Our space yacht had performed like a jewel since we had left Space Station II, the Earth transportation node for the long journey to the planet MARS. The navigation had gone without a hitch due to the hard work we had put in to achieve our Space AUXOP and the use of the GPS system at space datum Earth. The Coast Guard maintained MARS beacon system has brought us in right on the money. Worried on this our first trip to MARS? Not a chance. Coast Guard patrols were always within rescue range."

If this seems a little far fetched, just listen to this. Of the fifteen new astronauts named in the June selection was the first Coast Guard officer. He is LCDR Bruce E. Melnick, 37, of Traverse City, Michigan. He will be among a group which includes seven pilots and eight mission specialists. Five are civilians and ten are military and among the fifteen there are two women which brings the astronaut female contingent to fourteen.

Just think, in Columbus' time no one thought of sailing their yachts to exotic places further than the Mediterranean Sea and usually within sight of land. Now, journeys to places like Bermuda and tropical islands are almost routine. Who knows, some day we could be saying, "This is Auxiliary space facility Moonbeam calling Coast Guard station MARS Base 407. Ops Normal."

Jack E. Banister, FC, Flotilla 13-5, 5NR

IT'S STILL NOT TOO LATE!
MAKE YOUR RESERVATIONS FOR
SATURDAY, SEPTEMBER 26th

1987 FALL CONFERENCE
5th DISTRICT NORTHERN REGION — U. S. COAST GUARD AUXILIARY
25, 26, 27 SEPTEMBER 1987
HYATT CHERRY HILL, CHERRY HILL, NEW JERSEY
SCHEDULE OF EVENTS

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



FRIDAY, 25 SEPTEMBER 1987

1900—2000 District Staff Meeting. Burlington Room
2000—2115 Opening Ceremony & District Board Meeting Somerset Room
2130—? No Host Welcome Aboard Party Marlton Room

SATURDAY, 26 SEPTEMBER 1987

0800—1130 District Board Meeting Somerset Room
0830—1600 QE Exams and Checkoffs To Be Announced
0830—0945 Career Coordination (CC) Workshop. Salem Room
Legal—Finance (LP/FN) Workshop Burlington Room
0900—1130 Ladies Program and Get Together To Be Announced
0945—1000 Break
1000—1115 Public Affairs (PA) Workshop Salem Room
Member Training -Communications (MT/CM) Workshop Burlington Room
1130—1330 Luncheon Gloucester Room
1400—1600 Advanced Leadership & Management (AUXLAM) Salem Room
1830—1930 Cocktails — No Host Bar. Pre Function Area II
1930 Banquet Gloucester Room
2200—?? Following Banquet "IT'S BALLROOM DANCING TIME" Gloucester Room

SUNDAY, 27 SEPTEMBER 1987

0900 Past Captains' Association Breakfast/Meeting Dover Room
HAVE YOUR BREAKFAST TICKETS WITH YOU

MENUS

LUNCHEON

Assorted Deli Sandwiches
with all Condiments
Potato Salad, Cole Slaw
Cookies, Chocolate or Strawberry Mousse
Coffee, Tea, Sanka, Milk



BANQUET

Fruit Cup, Tossed Salad
Broiled Rib Eye Steak
or
Flounder Franchise
Vegetable and Potato du Jour
Rolls and Butter
Regency Coupe
Coffee, Tea, Sanka, Milk

UNIFORM OF THE DAY



FRIDAY EVENING
SATURDAY-

SUNDAY MORNING

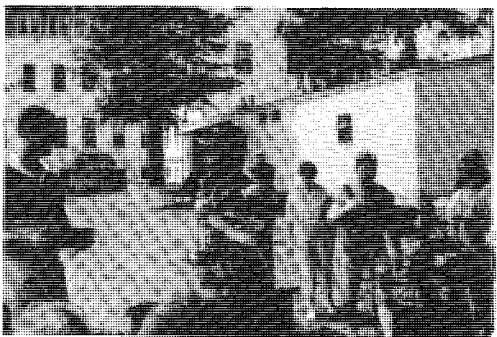
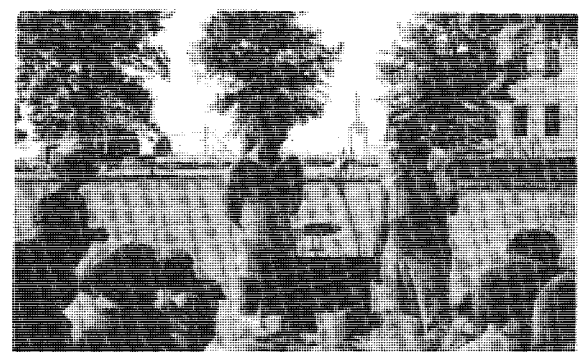
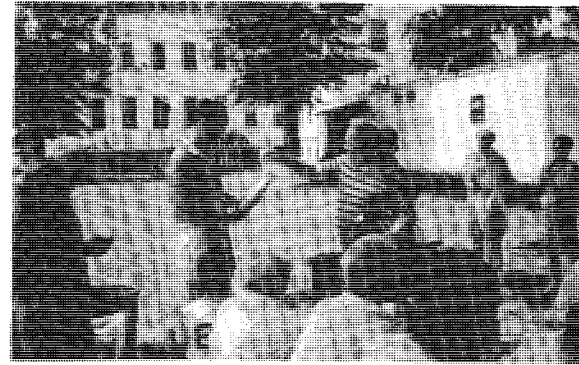
Casual
Tropical Blue Long or Appropriate Civilian Attire
After 1800 - Dinner Dress White Jacket or
Dinner Dress Blue (White Shirt, Black Bow Tie,
Miniature Medals, No Name Tag) or
Appropriate Civilian Attire
Casual

DISTRICT HONORS LT. COLLIN CAMPBELL

Several events happened in our district almost concurrently in June of this year: our former Director of Auxiliary LT Collin Campbell left us and was replaced by our new Director LT William Cherry; our district changed its name from 3rd Southern to 5th Northern and became part of the "Fabulous Fifth."

The district enjoyed an all-day affair held at the Gloucester City Coast Guard Base on Saturday, May 30th in honor of LT Collin Campbell. Shown to the right and below are some scenes from that event.

We all wish the best of luck and smooth sailing to our former director in his new assignment at Group Eastern Shore, Chincoteague, Virginia. We truly hope those giant mosquitoes haven't gotten to you yet!



Vessel ExaminationEdward W. Rearick, DSO-VE

A SIGN OF THE TIMES?

During the past months it has become commonplace to read about industrial, financial, political, religious, and now governmental, individuals being accused of and caught in illegal activities. Much of the financial attention has centered on Wall Street. Psychiatrists are trying to explain why Wall Streeters making six figure incomes sell cocaine and deal with inside information to expand their already high incomes.

The latest industrial fraud is with one of our leading automotive manufacturers selling used executive cars for new. In our own tri-state area we recently had a politician who the FBI claims is involved with the rackets in a shakedown scheme. We can't pick up the newspaper or turn on the television and not read or hear about the religious problems. One religious leader even claimed if he didn't raise a certain amount of money God would call him home.

Now the Marines are in the governmental limelight. Did he do it or is he the scapegoat in possible illegal operations? It really doesn't make much difference at this point. The point is that his integrity and that of the Marines is being challenged.

What are the reasons for these people to take chances and commit obvious crimes? It was quoted in BUSINESS magazine as citing "extreme self-centeredness" to be a major factor. Regardless of the reasons for these actions the general lack of integrity is bad news.

As Courtesy Examiners we have really nothing to gain by dishonesty. Sure, we may get that pin or plaque but think about it. Did we earn it? Did we overlook that unmounted fire extinguisher or was it the lights that didn't work but the owner said "I never go out at night" so you hung on a Decal. Maybe you were tired after a long hot day on the ramp and decided to copy a couple of numbers to fill your card. After all who's to know.

Well, this puts you with the rest of the celebrities. The only difference is you won't make the TV or the newspaper but your work or lack of it will if the boat burns or is hit by another vessel and sinks because there weren't running lights.

Despite the many illegal actions by others, in the long run, honesty is the best policy. But this idea only has value if it is practiced. Just preaching honesty helps little. Let's revive the integrity of our program and do the job as it was intended. It won't take any longer.

Edward W. Rearick, DSO-VE, 5NR

Public EducationAlice F. Stamm, DSO-PE

For those of you that filled the hall for Eric Pennell's presentation at the last conference, I would like to join you in saying a hearty thank you for a job well done. It took over 60 hours to prepare for that workshop. I hope that all of you planning to teach the Advanced Navigation Course in the fall are busy preparing now to teach it in your classes.

This is also the time to make certain that all of your books and handouts have been ordered. There is a back order on BS & S books, so do not wait until the last minute or you will be without books. Do not forget to list your classes with BOAT US.

I hope you all followed the suggestion in the May, 1987 Ed-Vantage and SAS, "Sold All Summer." Summer courses are so important for many boaters are new and untrained and are looking for classes to attend. SAFETY IS OUR BUSINESS.

WARNING AGAINST TEACHING UNOFFICIAL COURSES The Department of Education has ruled that no courses except official ones may be taught as PEC's. The emphasis is on First Aid, but also applies to any instruction that can be even remotely interpreted as medical treatment. Qualified instructors in medical and paramedical fields may of course teach, but not as Auxiliarists in Auxiliary classes.

Now is the time to start planning for the future. We must train additional instructors, schedule additional classes, and make certain we have covered our entire area. The June Ed-Advantage lays the blame for low enrollment figures at the doorstep of the Flotilla Commander. As the executive-in-charge, the buck stops at his/her position. As the leader it is his/her obligation to monitor the performance of the staff officers.

For anyone still teaching Youth Courses, the latest word from the top is to stress the following four points:

1. Proper wearing and fitting of life jackets.
2. Proper loading of a boat.
3. Keeping a proper lookout.
4. Drug and alcohol abuse. (I have a handout for second grade.)

Hope to see you all at the Cherry Hill Hyatt in September. Public Education will not have a workshop but there will be others, plus the fourth cornerstone—the best—fellowship.

Alice F. Stamm, DSO-PE, 5NR

Growth and RetentionCaroline Sweigart, DSO-GR

When I was fortunate enough to attend the National Eastern Area Conference in Williamsburg, Virginia, one of the Growth and Retention Workshops was held in an enormous ballroom. The grand room had been sectioned so that the workshops for Operations and Member Training could also be accommodated. The hotel was unable to divide the ceiling into the partitions because it supported a magnificent chandelier. Each seminar could clearly see the chandelier which was the primary focus of the ballroom. This reminded me of our District 5NR, for no matter how many diversified programs we have, they are enclosed in the light of our one District chandelier.

Even though I didn't count the arms of the inspiring lighting structure, it must have had at least fourteen that held individual candles; not unlike our Divisions with their Flotillas. The loss of even one light would have made a marked difference in the symmetry of the beautiful, impelling glow given to bathe the ballroom with light.

Each of our flotillas is part of the structure that reflects and focuses the glow of our District. We are all striving toward the same purpose—More Boating Safety. We cannot let our lights dim so that our Auxiliary purpose be less bright. Let all of us concentrate our efforts and work together to make our 5 NR be luminescent with inspiration for other districts.

What's happening in GR? We have been successful in BQing NEW members but we need to practice what we tell the incoming to our present members so that they won't be the outgoing. Let us all participate in the common purpose and interest. We need to retain as well as enroll. Let us work to our common interest and on OUR enthusiasm with our own members so that all feel that they are contributing to the glow. Make sure they receive the accolades that they decidedly deserve.

May our 5NR chandelier brighten as we enter the fourth quarter. Add new candles where we can. Let WARM FUZZIES GLOW!!!

Caroline Sweigart, DSO-GR, 5NR

AIM 1987 again has been a successful program, enjoying the support of many dedicated and supportive members and non-members of the Auxiliary.

To re-cap the '87 year:

- 25 candidates and 10 Auxiliarists participated in an informative and fun AIM Satellite Weekend May 15 and 16, 1987 at TRACEN, Cape May.
- 14 AIM candidates attended "AIM Week" at the Coast Guard Academy, New London, August 17th thru 22nd. This outstanding week gives the candidates an actual experience of cadet life. It is amazing what these outstanding young people accomplish in five days.
- The regular Coast Guard personnel, at all levels, cooperate superbly in this program to obtain their future leaders.

We now move on to AIM 1988 and work to get "swabs" for the (would you believe) "Class of '92."

This is the time the "non-members" are important. Of course, this program cannot function without the cooperation of the high school guidance counselors. The guidance counselors make known the AIM program to qualified students and make available the academic records necessary for preliminary consideration of the applicants.


The AIM/RAP program should be supported and "advertised" at all public education classes. This is an excellent way to recruit interest in ALL the Auxiliary and Coast Guard opportunities. This is an ongoing responsibility of everyone. See your Career Candidate officer for particulars or information.

Remember, there are no congressional appointments to the coast Guard Academy. Admission is solely on a competitive basis—you get in on your own record accomplishment and potential.


Now is the time to work on AIM '88. Always is the time to put interested young people in touch with your local Coast Guard recruiter.

We anticipate another successful year—your help is needed and appreciated.

Allen E. Wenrich, DSO-CC, 5NR



NEXT
TOPSIDE DEADLINE
NOVEMBER 15



Several months ago I read where the Governor of Michigan issued an executive declaration observing Coast Guard Auxiliary day in Michigan. Immediately I thought, why not in Pennsylvania.

In looking into the process of achieving this, I composed and sent my letter to Governor Robert Casey, outlining the work of the Coast Guard Auxiliary and its services to the boating public. At the same time, I wrote to my state senator, Richard Tilghman, enclosing a copy of the letter, and asked for his support and help in this matter.



In his message to the Auxiliary-at-large, dated 1 January 1987, our National Commodore, William Harr, said "The challenge by the Auxiliary to perform is at hand. To meet the challenge we need to strengthen our most important asset, PEOPLE." I don't dispute this statement, however I think in this case he was referring to numbers. We do need as many people in the Auxiliary as we can get, but bodies alone are not enough. I haven't counted the number of Communications Specialists in our district but I would guess it's around a thousand. If we were to assume that about half of them (500) live within an hour's drive of an active Coast Guard Station, look how many hours we could save the Guard! My fingers tell me that we could save the Guard 4,000 Man hours each year if each one of us stood only one eight-hour radio watch a year.

Yes, it does take special training to do this type of work. But look at what else that training will do for us. It will make us a better model for the boating public to emulate while on the air. It will give us better knowledge to use in the classrooms. It will afford us a chance to achieve those "ridiculous" goals set for us. But, most of all, it will give us additional knowledge and elevate our self-esteem.

Where, When, Why, and How??? The why was just answered. The how is by a phone call to the nearest Station or a letter to me. The when is NOW!!! The where is the nearest Coast Guard Station. I am delighted to announce that Base Gloucester has just joined the ranks and will be training watch-standers for duty. Their training program, under the direct control of RM/2 Mike Smith, and with the approval of LT Stan Biddgood, is shaping up to be a super course. I've already signed up, why don't you?

Another bit of refreshingly good news is the that those of you who have had a bit of experience with those little RDF units that people were running around with several years ago and want to put that knowledge to work; or those of you who want to learn to use them, well now is the time for all good men/women to come to the aid of their Auxiliary. I have been asked by CAPT Coyle, Chief of Boating Safety for the Fifth Coast Guard District, to form and train a RDF group to aid in tracking down false EPIRB signals along the Atlantic Coast and Delaware Bay. Those people wishing to participate in this program should be readily available and willing to take part in extra training in this activity. This type of training is all FUN. Contact me if you're interested.

In the words of my favorite singer, Loretta Lynn, "We've come a long way Baby." As the Phillies TV announcers are always saying, now the momentum is with us, "Let's Go Fifth!!!"

George Ryan, DSO-CM, 5NR

I was informed several weeks later that the senator had introduced a bill into the state senate naming June 10, 1987 as an annual Coast Guard Auxiliary recognition day in Pennsylvania, and that the senate passed this on May 12, 1987. I was also told that Governor Casey would be signing the proclamation on June 2nd, in conjunction with Pennsylvania's proclamation of National Safe Boating Week, and was invited to attend.

I sent copies to all Division Captains who had any part of their division in the state, for their use in getting the Coast Guard Auxiliary story to the public. I realize that this was short notice to get this published, and next year I will attempt to have the signing earlier, and will endeavor to accomplish this in New Jersey and Delaware, making it complete in the Fifth Northern Region.

Jean W. David, ADSO-PA, 5NR

DIVISION VII — SPRING PUBLIC EDUCATION CLASS

Graduation ceremonies were held on May 4, 1987 at Lacey Township High School for the U. S. Coast Guard Auxiliary Basic Safe Boating and Sailing Seamanship Courses presented by Flotilla 7-9 of Forked River. This was the first such event held in the NEW 5th Northern Coast Guard District. The graduates, 30 in all, heard personal experiences and descriptions of activities of the volunteer organization by: LT Donald Thompson, Commanding Officer USCG Station, Barnegat Light, NJ; State Police Marine Bureau Officer Sgt. Edward Docker; Harold Peters, Flotilla Commander; Paul Dix, Flotilla Vice Commander; Robyn Norcross, Captain-Division VII; Victor Krygowski, VCP Division VII; and Frank MacDonald, Past Captain Division VII.

The Flotilla was successful in obtaining four prospective members: Ray and Nancy Gormley, Barnegat; Ray Kenny, Jr., also from Barnegat; and B. J. Smith from Lanoka Harbor; all of whom were Safe Boating Course graduates.

The prospective members were entertained at a picnic/cookout meeting of Flotilla 7-9. Future courses offered by Flotilla 7-9 will include WATER 'N KIDS and ADVANCED COASTAL PILOTING. In addition, the Fall Lacey Adult Education Program will again offer BS & S and S & S courses.

Harold Peters, FC 7-9, 5NR



Shown above most of the group of course attendees.



Shown above speakers at the Publication Sessions. Left to right: Top Row: LT Donald Thompson, Station Barnegat Light; SGT Ed Docker, State Marine Bureau. Second Row: Robyn Norcross, Division Captain; Victor Krygowski, Division Vice Captain. Third Row: Frank MacDonald, Past Division Captain; Harold Peters, Flotilla Commander 7-9.

Subject: Distribution of National Ocean Service charts for Aids to Navigation and/or Chart Updating Program Activities
Reference: USCGAUX Aids to Navigation and Chart Updating Manual, Chapter Nine, para. C., C&GS Automated Chart Distribution System

On 1 March 1987, The Automated Chart Distribution System of charts to U. S. C.G.A. District Staff Officers-AN will end and will be replaced with an "order-as-needed" and "direct mail" system. Ref. above will be deleted and the following policy will be activated. Under this substitute system USCGAUX DSO-ANs order charts as they are needed for Aids to Navigation and Chart Updating patrols and cruises and the National Ocean Service will send them directly to the USCGAUX unit or member who will use them.

The procedures and rules for ordering NOS charts are:

- A. Chart orders are to be sent on USCGAUX letterhead by the DSO-AN to the Branch Chief-Operations Aids to Navigation Cartographic (BC-ONC).
- B. Letters must be sent a minimum of 8 to 10 weeks before date charts and/or Coast Pilots are needed. Make sure the USCGAUX member's name, member number, and address of the receiver is included in the request.
- C. Each year every flotilla in the district/region will be allowed four (4) charts. But they must be ordered by the USCGAUX DSO-AN when they make the flotilla charting assignments for the year. BC-ONC will maintain a list of charts ordered by each flotilla. If additional charts are needed, the letter of request must state the number of vessel and/or aircraft facilities and members participating in the patrol or cruise. In addition, it will be the responsibility of the FSO-AN to keep his flotilla's charts up-to-date through the application of the data contained in Local Notices to Mariners.
- D. Chart selected for Aids to Navigation and/or chart updating shall be 1:40,000 scale and larger (1:20,000, 1:10,000, etc.). In areas where these scales are not available, the largest scale charts shall be ordered. DSO-ANs will be provided chart catalogs for selecting the charts.
- E. Coast Pilots will be provided when the DSO-AN verifies that a patrol or cruise has been organized specifically for the purpose of updating Coast Pilots. State in letter the number of vessel and/or aircraft facilities and number of members having Coast Pilot assignments.
- F. Tide Tables will be provided when the letter states that the tables will support completion of the project.
- G. Aeronautical sectional and terminal area charts will be provided on the same basis as nautical charts as stated in para. A. and B. Aeronautical chart catalogs will be provided upon request.

The order-as-needed system assures that members will have the charts they need when they need them for Aids to Navigation and chart updating activities — and the charts will be the latest editions that are on issue.

Making this system work is the responsibility of The DSO-AN. They must work together with the Division and Flotilla Staff Officers-AN in making their plans for aids to navigation and chart updating each year.

NOTE: As indicated above Division and Flotilla Staff Officers will forward information required to the DSO-AN for forwarding to the National Office. Please give enough lead time to clear the 8 to 10 week fulfillment date. Without your requirements being forwarded early enough, you may be disappointed in receiving charts, coast pilots, and tide tables according to procedure established above.

William Calhoun, DSO-AN 5NR



WHY USE A COMPUTER?



The Fifth Northern has had more than its share of computer woes over the years. In fact, 1987 has (at the time of this writing—July) proven to be a real problem for AUXMIS entry and reporting for us. Nearly all of the difficulties can be assigned to having to change our dataflow. Until we establish a smooth pattern of submissions and retrievals, we can expect some problems. We are getting a little more than anticipated, but things are showing signs of becoming more regular.

My main point is the †‡@÷&%# computer! Why bother with it at all? There are a number of reasons.

First, problems such as the ones connected with the transition to the Fifth District are only momentary. They are annoying and frustrating, but they are solvable with time and hard work.

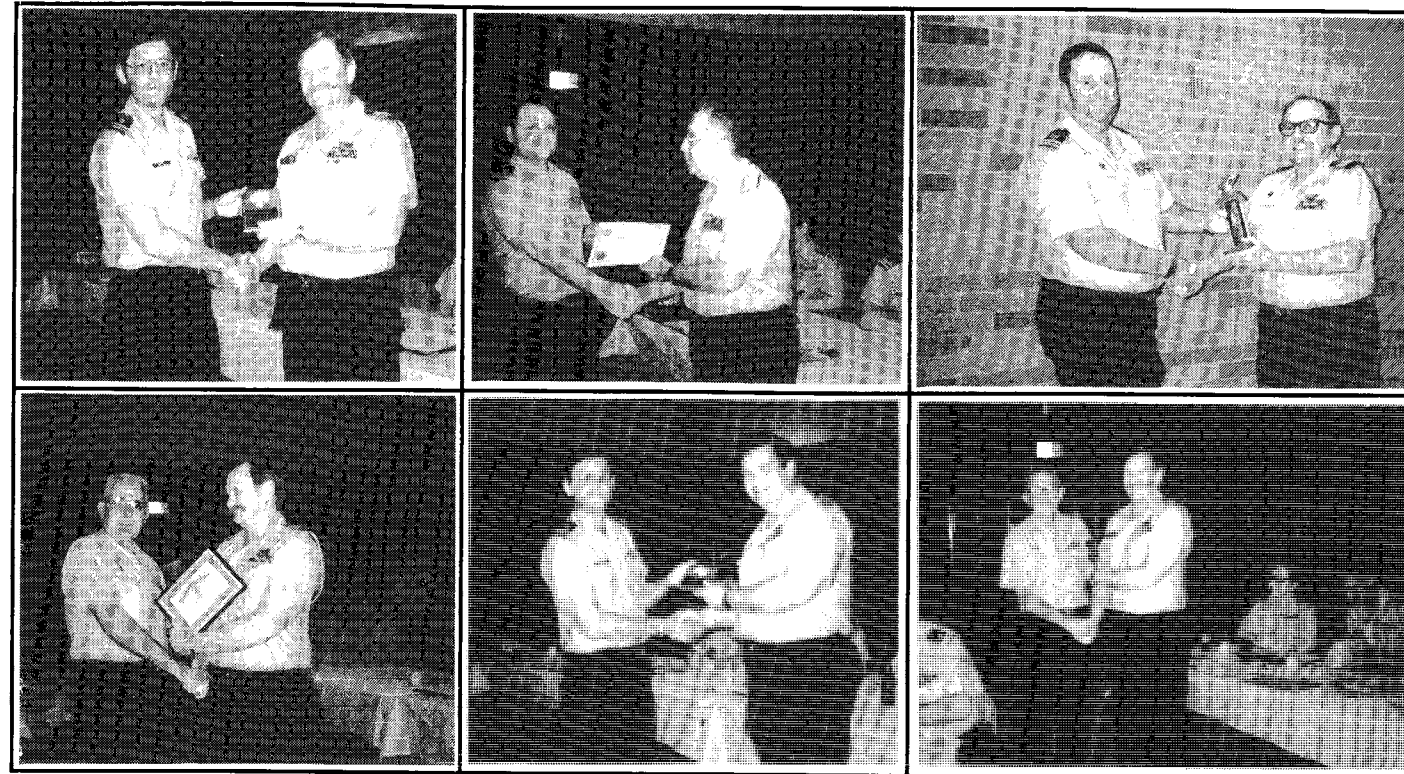
Before deciding on whether we should use a computer, let's first decide if we should keep records at all! Is it useful to know how many CMEs a flotilla has performed during the year? Is it useful to know how many hours have been spent training, teaching, on the water doing patrols? Yes, I think everyone would agree that this (and other things) are records we want to keep. In fact, if there were no AUXMIS, I suspect that every staff officer would maintain their own records on their own — without goal levels, without required record-keeping, without anyone telling them they had to do any data gathering at all and without awards. This is because they want to manage their office in an informed fashion. Part of making decisions is knowing where you currently stand and what your progress has been. Of course, the more accurate the records, the more useful they are in making correct decisions. So, let's assume we want to keep records of activities. Do we have to have a computer and the problems with input, etcetera? In general, the answer is no — provided that our numbers are low and accurate. The computer is necessary when two major things occur. First, the volume of data becomes large. AUXMIS currently tracks 18 districts, over 200 divisions, over 2000 flotillas and over 32,000 member records as well as maintains historical information back to 1976 for comparison purposes. Second, the data can be recombined to give new insights so that decision making can become easier — or at least better informed. How many members disenrolled in 1986 were members for ten years or more, held office and did work in the cornerstone areas; why were they disenrolled? Has the number of members actually active in any given program changed, even though the total membership has dropped? Can you tell me how my current CMEs given compare to the same date last year, two years ago, ten years ago. You can, good, now relate that to a different number of CE's or are all done by one person? This would be hard to do by hand. Sure it's possible, but the work would be tremendous. AUXMIS can do all of this for us. Keep the records and allow us to ask questions which we might not have thought were important yesterday, but are today. It can be a good tool.

Sure, the Fifth Northern is having some problems in 1987, but with a little luck and a lot of effort we'll get them worked out and have a useful system. In the meantime, just remember the First Law of Computers: the language programmers know best is Profanity. The Fifth Northern is going to make AUXMIS work for us if it takes kicking, cursing and effort!

Joseph Sowers, DSO-IS, 5NR

DIVISION III — MAY AWARDS MEETING

At the May meeting of Division III, the awards which had been presented at the April District Conference were presented to the individual recipients. Below are photos of some of those awards.



Top Row Left to Right: VCO Bill Pierce receiving his Instructor's plaque from LT Collin Campbell; DCO Al Lewis presents Ops Certificate to James Barsuglia, DCP III; John Simkins, Flo. 3-3, receiving Water 'N Kids Trophy from Martin Giacomoni IPDCP III (for over 4,00 Water 'N Kids. Second Row: Left to right: George Ayars, VFC, receiving NJ Marine Police Certificate of Appreciation for Flotilla 3-6; LT Collin Campbell presenting OPS plaque to Robert Layton, Flotilla 3-2; VCO Bill Pierce presenting Instructor's plaque to Earl Mitten of Flotilla 3-5.

Direct Descendant Of Abraham Lincoln

Reprinted from Cape May Star and Wave, Cape May, NJ

"Jake" Lincoln: Former Mayor, Ex-Lifeguard, Flotilla Commander

BY ALYS DOLMETSCH
Star and Wave Staff Writer

NORTH CAPE MAY — If you need instruction in the operation of your boat, large or small, help is here. The Coast Guard Auxiliary Flotilla 8-2 sponsors classes in boating safety and seamanship on the waterways, free of charge, except for textbooks and materials.

"We are noted for our public education courses that teach boaters safe boating principles and legal responsibilities," said John Thomas "Jake" Lincoln, Commander of this civilian component of the U. S. Coast Guard.

"I've been a member for 17 years and am still the baby," Lincoln said.

Organized in 1943, this Flotilla has 26 members at the present time, and "we are looking for new members to join our ranks," said Jake. "One of the main objects of our patrols is to assist the Coast Guard in aiding boats in trouble and to do spectator boat control at boat races and regattas, to be helpful whenever and wherever possible."

Over the years, this Flotilla has assisted in the 1944 hurricane and the storm of 1962, along with working with the Sea Scouts, organizing a Coast Guard Auxiliary Band, working with hospitalized Vietnam Veterans and the Flower Boat Memorial Day ceremony.

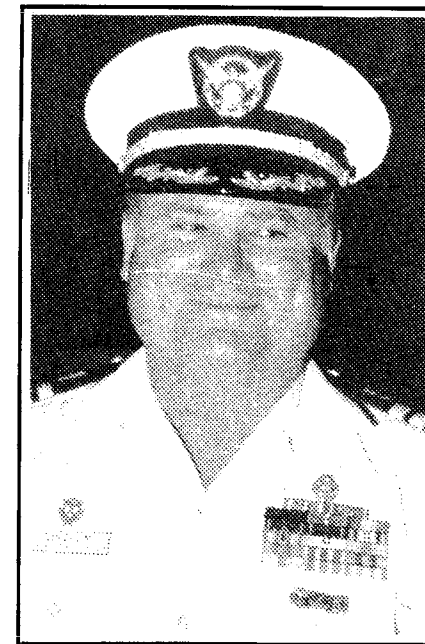
The meetings are held each Thursday in the summer and twice a month in the winter time, at their headquarters on Yacht Avenue.

John "Jake" Lincoln, a former Mayor of Lower Township, and a direct descendant of the 16th President of the United States, Abraham Lincoln, has been a permanent resident of this area since 1966. "We summered here when I was a teenager, working as an elevator operator at the Christian Admiral for \$75 a month and room and board."

Jake was also a Cape May lifeguard for eight and a half years, "call me a beach bum; I love the beach."

John met his wife, the former Helen Baxter, on a blind date on the Cape May beach, "the best thing that ever happened to me." Helen is presently a member of the school board of the Ocean Academy and a past president of that board. "I feel as though the Ocean Academy is the best facility of its kind, in the country. The teachers are so dedicated. They do a great job," said Jake. Helen and Jake were members of a group who spearheaded this school, located at the Crest Haven complex.

"Jake" and Helen Lincoln of North Cape May are citizens in the best sense — involved, caring, and productive. Family-oriented, patriotic, givers to their community, a solid natural resource.



Sorry the original picture was not sent to Topside and reprints of newspapers are not very good - but it was the best we could do!

WE ARE PROFESSIONALS! LET'S TRAIN THE NEW MEMBERS

You see the same people at every function and everywhere the Auxiliary is involved. Some of our numbers are dwindling because of illnesses and commitments to everyday jobs in civilian life.

With the Coast Guard looking to us to do more and help the boater more. We must change. We must look to younger people to take over. We must step aside and let this be their Auxiliary.

We, the Auxiliary, have kept alive and well for better than 40 years, but they will be the future Auxiliary. We should show them they are an integral part of the Auxiliary and not ignore them. We should train them and train them correctly. We should help them to be the most knowledgeable people in boating. We owe this to them, The Coast Guard and the boating public. The boaters look to the Coast Guard and the Auxiliary to be professional. Let's not let them down.

Let's train our people in all staff positions (train them well) in all phases of Operations, Vessel Examinations and mainly Public Education.

Remember, the boating public looks to us for direction. Make sure we are trained well and well informed, because the impression they get will reflect on the Coast Guard and the Auxiliary.

Take into mind, a bad impression will travel faster throughout the boating public than a positive impression. We must remember our objective is to help save lives and equipment and at the same time enjoy what we are doing.

Again, we must yield to new ideas, and look for the betterment of the Coast Guard Auxiliary, because we are one h###-of-a bunch, to make the sacrifice we do and must continue to do to keep the very Auxiliary we cherish, alive.

We are professional. We will continue to be professional through our new and incoming members. Let's Do It!

George Brouse, Flotilla 2-5, 5NR



"A JOB WELL DONE"

Let's give a big hand for a job well done to Stan Pojnar Commander of Flotilla 7-7. An enlisted veteran of the Korean War serving with the U.S. NAVY on the aircraft carrier ANTIETAM CVS-36.

Stan joined the Auxiliary in 1981, and has worked continuously upgrading his qualifications to Coxswain. For three years he has received the individual Operations Award, and the Award for most assists. He received the Ops SAR Award from the Beach Haven Coast Guard Station in 1984 and 1985; the humanitarian Service Award in 1986. Also in 1986 he was presented a plaque for Auxiliarist of the Year. His interests don't stop there. He is an active instructor in PE courses and performs his share of CMEs.

We in Flotilla 7-7 are fortunate to have such a reliable and dedicated Auxiliarist and we wish him the best for the future.

"GLAD TO HAVE YOU ABOARD STAN"

FSO-PA, Flo. 7-7, 5NR

NEW BOATING LAW IN NEW JERSEY

Attention, all New Jersey boat owners!

Now you must title your boat just like you do your automobile. The state's first boat titling law became effective June 15, and enforcement began July 1. Be aware that violators can be penalized \$5,000!

Boat owners whose registration for operation expired in April, May or June have until September 30 to renew those registrations and at the same time, obtain their first owner's title.

The state Division of Motor Vehicles is not sending out registration renewal forms as is an annual practice, so don't expect to receive one in the mail. The reason: You must obtain your title by visiting one of the motor vehicle agencies in the state. In order to force boaters to do this, the state is requiring that your registration for this year only also be secured at an agency instead of through the mail.

Art Smith, a spokesman for the state division, said it is the owner's responsibility to see that he has proper papers for his vessel. So again, don't expect to receive anything in the mail. The state is really not required to send renewals anyway but does it as a courtesy.

Smith said in an interview that all privately owned boats, including DOCUMENTED vessels, are required to have a state ownership title if they are more than 12 feet long. The expectations are (1) a ship's lifeboat (2) a nonmotorized, inflatable surfboard, racing shell, rowing scull, (3) tender for direct transportation between a vessel and the shore (4) any vessel less than 12 feet in length.

If a boat is exactly 12 feet long, it need only be registered and does not require a title.

On June 10, Gov. Thomas H. Kean signed into law some changes to the bill that was first passed three years ago. Assemblyman Anthony Villane, a Republican from Monmouth County and sponsor of the legislation, said the intent of the new law is to hinder thefts and the unlawful transfer of boats. He attributed the delay in implementation to a DMV computer system that was not ready to absorb the additional workload.

The titling fee is \$5 or \$9 if your boat is financed. Proof of Acceptable forms of identification include a bill of sale, a dealer's receipt, a manufacturer's certificate of origin, a valid boat registration, out-of-state title or a notarized affidavit.

Owners also would have to tell the year, make and type of boat, length, type of material used in the construction of the hull, its method of power and the boat's hull identification number.

The DMV stations also intend to require the owner to supply his motor vehicle driver's license number so that it could be used as the file number in the agency's computer.

A boat's title would remain in effect as long as ownership is not transferred. The fee for transferring title is the same as above.

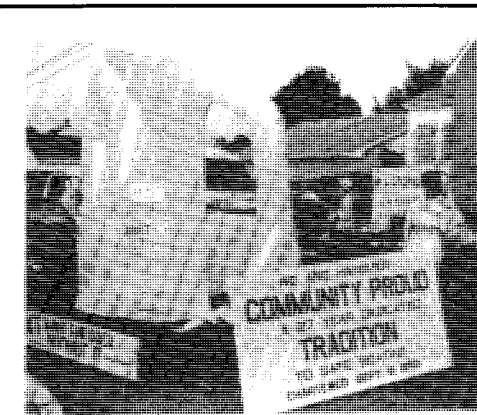
The law will allow a boat to be in the state up to 180 days before New Jersey is considered its principal residence, therefore requiring titling. Marine equipment kept in the state for wet or dry storage or for repairs would be excluded from 180-day limitation.

Annual registration fees required by the state for all motorboats range from \$6 to \$125 depending on the vessel's size and use.

Carol Wilusz, State Liaison, 5NR

DIVISION XIV - COMMUNITY DEUTSCH DAY PARADE

Members of Flotilla 14-4, Hanover held Flotilla Float Fabrication Fun-Nites to construct the 8 foot lifesize lifejacket shown at the right to promote boating safety and the Auxiliary in the Community Deutsch Day Parade on July 26th. Along with the Auxiliary marching members you just about can see Frank J. Taylor, DCP XIV and Mrs. Lorraine Taylor at the very left of the picture. The color guard consisted of Gordon R. Zinnert, David H. Leppo, David W. Arndt and David A. Groft.



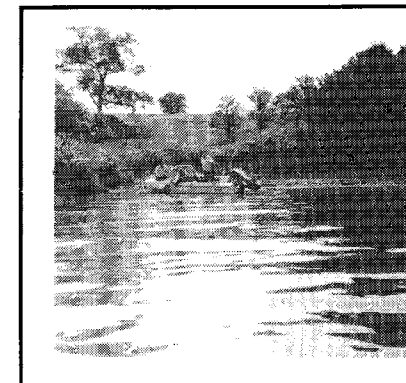
DIVISION XI — WORKING TOGETHER

On June 20, 1987 Division XI participated in the second annual training program with the United States Corps of Engineers at Blue Marsh Lake near Reading, Pennsylvania. Seven people participated — three Auxiliary members and four corps members and two vessels were used.

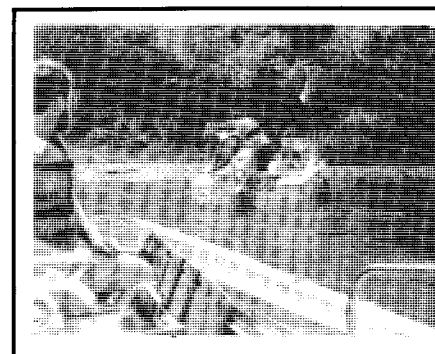
One year ago this training session began to further the knowledge of both the Corps of Engineers and the Auxiliarists. Both groups work together staging mock tows, use of the ring buoys, line handling, man overboard, and various other tasks relating to safe boating. In this manner, everyone has experience for when these events actually do occur.

We at Division XI feel it is important to work together with other safety organizations in your patrol area. Because of this, all groups become aware of each other's technique and skill. It is a great learning experience for all involved and fun too! Each spring a training session should take place to freshen your memory and prepare everyone for the upcoming patrol season. Let's all get involved and start "WORKING TOGETHER."

Carl R. Sheetz, SO-OP, Division XI, 5NR



Auxiliary boat in mock distress



Preparing towline to pull distressed boat from shore line and actual two in process - heading for safety



Day Trip to Baltimore Inner Harbor

Everyone Welcome - The More the Merrier!



When? - Saturday, October 17th

How? — By bus

Where? From Base Gloucester

(Very Early A.M.)

Some details - price includes bus transportation to and from Baltimore, a sight-seeing boat trip on the "Patriot," a visit to the Aquarium and a meal at the famous harbor-side restaurant - Hausmans. How much for all this?

\$38.00 per person.

Sounds great - an opportunity to enjoy our fourth cornerstone at a fabulous place at an affordable price.

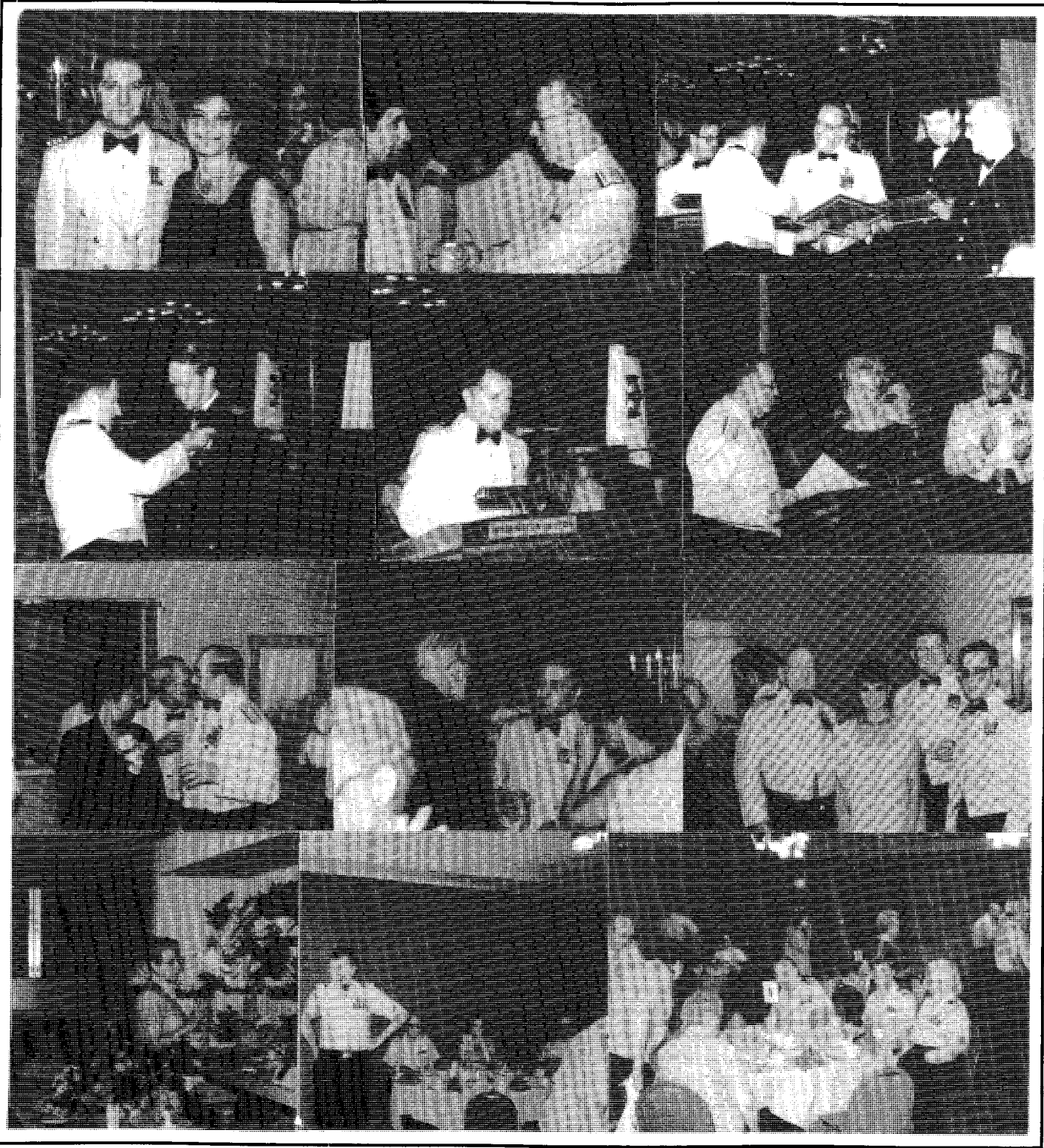
Why not call and make your reservation today!

Call VCO Bill Pierce or your rear commodore - West, Ed Miller; East - Gene Pester; or Central - Russ Appler

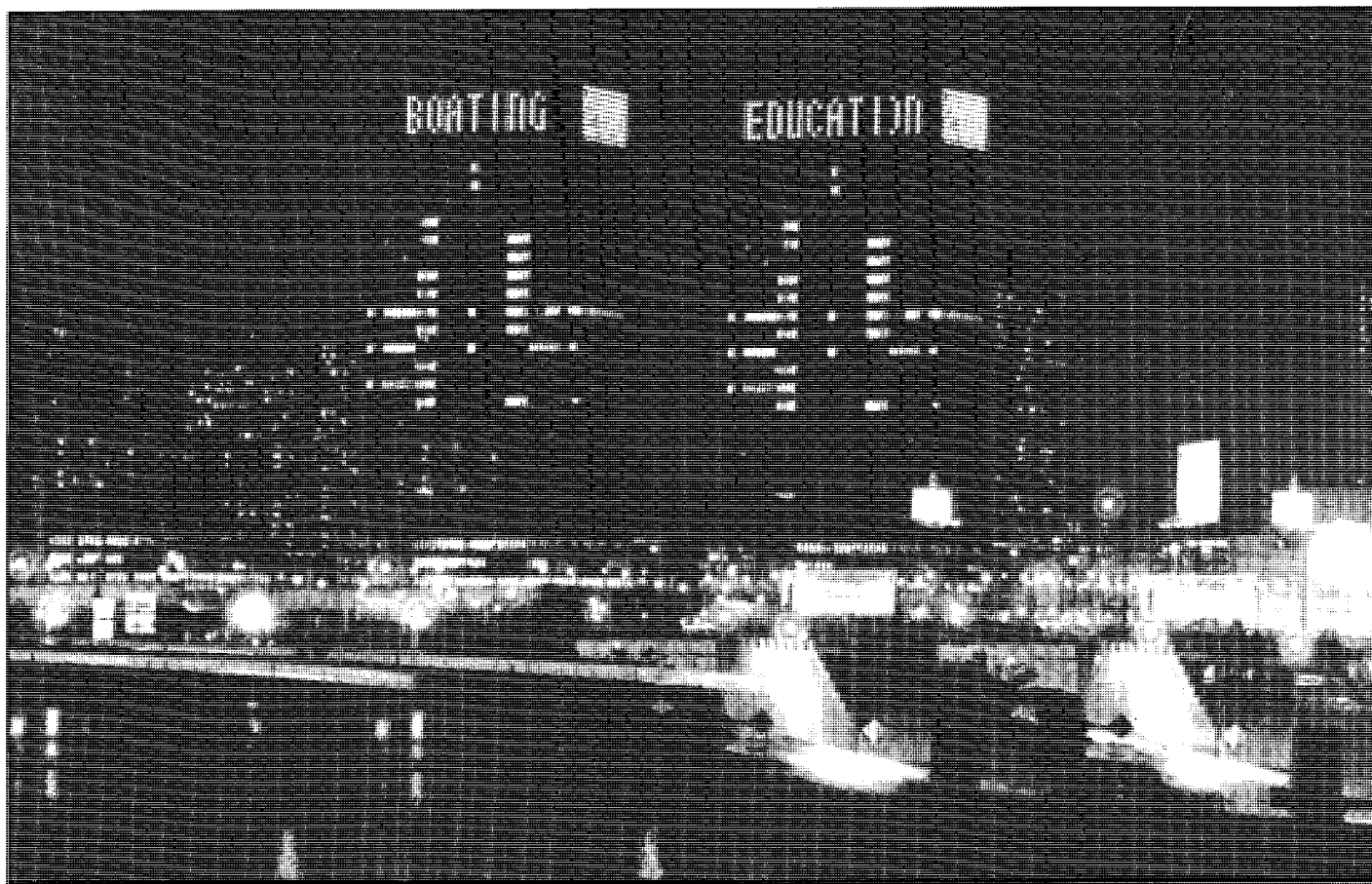
SUMMER CONFERENCE HIGHLIGHTS

The summer conference held on July 17, 18 and 19 at the Wilmington Hilton in Claymont, Delaware was a successful affair - attendance could have been better, but those in attendance learned at the meetings and workshops. The Ladies Program with flowers by "Alice" was great as some of the scenes on these pages indicate. The Hoe-down after the banquet could not have been better - absolutely fantastic - enjoyed by everyone there. The scenes on these two pages are from the banquet, lunch, ladies program and hoe-down. Compliments to all for a wonderful party. If you have never attended - why not try the next one. Get to know members from all areas of the District, as well as visitors from outside the district.

Photos: Phil Stamm and Tpside



NSBW NIGHTTIME DISPLAY - CENTER CITY PHILADELPHIA



Shown above a double exposure photo shows how Philadelphia Electric Company helped the United States Coast Guard Auxiliary proclaim this year's theme of BOATING EDUCATION for National Safe Boating Week across the sky in Philadelphia.

submitted by Charles L. Uebele, Jr., FSO-PA, Flotilla 4-02, 5NR

FIFTH NORTHERN REGION CALENDAR — 1987

DISTRICT CONFERENCES

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

NATIONAL CONFERENCES

September 16-19
National Conference,
Palo Alto, California



TOPSIDE DEADLINE
NOVEMBER 15

DISTRICT AREA MEETINGS CENTRAL AREA

October 29 - New Castle, Delaware

EASTERN AREA

November 21 - Location to be announced

WESTERN AREA

November 17 - Lewistown, Pennsylvania

DEPARTMENT OF TRANSPORTATION
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