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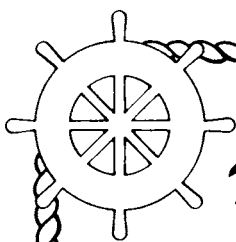
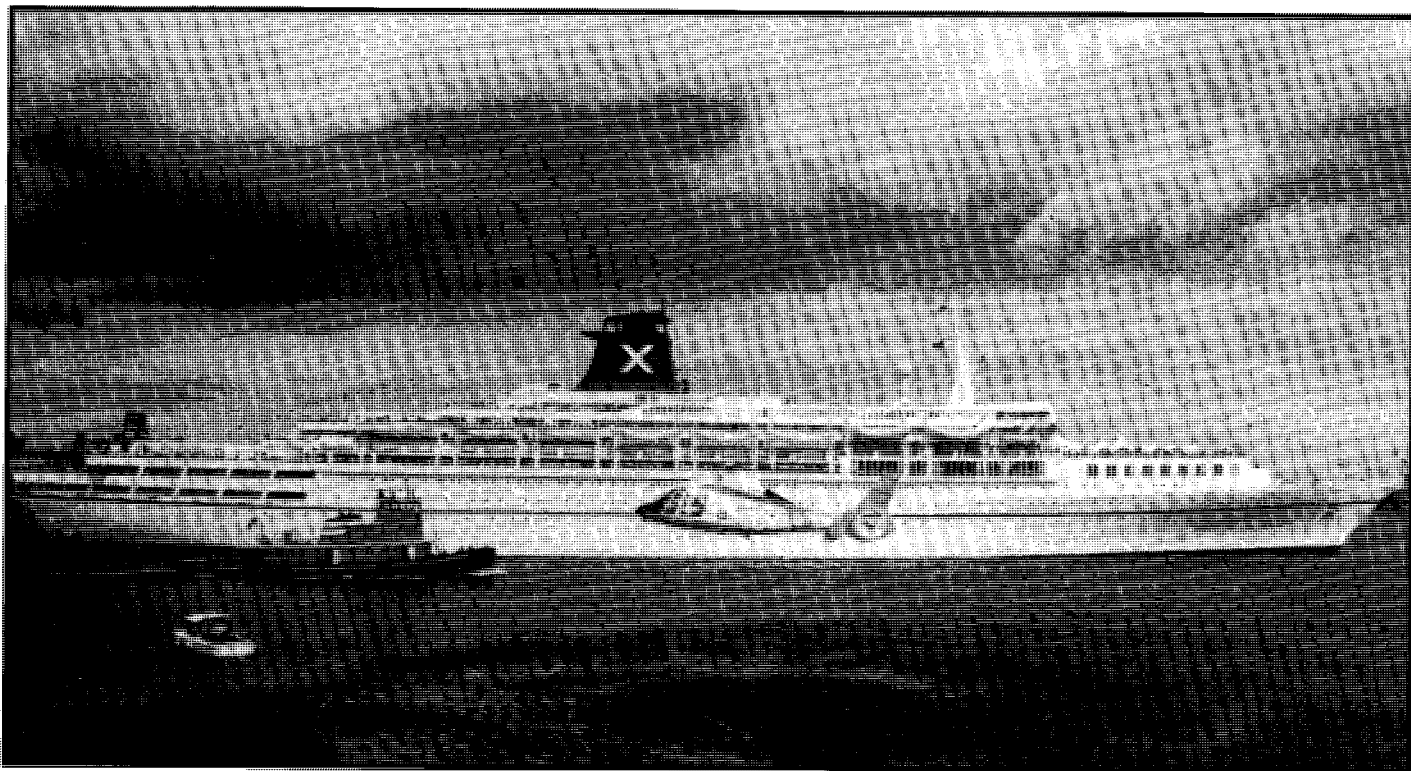


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National Safe Boating Week

1988

Philadelphia Harbor

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FIFTH COAST GUARD DISTRICT (NR)
c/o Coast Guard Base Philadelphia, PA 19147

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FRONT COVER

NSBW Helo Demonstration
Penns Landing - Philadelphia Harbor
June 1988
See Story - this page

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FROM Chief, Boating Safety

Update CAPT Robert A. Melvin, III

I am very happy to be on board as your Boating Safety Division Chief. I had the pleasure to meet many of the Fifth Northern leaders and members at the Eastern Area Conference. Your dedication and professionalism were impressive.

As many of you know the move of your Director to Philadelphia has created some problems. The two major ones are lack of space and the need for a secretary. We are seeking relief for both problems within Coast Guard resources. In the interim, if there are any members who would like an opportunity to work in the DIRAUX office and really learn the Auxiliary administration procedures I am sure LT Cherry would greatly appreciate your assistance.

The cruise you have planned for the celebration of the Fiftieth Anniversary of the Auxiliary is a super idea and I wish you great success. Any of you who can not make the cruise should plan to attend the June 23rd event in Portsmouth/Norfolk. There will be a cruise down Chesapeake Bay or arrangements are being made for facilities for trailable boats. Contact RCO(NA) 5SR Dick Miller for details.

All Auxiliary boats in attendance will "show the ensign" in a big parade down the Portsmouth/Norfolk waterfront, led by a Coast Guard vessel, hopefully the EAGLE or a 270' cutter.

As a BQ member of the Auxiliary (Flotilla 10-2 Savannah, GA) I know the hard work it takes from each and every member to make the Auxiliary the professional organization that it is. I pledge to each of you my full support and commitment in providing you with the best service possible from DIRAUX, and the Boating Safety Division.

R. A. Melvin, III - Chief, Boating Safety Division, 5SR

PENNS LANDING - NSBW

The crew of USCGC RED OAK enjoyed mooring at Penns Landing on the Philadelphia waterfront on 4 and 5 June 1988 celebrating National Safe Boating Days. Muriel Lewis, FC-276, and her great staff did an outstanding job arranging many booths, activities, and tours for the boating public.

The weekend was highlighted by many occurrences. The Auxiliary had many displays promoting boating safety including a booth on wheels from Division VI. Many Auxiliary vessels were on patrol. The Coast Guard's participation included open house aboard CGC RED OAK, CGC MARTINICUS, CGC CATENARY and many patrol boats from Group Philadelphia. CGC RED OAK provided tours of the ship to over 1700 persons. Other displays from the Pennsylvania Marine Police, FCC and American Red Cross were of interest.

The big highlight of both days were visits of the new HH65A Dolphin Helicopter from Cape May. On Saturday, Pilots Cynthia Axell and Jennifer Lay gave a command performance to the many spectators along the waterfront. Hoists were made to Auxiliary patrol vessels demonstrating the procedures for the safe transfer of personnel from a vessel. Though hampered by congested pleasure boat traffic, tugboats, and the unmooring of the Italian cruise ship Galleo, the pilots made the operation look as easy as driving a golf cart through a slow foursome. Mrs. Lewis and Mrs. Kratzer had fits as they watched the aircraft do their elaborate maneuvers from the bridge of RED OAK. On Sunday, pilots CDR Fox and LCDR Harner put on a similar performance before thousands of spectators.

Commodore and Mrs. Lewis invited the wardrooms from CGC RED OAK and MATINICUS for an evening of fellowship at the Philadelphia Naval Shipyard Officer's Club. RED OAK hosted the Auxiliarists to brunch on Sunday prepared by petty Officer Geiger.

Fun was had by all and CGC RED OAK is looking forward to participating in this important and fun event in the future. Good job, Flotilla 2-76! YOU DONE REAL GOOD!

CWO Tm Dickey, First Lieutenant, USCG RED OAK

FROM THE DIRECTOR

Update LT William M. Cherry, DIRAUX



Rumors — Fact or Fiction? First, congratulations to all of you! We are communicating up, down, and across our chain-of-command at a level that appears to be an "all time high." And why not? ... We have never had more to talk about! Our new Policy Manual is in the field, training opportunities abound, and the activity levels of our members have never been greater. As might be expected, along with this increase in communications comes an increased potential for inaccurate "reporting"! This article attempts to dispell several recent "rumors" while emphasizing the need to ensure that what we communicate is accurate ... for, there is perhaps nothing more confusing to our members, than to be constantly exposed to differing versions of a single policy and/or procedure!

RUMOR: "The new 5NR Auxiliary Policy Manual will be available soon — at a cost of \$3.00 each"! (NOTE:—various versions of this statement, as well as similar statements about the District Directory, have been noted recently in unit meeting reports.) ANSWER: NOT SO! The District Directory was printed and distributed in April. The new Policy Manual was distributed to Divisions in July. An additional 650 copies were distributed to Divisions and Flotillas in August. Final distribution was completed in September. In total, more than 1,000 Policy Manuals were placed in the field. THERE WAS NO CHARGE TO THE AUXILIARY FOR EITHER OF THESE PUBLICATIONS!!

RUMOR: "The CG amended rules that once a disabled vessel calls in for help, he bought himself a commercial tow and the Auxiliary is not permitted to help" and "Boat Towing Policy is still not resolved"! (NOTE: — again, noted in recent unit meeting reports.) ANSWER: FALSE! The new "Maritime SAR Assistance Policy" is promulgated in Commandant Instruction 16101.2B dated 8 June 1988. It has been modified by two messages since that date for purposes of clarification. While complicated, it was written TO BETTER SERVE THE BOATING PUBLIC and it definitely enhances the Auxiliary's role in non-emergency SAR.

RUMOR: "Paperwork in the Director's office is behind due to the move"! (NOTE—you wouldn't believe some of the comments we find in the reports and/or hear at meetings!) ANSWER: NOT SO! Our routine paperwork is processed within 24 hours of receipt. When we get it, action is completed and certificates, etc., go out in our regular Friday mailing to all units. If you don't have a response within 2 weeks, follow-up first with responsible members in the Flotilla and Division. If this doesn't resolve the matter, call us! Often, what you're looking for hasn't been mailed to us yet or it was mailed to us "later than you think"! Also, since most certificates and other similar items are mailed to the FC for presentation at appropriate ceremony, always check with your FC before calling us!

RUMOR: "AUXMIS paperwork is slow/inaccurate or outdated" and "We haven't received any printouts this year"! (NOTE:—again, you wouldn't believe some of the comments we find in reports and/or hear at meetings!) ANSWER: NOT SO! Assuming that your FSO-IS submits a weekly transmittal, your FC will receive an Error List, Transaction List, and keypunch inputs in their regular weekly mailing from us! It will take 3-4

FROM THE BRIDGE

Update Alexander M. Lewis, DCO



In a release by the Department of Transportation, the "zero tolerance" policy was explained. This is not new law, but, rather, a strict enforcement of existing law to reduce the demand for illegal drugs and improve safety on the water by taking action against illegal drug possession aboard boats.

Under this policy, discovery of any measurable amount of illegal drugs on a vessel within the 12-mile limit of United States waters will lead to the seizure of the vessel and

the arrest, where appropriate, of those on board.

Boat owners have the responsibility to ensure that illegal drugs are not brought aboard their vessels. They should inform friends and others on board that their boat that any illegal drug use (or possession) will not be tolerated.

The Commandant of the Coast Guard in his *aldis* message 108/88, 7 June 1988, says boaters, whether recreational or commercial, have a responsibility to themselves, to others on board, and to other vessels, to ensure that nothing interferes with the safe operation of their vessels.

Accordingly, in order to gain public acceptance of the Coast Guard's "zero tolerance" policy, the Coast Guard will undertake a pro-active public education and awareness program. In this effort, the *Coast Guard Auxiliary* should include information on "zero tolerance" in all of our Public Education classes and in our contacts with boat owners and operators as Courtesy Examiners, and we should also identify other opportunities where "zero tolerance" can be explained.

In addition, the Commandant requests that "zero tolerance" information should be part of all Coast Guard speeches and informal presentations on marine safety, and emphasized by our people in face-to-face contacts with the boating public.

The illegal drug trade in this country is tragic— costing an estimated \$64 billion every year. It reduces the work potential of drug abusers to an estimated 67% of normal. Today there are an estimated 5-6 million cocaine users, and 18 million pot smokers, and 1/2 million heroin users. "Zero tolerance" aimed at the users of controlled substances can reduce the use of drugs. It will also gradually make it less attractive and profitable to the drug smuggler.

In cases of boat seizure, an owner may file a petition with the U. S. Customs to claim that he or she had no knowledge of illegal drugs on board the vessel, and that precautions were taken to prevent drugs from being brought aboard or used on the boat. These facts will be taken into account, but they are not an absolute defense against forfeiture.

Fact sheets and the Commandant's *aldis* 108/88, 7 June 1988, are available for local reproduction, for use, if desired, to explain "zero tolerance."

I would recommend that our Auxiliarists, in their contact with persons in courtesy examinations, public education, and with boaters at the marinas and ramps, explain and expound on the "zero tolerance" theme.

From what is evident in the current media, special efforts are needed to get the boating community educated and involved in the drug-free process.

Alexander Lewis, DCO, 5NR

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FROM OPS & TRAINING OFFICER

UpdateCW02 "Chip" Hoovler, USCG



I can't believe I've been stationed here for a year already! They say time flies when you're having fun and I'm having the time of my life. Don't misunderstand me, I don't feel guilty when I pick up my paycheck, but it is nice to be a part of something so good and surrounded by so many good people. I hope my next three years are as enjoyable.

The Fifth Northern is having a banner year. Everything is up, from statistics to morale. In fact, things are so great that the VCO is going

to have to add sixteen more "r's" when he writes "Grrreat '88." You are giving it your all, and I thank you.

Question— Does anyone know what Tbnv Fimowicz, Bob Brereton, Bill Pierce and Dan Maxim do for a living? The reason I need to know is because that is what I'm going to do when I retire from the Coast Guard. The way I figure it, whatever they do for a living can only take three, maybe four hours a week . . . the rest of the time they're working for the Auxiliary. I'm looking for a job like that!

Cindy says Hi.

A. F. "Chip" Hoovler, CWO, 5NR

FROM THE BRIDGE

UpdateWilliam E. Pierce, VCO



Back in 1987 at our District Staff meeting, I made a promise to DSO-VE Ed Rearick, that I would try to become a Vessel Examiner in 1988. Now this might sound like an easy promise, but I have been a member for over 17 years, and to be honest with you, I was a little afraid to tackle this task. You all know I'm deeply involved in the Operations and Public Education programs. I signed up for the training at Lionville, and I can tell you it was great. I learned what it is to be a GOOD

examiner, and how important a good thorough examination of a boat is, both to the examiner and to the boat owner. The owner of the boat is counting on you to tell him that his life jackets are in good shape, his fire extinguisher is ready in case of fires, his anchor and line are fine, his lighting is working, etc. The examiner gets his rewards from seeing the owner and his family's eyes light up when they are told their boat has all the required items on board and that they are all in good shape. This is especially true when it is the first time that they have had their boat examined.

But, back to me, after the school I had to get my 5 examinations completed, so I call good OLD Katherine Slayback. She asked me to come to a ramp in her area that weekend which I did. I want to tell you folks it was one HOT HOT weekend. Kathy was there along with Bob Myers, Ed Rearick and Chester Klabbatz and one heck of a lot of boats. I examined 12 boats that day and I learned quite a lot more about the Vessel Examiner's job. I want to stop this article right now and thank these people for all of their help. Each and every one of them has the respect for this program that makes me proud to join them.

Now that I have been an Examiner for a few weeks, have manned 2 VE stations with my Flotilla and visited marinas to examine boats, I can tell you it is not an easy job. First the heat, second the time (in my Division they want us at the ramps at 0600), third there seems to be too many boats to do or there are no boats around to do, but like all good jobs the rewards are many. Just being out there with people from your Flotilla, getting to know them better, working together examining a boat or just standing around waiting for the next boat to arrive is fun and rewarding.

I guess what I am trying to say is, no matter what you do in the Auxiliary, be it Vessel Examiner, Instructor, Boat Operator, radio watch stander, fly with the Air Operations or any of the other 600 jobs, if you do it well—to the best of your ability the REWARDS are GREAT.

Come on get involved, it is fun, the rewards are there AND WE NEED YOU!

THE U.S.C.G. AUXILIARY IS A MOST REWARDING EXPERIENCE.

William "Bill" Pierce, VCO, 5NR

NOTICE!

**NEXT TOPSIDE DEADLINE
NOVEMBER 10th**



FROM THE EAST

UpdateEugene M. Pester, RCO-E, 5NR



An Auxiliarist, while in consultation with his cardiologist prior to his bypass surgery, was asked about his lifestyle and work habits. "Oh, I'm busy running a business," he said, "but I do enjoy my work." I don't think I am under that much stress," he continued. His wife, who was with him, interjected, "he did not mention his civic involvements, like the Coast Guard Auxiliary, that places extra pressure on him."

"To the contrary," the doctor responded, having probed into his

patient's activities. **The Coast Guard Auxiliary has probably been good for him.** A diversion from business stress.

I thought this was just one doctor's opinion, but it sure seemed valid. Recently, in an article in the Philadelphia Inquirer entitled, "Age is no factor in a midlife crisis," Inquirer columnist Darrell Stifford quoted noted author Rabbi Harold Kushner's *When Bad Things Happen to Good People*. Kushner says, "I tell them (those who are disillusioned about life) that they block out time to jog and go to the gym because they need these activities to feel good. But they also need to block out some time to do something cooperative and constructive - to work for a hotline or charitable organization, to do something to help others."

We Auxiliary members know that belonging to the Auxiliary can and should be a fun situation and we are also providing a valuable service to the boating public as well as the Coast Guard. We don't belong to this great organization for business contacts or commercial advantage. We do it because it need to be done and it provides a feeling of well being that we need - the same way we need sunshine and exercise. Now fess up - you never knew you had it so good, did you. The next time you are talking to a prospective auxiliary member, tell them about the medical and psychological benefits. It might help - it won't hurt.

Gene Pester, RCO-E, 5NR

A DAY ON THE DELAWARE

A passing ship had reported Channel Buoy 4L as not operating properly. Here was another duty for the Red Oak. Many Auxiliarists never see the tasks involved in the servicing of the buoys which aid the mariner travelling the Delaware Bay and River, the C & D Canal and the Chesapeake Bay.

Some members of Division III from Flotilla 33, 35 and 36 saw first hand the work involved in repairing a buoy when the light is not functioning properly.

On July 13, gathering at the Red Oak Dock, being welcomed aboard, and taking the trip down the Delaware River to Buoy 4 L was an unusual experience for those in the group.

The courtesy, friendliness and patience of Captain O'Brien, Mr. Dickey and all the members of the Crew made for a remarkable day. The personnel answered hundreds of questions and explained procedures while carrying on their necessary tasks.

This day was profitable and educational especially for those interested in Chart Updating. A very big THANK YOU to all who made this exceptional day possible.

Rhoda Davis, SO-PA/PB Division III, 5NR

FROM CENTRAL

UpdateHarry L. David RCO-C, 5NR



Most of the time after we complete a P.E. course, award the Certificates and wish the Students good boating, except for the ones who join our ranks, we hear no more from them. However, a few weeks ago I was talking to a recent graduate of a BS&S course given by one of our local Flotillas and would like to pass his story on to you.

It started back in January of this year when, we shall call him ED, ordered his first boat, a 23ft IO, from a dealer in Wildwood, NJ. He

paid his deposit and expected delivery in early Summer. As he had never before handled a boat, he was urged to take a boating course at the local High School given by the Coast Guard Auxiliary. Ed did well in the course and learned much about boat handling, anchoring, and charts (at least in theory if not in practice).

Summer came, and Ed's boat was ready for delivery. Outfitted with the necessary equipment to meet the Coast Guard requirements, as well as charts, a depth finder and marine radio. The Philadelphia Marina was to be home port. After being assured by the dealer that Philadelphia was only a 3 hour trip from Wildwood. He set out at 1530 Hrs on his Maiden voyage with a crew of one other inexperienced member. Feeling confident that he would arrive by 1900, or shortly there after, he so informed his family in Phila.

Ed felt that his best course was to follow the inland waterway through the Cape May canal to the main channel in the Bay and then follow the markers right up to Phila- after all, he had learned in the boating class all about Aids to Navigation. All went fine until he entered the Bay where he encountered 4 to 5 ft seas, but the boat was handling well, and by decreasing speed a little, took the water OK.

It was 1945 Hrs when Ed determined his position as being at the entrance to the C and D Canal, still a long way to Phila. Things were not going as planned and it was getting dark, dark enough so that all of the markers looked the same. At this point, Ed decided to stop while he was relatively sure of his position and call for assistance. Again calling upon his boating course, Ed used his radio for the first time, making contact with Group Philadelphia, informing them of his plight, that he was not in danger at that time, but was unsure about proceeding in the dark, and was seeking their advice. Group Phila. advised him to anchor at the side of the channel and that a patrol boat would be dispatched as would a local Fire Rescue Co. from New Jersey. As he was over due, the operator would inform Ed's family that he was safe.

As he was anchoring, Ed was glad that he learned how to set an anchor with the proper scope and that he should always carry 200 ft of anchor rode and 6 ft of chain as well as a proper sized anchor, and not the 100 ft and 3 ft of chain the dealer wanted to put on.

While awaiting the arrival of the Coast Guard or the Fire Rescue, Ed had time to think of his many lessons in the BS&S class and which of them he might have to use next. Finally the Fire Co boat arrived, but not wanting to go all the way to Philadelphia, suggested that they would lead him to a safe anchorage, where he could wait out the night and proceed in the morning. The Coast Guard patrol hearing the radio conversation informed that they would be on scene in 15 minutes and could lead Ed to Phila. and his Marina as they had to return anyway. This seemed the best choice and after thanking the Fire Co. awaited the arrival of the Coast Guard.

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PAST CAPTAIN'S ASSOCIATION MEETING

The breakfast meeting of the Past Captain's Association was held Sunday, July 17th at the Wilmington Hilton. Twenty seven members and guests were present. We had the pleasure of welcoming LT Robert Wilkins USCG, who has recently assumed command of Indian River.

Covering the items of current business presented: Bill Dischert, Vice President-E reported on the planned PCA picnic. Bill advised that the planned facilities at Cape May are committed to other use on our scheduled date, a review is underway to locate another site. In other business it was reported that the PCA has again provided a candidate for the AIM program at the Academy.

With elections scheduled for our fall meeting a nominating committee was appointed consisting of Bob Carson, PDCO, chairman and as members Bob Wecker, PDCO and Lee Crossman. Anyone interested in serving in any of the elected offices of the Past Captain's Association please make the fact known to any of the committee members.

We know that at times members of the PCA are not able to attend the conference, but would like to attend our meeting. We are always happy to have you join us, but PLEASE remember to use the reservation form in TOPSIDE or TOPSIDE, JR. to advise of your intentions. The Conference Coordinator has to have the information on attendance to provide to the hotel for planning purposes.

John McIntosh, PDCO, President PCA, 5NR



From DIRAUX

Continued from page 3

weeks from arrival of inputs in this office to return of the same inputs and corresponding reports to your FC (they have to go to Portsmouth, Virginia and back). ERRORS shown on your Error list *take longer* since we correct and re-submit them. AUXMIS printouts have normally been accurate to within 2 weeks of the date on the printout and they have been distributed religiously in accordance with the schedule previously provided since March 1988!

RUMOR: "The Region is doing good as far as AMOS goes!" **ANSWER: FALSE!** The region is doing absolutely GREAT in meeting its 1988 AMOS goals! We have already (as of 7/22/88 EXCEEDED 5 of 21 AMOS Mission Elements and 11 more are close enough to appear certain! We need to work harder on "No. of new SC Completions," "No. of CU/ATON Patrols," and "No. of Other Patrols." KEEP IN MIND also that year-end disenrollments can "cost" the Region, Division, and/or Flotilla *all of their goals* under AMOS! NO GOAL IS CERTAIN until 12/31/88 AUXMIS printouts say it's ours. Divisions and Flotillas are encouraged to check their AMOS progress by comparing their 7/29/88 1-page Management Report to the column 4 goals on their AMOS Worksheet!

So... KEEP UP THE FANTASTIC (as VCO "what's his face" likes to say) RECORD—BREAKING PACE you've set to date and keep those lines of communication OPEN!! Be consistent and accurate in all you report cause there's an AWFUL LOT OF POSITIVE THINGS to talk about and our members need and want to know!

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

FROM THE WEST

Update Frank J. Taylor RCO-W, 5NR



You stand on the deck of a pitching Coast Guard Auxiliary patrol boat patrolling the waters of Lake Raystown near Huntingdon, Pennsylvania. The Captain and you plus three other crew people look out over the bow and see a public boater waving to you to render assistance. The Captain calls to the crew to prepare to pass a tow line. The tow line is passed and the tow is completed. This crew has never worked together as a crew yet they functioned as a crew. Coincidence? I think not! Rather the results of boat crew training. Along with doing a good job, is the warm feeling of helping your fellow man.

One of the crew was along to check buoys, etc. and their positions, again the Captain and the crew pitched in to help. Another job well done.

Later in the season three of the crew members were patrolling different waters and with different crews in their own boats, needless to say with the same results. Can you say more!

Somewhere on different boat ramps, Auxiliarists will be doing CMEs and sharing their safe boating knowledge with the boating public. Could this ramp also be a pitching swaying boat dock? You bet it can — the Auxiliary is there!

You are standing in front of a class of eager-to-learn new boaters and also some experienced (need a refresher course) boaters. But the Auxiliary is there!

You are sharing another Flotilla or Division Picnic besides your own.

You are standing honor guard at a departed Auxiliarist's funeral.

You are sharing the thrill of a fellow Auxiliarist receiving an AUXOP award.

There is much more to the Coast Guard Auxiliary than meets the eye.

Your fellow Auxiliarists are doing the job but many hands make work much easier.

Don't miss the thrill of being part of the Coast Guard Auxiliary boating safety team.

Frank J. Taylor, RCO-W, 5NR

From RCO-C

Continued from page 5

After an uneventful trip the remainder of the way, during which the Coast Guard kept in constant contact, telling when they were going to change speed or course, they arrived at the Phila. Marina at 0230 the following morning-- and after exchanging salutes, the crews secured.

Needless to say, Ed had high praise for the Coast Guard, the Fire Rescue Crew and the Instructors of the P.E. class, and he is now a prime candidate for membership in the Auxiliary.

But there are lessons to be learned too, and Ed is the first to acknowledge them. The dealer's word about the length of the trip should have been confirmed by more local boaters, he should have begun his first trip at an earlier time, to allow for the unexpected, he should have known the speed capabilities of his boat under varying sea conditions, and because of his inexperience, he should have had an knowledgeable crew aboard. Over confidence can sometimes lead us to disaster, however in this case, all ended well.

Harry L. David, RCO-C, 5NR



WILLIAM CHERRY, DIRECTOR
ALEXANDER M. LEWIS, COMMODORE

NOGI



RECAPS

LOST AUXMIS DATA: When completing AUXMIS input forms, *you must use "05N"* as the first 3 digits of all member/unit numbers! Members of other districts can get credit for activity performed in 5th Northern; but, their inputs *must be submitted to their own Director of Auxiliary.* The same applies to our members working outside of this region! Failure to follow these simple rules can and does result in lost data.

MORE BCQP TRAINING: The Western area MUTT will be conducting a BCQP session at Blue Marsh Lake Sept 30 through Oct 2. On and off the water tasks at all levels of the BCQP will be covered. Point of contact: George Smyth, 1-800-AUX-USCG. Call and sign-up now... time's a wasting!

ANOTHER NATIONAL SCHOOL IS COMING TO FIFTH NORTHERN: National Advanced Vessel Examiner School, Lionville, PA - 20 through 23 April 1989. Attendance will be limited to 2 per Division and each Division may submit the names of 2 alternates. Prerequisites: Vessel Examiner Qualified with a current seminar. To sign-up, contact your Division Captain. Coast Guard reimbursable travel orders will be issued **budget permitting.**

1989 ELECTED OFFICER TRAINING: A tremendous 2-day, 2-night session will be held on December 2, 3 and 4, 1988 at the Holiday Inn in Lionville, PA. Everything you ever wanted to know about the Auxiliary will be covered in 15 hours of instruction by a staff of 14 "of the best in the Region." Saturday night will be dedicated to the 4th cornerstone. Attendance will be limited to 1 elected officer per Auxiliary unit. Priority will be given to DCPs and FCs. The Division Captain will select alternates should both the FC and VFC of a flotilla decline to attend. DCPs, VCPs, FCs and VFCs: Mark the dates on your calendar and get your Christmas shopping done early — You don't want to miss this valuable training opportunity! Coast Guard reimbursable travel orders will be issued **budget permitting.**

COAST GUARD SUPPORT NEEDED: Coast Guard Station Beach Haven has lost a valuable watchstander and friend. "Manny" Greenwald, USCGAUX moved from Beach Haven to Cherry Hill during August. This is great news for Division XIII; but, Station Beach Haven is a bit too far for Manny to commute. Thus, there is an opening at Station Beach Haven for radio watchstander(s) and/or those willing to learn.

Coast Guard Station Great Egg (Ocean City, NJ) also needs a few good radio watchstanders. They will train the willing and eager. Coast Guard Group Philadelphia needs Administrative support... as much as they can get! You will be working with a fine Petty officer, YN1 "Marty" Jones. She said "I love to train people" when she asked for the support. Need I say more?

AUDIO VISUAL EQUIPMENT: The Video Player and Overhead Projector waiting list is getting shorter. We are "cutting-away" at it everytime we fine "a buck or two" and we recently "found" 7,400 of them! Send a rapidraft to DIRAUX and your Audio-Visual needs may soon be filled.

AUXMIS REBELS: What does it mean when you see the following "errors" on the AUXMIS edrror list — "Member not a MDV Rep," "Member not an Instructor," "Member not a CE," "Mem lacks qual-Saf Pat/CU Pat" and "Member has no support quals"? It means than an entry was submitted to AUXMIS on a Mission Hour Card or a CME Card before the member became qualified in the program being reported. How can you tell if the member is qualified? Read the new 5 NR Auxiliary Policy Manual, Chapter II, Section D.1.E.1! Other important information, concerning this subject, can be found in Chapter III, Sections A through C. PLEASE DO NOT submit a member's activity to AUXMIS unless you have verified that the member is qualified. When you follow this procedure, you will greatly reduce the amount of time we spend on correcting the AUXMIS error list!

PRIVACY OF AUXILIARY ROSTERS: Please review the contents of paragraph D. on page 5-5 of the new Auxiliary Manual (COMDTINST M16790.1B). Member Rosters generated by AUXMIS are *specifically protected* by the Privacy Act Similar information, whatever the source, should be accorded the same safeguards. Do a friend a favor... don't break the law!

THINK ABOUT IT: It's HARD to admit you made a mistake; it's HARD to admit that you're wrong; it's HARD to forgive and forget; it's HARD to say that you're sorry; it's HARD to plan ahead; it's HARD to accept advice and ideas from others; it's HARD to accept defeat; it's HARD to delegate authority and responsibility; it's HARD to place your trust in others; and it's HARD to start over again... but, more often than you think, IT IS BEST IF YOU DO.

/sW. M. Cherry, LT USCG, DIRAUX, 5NR

COMPUTER PROGRAM FOR PE CLASSES

A computer program is available for your Public Education Classes. The program will run on a PC or compatible. AUXPE Auxiliary Public Education Student Data Base: This program automates your documentation needed for your PE Classes. The following information is provided by the program:

1. Create and maintain a student data base for each class.
2. Print a student registration form.
3. Print the student data base.
4. Print a student attendance sheet for your lessons.
5. Print the student names as they are to appear on the certificates and wallet cards.

6. Print the names of students interested in taking ADNAV.
7. Print a course completion work sheet.
8. Print the ADMIN-E form with your students names and addresses.
9. Print a state completion work sheet if applicable.
10. Print a "where hear about course" if applicable.
11. A utility mailing label program that will also print from the student data base.

If you are interested in obtaining this program please contact: Ed Reading Flotilla 63, P.O. Box 177, Fairless Hills, PA 19030; Phone-Day: 215-221-7823; Night: 215-295-7532.



DATELINE MANILA

BY L. DANIEL MAXIM, DSO-OP

While on a recent trip to Manila in the Philippines I had the pleasure of meeting Mr. Art Dela Rosa, Flag Secretary of the 101st Squadron, Philippine Coast Guard Auxiliary. Art graciously spent time with me in his office/radio room perched above the famous Manila Yacht Club and briefed me on the Philippine Coast Guard Auxiliary (PCGA).

The PCGA is generally modeled on the USCGAUX, but adapted to meet some of the unique needs/circumstances of the Philippines. It was founded in 1973 and is organized into eight Squadrons, equivalent to our Districts, that match the regional arrangement of the Philippine Coast Guard. Squadrons are subdivided into Divisions and further into Flotillas. Members hold rank in the PCGA as well as office and rank at entry is determined by an applicant's credentials. Incidentally, there are enlisted as well as officer ranks in the PCGA.

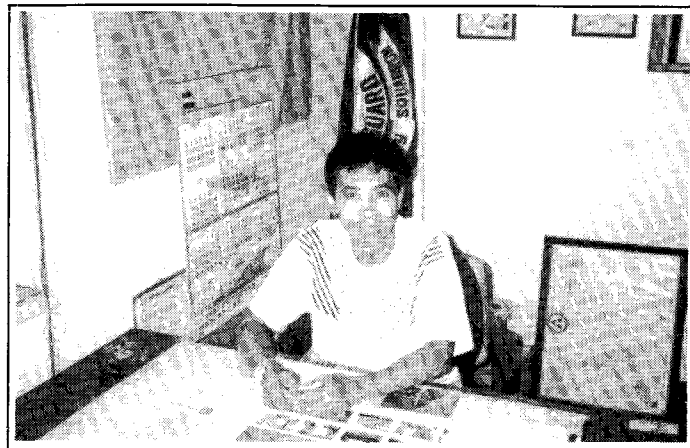
Membership, which totals approximately 5,000, is open to all nationalities, and there are numerous expatriots from Australia, Britain, Korea, and the United States that belong to the PCGA. Many commercial fishermen are either members or cooperate actively with the PCGA. Uniforms at present include a short-sleeve full-dress white (similar to that of the Philippine Coast Guard) and a working "T-shirt." Additional uniforms are being designed.

At present the PCGA does not offer public education courses, but does provide training for its members.

Operations is an active program. Normally, vessels are not deployed on safety patrols, but rather available on a "call out" basis to respond to SAR cases. Thus, members maintain radio watches and dispatch facilities when cases arise. VHF-FM is used, but because of the distances involved, HF often proves necessary. Some aircraft pilots belong to the PCGA and there are plans for an air division, but AIROPS has not yet gotten off the ground as yet.

In proportional terms, the Philippines have fewer pleasure vessels both in total and on a per capita basis than the United States, but SAR cases are often more difficult/dangerous. SAR logistics can also be more complex—the Philippines consist of 7,107 islands spanning approximately 1,840 kilometers from north to south. The coastline of the Philippine archipelago is actually twice that of the United States.

This expanse of coastline, coupled with sometimes difficult weather (the dreaded typhoon or as it is sometimes called there Baguio or Baruaio), conditions create a big job for a small organization. The static and rapid conversation on the HF in Art's radio room as he prepares to leave after a long radio watch stand in odd contrast to a red-gold sun setting in placid Manila Bay.



Art Dela Rosa (PN Ret), Flag Secretary, 101st Coast Guard Aux. Squadron, Philippine Coast Guard sitting in the combined office/radio room atop the Manila Yacht Club.

THREE GENERATIONS OF AUXILIARISTS

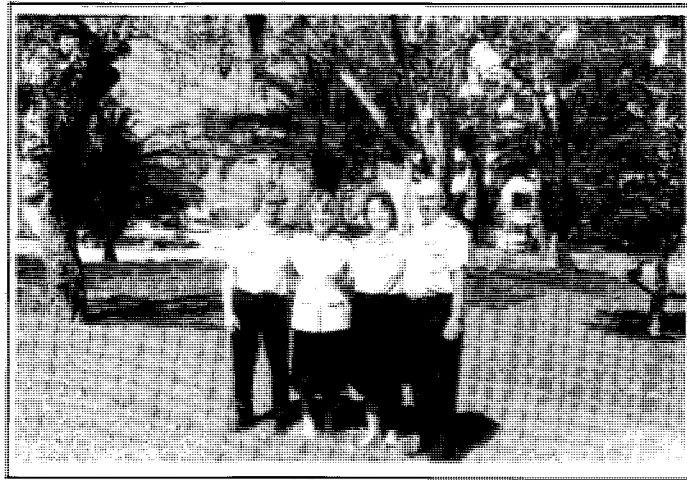
Times may change but some things stay the same. Our 50th Anniversary will soon be upon us. When we the Auxiliary started working hand in hand with the Coast Guard we did our best to support their programs. We had patrols and carried out the missions they gave us to the best of our abilities. We do that today.

My first recollections of the Auxiliary are from 1959 when my parents were active in Flotilla 81 in Roanoke, Virginia. While my father, Jack King, was on safety patrols my mother, Ann, was at the docks carefully giving the incoming boats a safety check (our current CMEs). Classes were taught by the Member Training Officer (an elected position) at the nearby school to teach safe boating to the public. Flotilla meetings were held once a month and *do I remember the summer picnics* . . . guess the 4 cornerstones were just as viable then as now. Traditions live on. We have progressed from firm cornerstones.

We should remember that we are a family-oriented organization and encourage our own families to share with us. The paybacks in self-satisfaction are enhanced when we can share them with each other.

Celebrate our upcoming 50th with new members from your own families and give them the opportunities and paybacks that we are profiting from for ourselves. Even though our uniforms have changed from the khaki to our familiar blue we still continue the traditions from the past and strive to serve in our Coast Guard Family Programs today.

Caroline Sweigart, DCP XIII, 5NR



Above picture shows 3 generations of family members presently in the Auxiliary. Left to right: Henry and Cassie Gager (Caroline's daughter and son-in-law — new members of 13-10, 5NR); Caroline Sweigart DCP-XIII, 5NR; and Jack King, PDCO 7th District (Caroline's father). Photo taken at EANCON 88 in Florida.

Next



TOPSIDE DEADLINE

November 10

A DAY ABOARD THE RED OAK - DIVISION III

Permission to come on board:

On the morning of July 13th, 1988 seven members from the U.S.C.G. Auxiliary Flotilla 33, Past Commodore John McIntosh, Vice Flotilla Commander Jim Clark, F.S.O./Anthony Stanewich, F.S.O./Betty VanDyke, F.S.O./Bill Smith, F.S.O. Hans W. Guenther member Mike Gerzanich, members from Flotilla 38 S.O./Harland and S.O./Rhoda Davis and Flotilla 35 F.S.O./Bob Budd assembled on the U.S.C.G. C. Red Oak, a coastal buoy tender. The invitation was extended to the members by C.W.O. Tom Dickey.

The tender, the fifth and final coastal buoy tender of its class, was built at Curtis Bay, MD at the Coast Guard Yard. Work began on October 26th 1970 and she was commissioned U.S.G.S. Red Oak. (WLM 689) in June of 1971.

The tender is 157 feet long, with two 900 H.P. Caterpillar diesel engines. She has a displacement of 470 tons and was built to operate in shallow waters with a top speed of 14 knots. The Red Oak is designed for light icebreaking duty having a reinforced hull with twin reversible pitch propellers and a bow thruster for greater maneuverability. The tender's boom is capable of holding buoys up to 20,000 lbs. operating at times near the Army Corp. of Engineers along side of dredged channels. The Red Oak is equipped with hydraulic motors and an advanced pneumatic control system. The responsibility of the Red Oak is to service lighted and unlighted buoys and lighted shore aids. The operation area is north to Trenton, NJ and south to Ship John Shoal Light, a distance of approximately 80 N. miles on the Delaware River with its base at Gloucester City, NJ, under the operational control of the Fifth C.G. District, commanded by Lt. W. O'Brien. Soon the base will be moved to the Philadelphia side near Penns Landing.

Thirty-five crewmen, five officers and two civilians and seven other military members operating from the base, make up the ship's company. Living on this modern air conditioned tender is a new concept in shipboard living.

The tender got under way at 0800 hrs. heading south to a buoy that was reported out of commission. (2315 in the Reedy Island Range lighted bell buoy 2RQR, which is normally replaced by a smaller lighted ice buoy of reduced intensity from January to February 28).

The mission of the Auxiliary was to address crew members of the Red Oak on what the Auxiliary work is in relation to its parent unit, the Coast Guard. A 30 minute talk was given by Past Commodore John McIntosh on the following subject: C.M.E. Operations, Public Education, Status of members of the Auxiliary, Parallel Staffing, Communications, Child Safety Classes, Air Operations and handling of facilities as well as the civilian status with great pay.

We were told that we had the run of the ship and to make ourselves at home. The crew was most courteous and friendly. The food was great and the Mess was open to all members of the Auxiliary and crew. C.W.O. Tom Dickey gave us a tour of the tender and explained various operations, and what we could expect on this trip. Regarding the working areas, the boom and observation station above us, C.W.O. Tom Dickey also explained the various blocks, chains welding gear and winches used in buoy tending operations, spare lights, multilights and the testing of charging of equipment for batteries as well as solar panels. The most critical time operating the boom we were told, was when the buoy would be hoisted on board. The pivot point of the tender would shift.

On the Bridge, the proper line of position of the buoy using a computer, backup calculator, sextant and other devices was

explained to us by the Bridge Officers and personnel. The Telescopic Alidade on the port and starboard side of the Bridge (Bridgewings) for reading of fixed aids to navigation was used constantly.

The first call for chow came at 1115 hrs. The Auxiliary members and some of the crew members assembled in the Mess. On the menu was boneless chicken in sauce, corn, potatoes, salad and desert plus coffee, ice tea, soda, and juices. The tender's crew had to eat quickly because we approached our target area.

Time 1150 hrs. Steadily the tender approached the buoy, keeping it to starboard with the bow facing the incoming tide. The operation detail involving 10 members of the crew not counting other operations, (Bridge personnel and others) took over with a smooth procedure. A member on the foredeck operated the lead line calling periodically the depth of the water. The blocks were laid out to receive the buoy. Paint and other equipment were made ready to be used. The boom swung into position. There was no shouting, no running, everyone had their job and knew it well.

A crew member was placed on the buoy, secured by a harness, with working tools and replacement parts. The crewman repaired the buoy's light, cleaned the glass, made it operational again. Preparation was made to receive the crewman on board. Equipment, paints, winches, chains were made secure. At 1244 hrs. we backed away from the buoy returning to base Gloucester City.

I observed some members filling out reports, and working on maneuvering boards to improve themselves. I observed members of the crew talking with the Auxiliary members, the Bridge crew was ever so alert, observing traffic on the river, taking bearings with the Telescopic Alidade. Again, with the tide going out now, we had the current against us. By 1620 hrs. the base came in site and docking preparations were made.

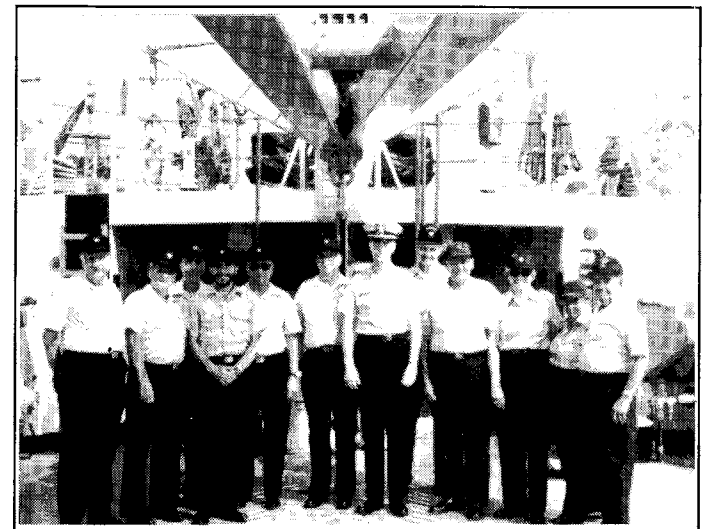
Lines were secured. The Capt. W. O'Brien, C.W.O. Tom Dickey and members of the Auxiliary had their picture taken. It was a great enjoyable experience that one would not pass up if given the chance.

PERMISSION TO LEAVE THE SHIP.

We all had a great time. Thank you for the opportunity C.W.O. Tom Dickey, LT. W. O'Brien and the crew of the "Red Oak".

Future Familiarization Trips aboard the C.G.C. RED OAK are welcomed. Please contact C.W.O. Tom Dickey (609)456-5542

submitted by: Hans W. Guenther, FSO-PA, Flo 3-3, 5NR



Pictured above the group participating in the day.

Public Education*Alice Stamm, DSO-PE*

As the Summer draws to a close and we are ready to start our Fall Public Education classes, I hope that all of you have ordered sufficient books, handouts, and films from your courses with BOAT/US, HARRISBURG OFFICE and the DIRAUX. We get a lot of students from these sources.

At the Summer conference in Wilmington we had a very successful workshop on the new Tenth Edition of Boating Skills and Seamanship. Many attended the workshop and got a lot of good handouts. Use them well with our blessings. A thank you to my three ever present and available ADSO's for their help in putting on the program.

Hope by now you have all had new instructors at the three workshops put on in Carlisle, Hammonton and Lionville in September. In case you did not get the word, due to a lack of funds, Board Inc. has cancelled the Advanced Instructors Workshop scheduled for Lionville, November 4,5, & 6, 1988. We are sorry as your Public Education staff plus extras were again poised to put on another bang up production for you.

Hope to see a lot of you in Carlisle for Halloween in September. Where do the EXCOM ladies come up with all these great ideas?
Alice F. Stamm, DSO-PE, 5NR

Member Training*Nancy Sterner, DSO-MT*

As the story goes, and in the day when wishes were granted, a dissatisfied horse asked for a new appearance. "Oh, for a neck like a swan, longer thinner legs, and a saddle that would grow upon me as a part of my body," the horse bemused. Admiring all these separate appendages of beauty, the horse longed to incorporate them all within himself.

So he wished and straightaway he was changed into a creature embodying all the new features. But as desirable as they had appeared separately, the entire assembly struck terror into the horse. When he saw his image in the waters of a cool pool, he found that he had been changed into an ugly camel!

Having been granted his wish, it would serve as a reminder for all of his life, that it is better to improve what you have than to wish for what you have not.

How often do you as an Auxiliarist wish for a larger membership, more time to work on a Training aid, more help with the course you are teaching, or member training in the flotilla?

Any Auxiliarist may and can search-out prospective members and invite them to the next BS&S or S&S class. Increasing membership's the business of all Auxiliarists. Stop wishing we will meet our goal of one new member per Flotilla and start helping.

Schedule time to assemble a training aid. Remember the aid you wished for and visualized while you running that last class? Did you know that we had no training aids for competition at the July Conference? We all must have been wishing someone else would do it.

And the course you are teaching..try building a team. It is more fun to work with others than alone. You will also be adding to the knowledge base and research states that classes respond favorably to more than one instructor. Team teaching is the in thing to do.

Has your Flotilla meeting been dull lately? Add a little segment of Member Training. Better yet, plan the year with the various Flotilla members contributing a Member Training segment. Then all the meetings will have that extra Member Training sparkle.

The moral of my story is, it is better to improve what you have than to wish for what you have not!
Nancy Sterner, DSO-MT, 5NR

Vessel Examination*Edward Rearick, DSO-VE*

Your Reflection; The Image of Self-Satisfaction

Rip this page out and tape it up next to your bathroom mirror as a reminder.

Tomorrow morning, when you're in front of that mirror, look closely at yourself. Do you see a quality person? I don't mean rich, beautiful and famous. You don't have to behold a Vanna White or Tom Cruise. Quality is top flight, not top gun.

Quality is defined as "something special about a person or object that makes it what it is." Quality is the Seal of Safety. Quality is also confidence and trust and this is what we as Courtesy Examiners are trying to gain with the boating public, not to mention the Marine Police or the Conservation Officers.

The boating public in general is easy. Most want the decal and in some cases are willing to beg or borrow an item in order to "pass." On the other hand, it is not easy to gain the confidence of the law enforcement agencies. These men and women see things in a different perspective, march to a different drummer. Their goals are different but the end results are the same, safe boating.

When you're examining that boat, make sure it meets the requirements for the DECAL. You receive the same pay whether it receives one or not. How would you feel if after you completed a CME, the vessel you examined sank or all were lost because of something you let slide by. The PFD's were in the cars trunk and you took their word on it, or was it the fuel tanks weren't secured but they promised to tie them down when they got home. It was hot and you were tired and figured what would it hurt. You only needed 1 more to fill that card and make your 10. Think about it, is it worth it?

It has occurred to me that one of our main problems is balancing quantity with quality. Just one or the other isn't enough for most of us. We want to be Courtesy Examiners but we want to be more as well. We want to be Boat Crew or Operators and one interferes with the other, or does it?

One problem that many of us share comes not from our desire to excel but instead, stems from our desire to be well rounded - to be too many things to too many people. World-class athletes learn on to be single-minded. Because of that single-minded desire they achieve their goal and receive world-wide recognition and serve as an inspiration to thousands.

Being single minded has its downside, of course. Many people who spend all their available time in one endeavor are expert in one area and ignorant in all others. It is possible, however, to decide who you want to be personally and what you want to accomplish, put a plan into place and accomplish both.

To be truly the best, we should constantly evaluate what we want, set exact and demanding goals. Challenge every person - including yourself - to exceed personal expectations. Demand as much as possible, but show by example what's attainable. Resist people who shun accountability and wallow in guarding their territory. Posses an inspiring vision for quality - one that complements the CME program and the Auxiliary. Let's make boating a four letter word - SAFE!

Look in that mirror. Your reflection should be the image of self-satisfaction, right before your eyes!
Edward Rearick, DSO-VE, 5NR

NEXT 5NR CONFERENCE

JANUARY 1989

Valley Forge Hilton

King of Prussia, PA

Details Next Issue - Tbpside

111 MORE NEW MEMBERS

"Welcome Aboard" to these 111 members who were officially enrolled during the period May 10 - August 4. This brought the total new enrollments for the year to 233.

Thanks to all the "old hands" who helped make this splendid achievement possible . . . and congratulations to our new members. Best wishes to each of you for a long, happy and rewarding Auxiliary "career."

DIVISION I

Janet I. Churchill 1-1
Barbara W. Ohliger 1-1
James T. Boyd 1-5
Dale R. Murphy 1-5
C. William Tulloch 1-8

DIVISION II

Forrest E. Fuss 2-1
Candace R. McLaughlin 2-1
James M. McLaughlin 2-1
Walter R. Schuylze 2-1
Ernest R. Weischedel 2-1
Oliver J. Giorgi 2-4
James D. Brady 2-5
George F. Baust 2-5
Norman Kaufman 2-10

DIVISION III

Avia A. Jones 3-2
DIVISION IV
Christian W. Saveoz 4-2
Gary H. Extract 4-9
James J. Dempster 4-9
Richard P. Stabler 4-9
John E. Rosenberg 4-9
Aline P. Skinner 4-9
Joseph R. Skinner 4-9
John J. Watson 4-9

DIVISION V

Jason A. hawkins 5-1
Dale E. Schwartz 5-4
James E. Savage 5-4
Rodney L. Bingaman 5-16
Ruth L. Shafer 5-16
Seth B. Shafer 5-16
John M. Venskus 5-16
DIVISION VI
Frank R. Wojcik 6-1
DIVISION VII
James A. Murphy 7-2
Harry D. Anderson 7-4
Frank J. Corrao 7-4
Morris R. Guthrie 7-4
DIVISION VIII
Brian M. Sullivan 8-2
Howard J. Chase 8-3
Russell L. Dreher 8-3
Benjamin F. Surrick 8-3
J. Marcia LeWinter 8-4
Michael P. Goodwin 8-4

DIVISION IX

Allen R. Mitchell 9-1
Mary Herman 9-2
Clair E. Rager 9-2
Barbara L. Rager 9-2
Shirley A. Hensal 9-2
Clair P. Lash 9-3
Linda J. Redmond 9-3
DIVISION X
Matthew F. Stinson 10-6
Alan R. Clemens 10-6
Earl H. Parsons 10-6
Maurice I. Hart 10-7

DIVISION XI

George P. Tabakelis 11-3
Lorri L. Brown 11-3
Gary F. Brown 11-3
Gordon J. Frazer 11-4
Betty J. Keim 11-4
Richard K. Keim 11-4
Peter E. Condos 11-4
Robert C. Hoy 11-6
Jean E. Houck 11-6
John D. Babinski 11-6
Martha G. Babinski 11-6
Gerald J. Braddick 11-8
Andrew W. Bugay, Jr. 11-8

DIVISION XII

Arnold M. Bass 12-2
Eleanor Hoefer 12-9
John A. Hoefer 12-9
Virginia D. Vansciver 12-9
Donald J. Vansciver 12-9
Robert A. Ricciuti 12-9
Thomas J. O'Dore 12-9

DIVISION XIII

John C. Kmiec 13-3
Edward J. Hollins 13-3
Virginia M. Hollins 13-3
Dean W. Sargent 13-5
David B. Brady 13-5
Patricia N. Charter 13-5
Gary R. Stoeffler 13-7

NEW FLOTILLA 13-10

Connie J. Ames
Carl Cohen
Andrea Drosnes
Robert D. Francis
Dolores L. Fusillo
John B. Johnson
Ronald W. Long
Kelly A. Meehan
Sandra C. Moteles
Gene Moteles
Dwight A. Mutschler
Barbara A. Noble
Steven P. Pritti
Robert M. Rudolph
Samuel Lee
Edward M. Henry

DIVISION XIV

Craig A. Shaubach 14-1
James HJ. Wiser 14-1
Kenneth G. Dorward 14-1
Frederick M. Wilton 14-1
Kevin R. Garthwait 14-1
Alder R. Chamberlain 14-4
James E. Plumb 14-5
Dorothy M. Morningstar 14-5
Glenn G. Morningstar, Sr. 14-5
Henen E. Zimmerman 14-6
Loren L. Zimmerman 14-6
E. I. Witmer 14-6
Ray S. Witmer 14-6

SPECIAL NOTE TO NEW MEMBERS

To encourage your attendance at our District Conferences, the \$3 registration fee is waived at any Conference you attend during your first year of membership. In addition, under our "First Timers" program, you are eligible for participation in a special drawing, the winner of which receives free luncheon and dinner at the next following Conference. So why not get a small group together and join in the learning and fun at the Carlisle Conference, September 23-25. You'll be glad you did.

William "Bill" Reimer, DSO-MR, 5NR

Member Resources*William Reimer, DSO-MR*

Could your Flotilla use a few more Vessel Examiners?

Does your Flotilla need one or two more good Instructors?

Do you or other members hold two or more Flotilla Staff jobs because there aren't enough people to go around?

If the answer to one or more of those three questions is "Yes," then it's quite likely that your Flotilla could use a couple of new members.

BUT . . . don't wait to get started next month. Start NOW. Dust off your last two or three Public Education class rosters . . . extend a post card or phone call invitation to every graduate to attend your next Flotilla meeting . . . then follow up with a phone call reminder . . . plan a Member Training session or have a special guest speaker at your meeting . . . put a little advance notice in your local paper. If you can get two, three or more prospective members to attend, you've got a good start.

Just don't put it off. Start recruiting NOW. And remember, your Division Staff Officer for Member Resources — and your Division Captain — will be more than willing to help you.

As is said about blondes, *growing* Flotillas have more fun!

William "Bill" Reimer, DSO-MR, 5NR

FIRST TIMERS

The turn out was super at the Wilmington District Conference. There were fourteen first year members in attendance.

The following represented Divisions I, VI, and XIII:

David D. Knotts	1-1	Andrew D. Ritzie	6-5
Barbara A. Raffel	1-4	Gary R. Stoeffler	13-7
Keith D. Raffel	1-4	Carl Cohen	13-10
Arline Dolich	6-5	Larry Drosnes	13-10
Ira Dolich	6-5	Dolores L. Fusillo	13-10
Bogdan Jakubicki	6-5	Barbara Noble	13-10
Harry Jirnece	6-5		

Andrew D. Ritze was the winner of the drawing and will receive a free ticket to the luncheon and dinner banquet for the next conference.

Lets see, first year members from all the Divisions at Carlisle, PA.

James C. Eriksen, First Timers Coordinator

DIVISION IX - FEMINISTS

Pictured below four of the ladies of Flotilla 9-1 who do a great job of running the flotilla. Left to Right: Front Row: Virginia Clapper, VFC and Louise Wombacher, FC- Back Row: "J-J" Miller, FSO-SR and Linda Ringler, FSO-FN. Keep up the good work ladies you are setting a great example for others.



DIVISION XI OBSERVES NATIONAL SAFE BOATING WEEK

National Safe Boating week was observed by Division XI in a big way this year. In conjunction with the Corps of Engineers and several other water sport clubs and dealers in their local area of Berks County, a Water Safety Festival was held at the Blue Marsh Lake Dry Brooks Recreation Area on Sunday, June 5, 1988.

Blue Marsh Lake, an eight mile long, 1,150 acre lake just 10 minutes West of the Reading Flotilla Training Base, has grown in popularity greatly with the local, as well as out-of-town boaters, since it's opening in 1979. Having three launch ramps at various locations which can accommodate 360 boats besides those which can be carried in, the lake is considered at capacity by 9 A.M. every good weather weekend of the summer. Estimates have nearly 500 craft of all types on the lake at times.

In conditions like these, water safety is a must. This is where Public Education pays off.

Division XI prides itself in the PE cornerstone, graduating nearly 200 people a year under its highly qualified instructor staff. At the Waterfest, Division XI again reached many with useful and life-saving tips in its hour safety presentation.

Under the commentation of DCP Larry C. Whiskeyman via PA system, an in-depth Courtesy Marine Examination was acted out by "Examiner" VCP Eugene C. Unger and "Boatowner" FC 11-04 Marie Ritchie. The stage was a trailered boat parked amid the festivities and marked by the inflatable USCG Aux blimp provided by Board, Inc. No detail was missed as every step of the 204 Form was discussed and explained. 11-02's FSO-MR George Hartman videotaped the presentation for use in future MT sessions and CE courses. Meanwhile, other division members walked among the audience passing out safety pamphlets and Auxiliary handouts.

Public Education however was only part of Division XI's participation. During the day's activities, all four cornerstones were incorporated into it's all encompassing safety program. Each of the three launch ramps were manned with Courtesy Marine Examination stations. Twenty CE's examined nearly 100 boats during the day's shifts.

Also beginning early morning until all festivities were over, the lake was patrolled with two of the Division's operators, Edward Zerbe and Carl Sheetz and rotating shifts of crew members. A radio network linked the 2 patrol boats, the 3 CME stations, the main recreation area and mobile units with the Base Reading radio station in the Corps of Engineers building. Nine assists were handled by the patrols that day.

Last but hardly least, fellowship was enjoyed by members of all seven flotillas in Division XI. Picnicking in the grove as a big family and representing one of the finest organizations around, made us all fell proud and happy to be doing our part for boating safety.

submitted by: Linda A. Spayd, FC11-02, 5NR



photos by: Linda Spayd



SCENES AROUND THE DISTRICT - NATIONAL SAFE BOATING WEEK



Pictured at top left, Muriel Lewis, FC-2-76 and Rita Kratzer, Division VI aboard the RED OAK during activity at Penn's Landing hosted by Flotilla 2-76. Picture submitted by CWO Tom Dickey.

Second picture from top shows safe boating booth sponsored by Flotilla 83 in Cape May.

Third picture shows Flotilla 7-11's safe boating display on June 10th and 11th at the Bayville Plaza Shopping Center. The weather was beautiful, the crowds tremendous and the distribution of material for safe boating knowledge was greatly appreciated. Submitted by Army Calhoun, FSO-PA, 7-11, 5NR.

Pictured below, submitted by John Lincoln, PDCP DIV VIII, newspaper picture and caption depicting a yearly event on Memorial Day - just prior to Safe Boating Week.

Memorial Day 1988

Page 20--Cape May County Beacon Advertiser--June 3-9, 1988



Photo by Mark Schaad

A MEMORIAL DAY service at which a flower filled boat was towed to sea in honor of the war dead was held in Cape May on Monday for the 44th time. It was sponsored by the United States Coast Guard Flotilla Auxiliary 82 with assistance from the Coast Guard.

Success comes in cans. Failure comes in Cannots!
Success is getting what you want. Happiness is wanting what you get.
The only nice thing about being imperfect is the joy it brings to others
A closed mouth gathers no feet.

submitted by: Russ Appler, PRCO-C, 5NR

AIM WEEK - Coast Guard Academy - August 1988

"Get 'em While They're Hot" would have been an appropriate theme for AIM Week '88 at the U. S. Coast Guard Academy, New London, Connecticut, 3 through 9 August. The temperatures (both days and nights) set AIM Week records every day.

Chase Hall, the cadet quarters where the 192 AIM candidates, 15 DSO/ADSO-CCs (including myself) and the 2nd class cadre stayed, is not air conditioned and everyone had great opportunity to "clean their pores," as they say. In spite of the heat, it was an outstanding week for all involved. I attended along with 12 AIM candidates from 5th Northern. Not only did we all learn a lot about the Coast Guard Academy, the Coast Guard "family," etc., the enthusiasm and sincerity of everyone we came in contact with from the superintendent, Rear Admiral R. P. Cueroni on down was impressive.

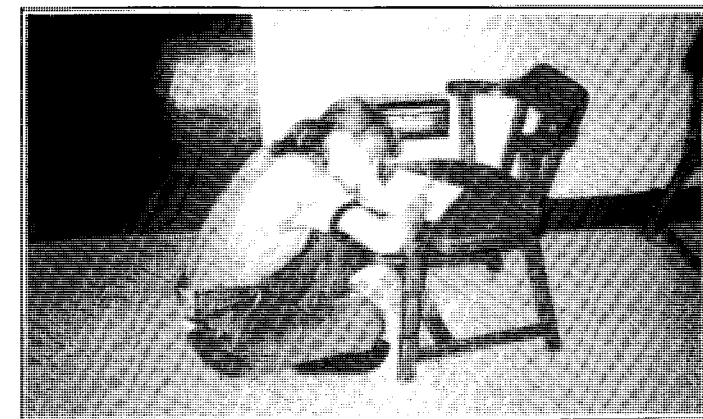
AIM provides a good source for future Coast Guard Academy Cadets and Coast Guard officers.

AIM is a year 'round program!!! We all need to stay in touch with the "1988 AIMERS" to help them with the application process (deadline for the applications for the Class of '93 is December 15, 1988) and encourage them to make a wise career choice. Also, now is the time to begin looking of "1989 AIMERS." The SO-CCs and FSO-CCs will be contacting schools early this fall to find those juniors in high school who meet the requirements for consideration as an AIM candidate. It's an excellent opportunity for any young woman or man who is interested in and meets the requirements for a military academy. Remember, the Coast Guard academy is the only service academy to which there are no congressional appointments, state quotas or special categories. ALL applicants participate in the annual nationwide competition on an equal basis.

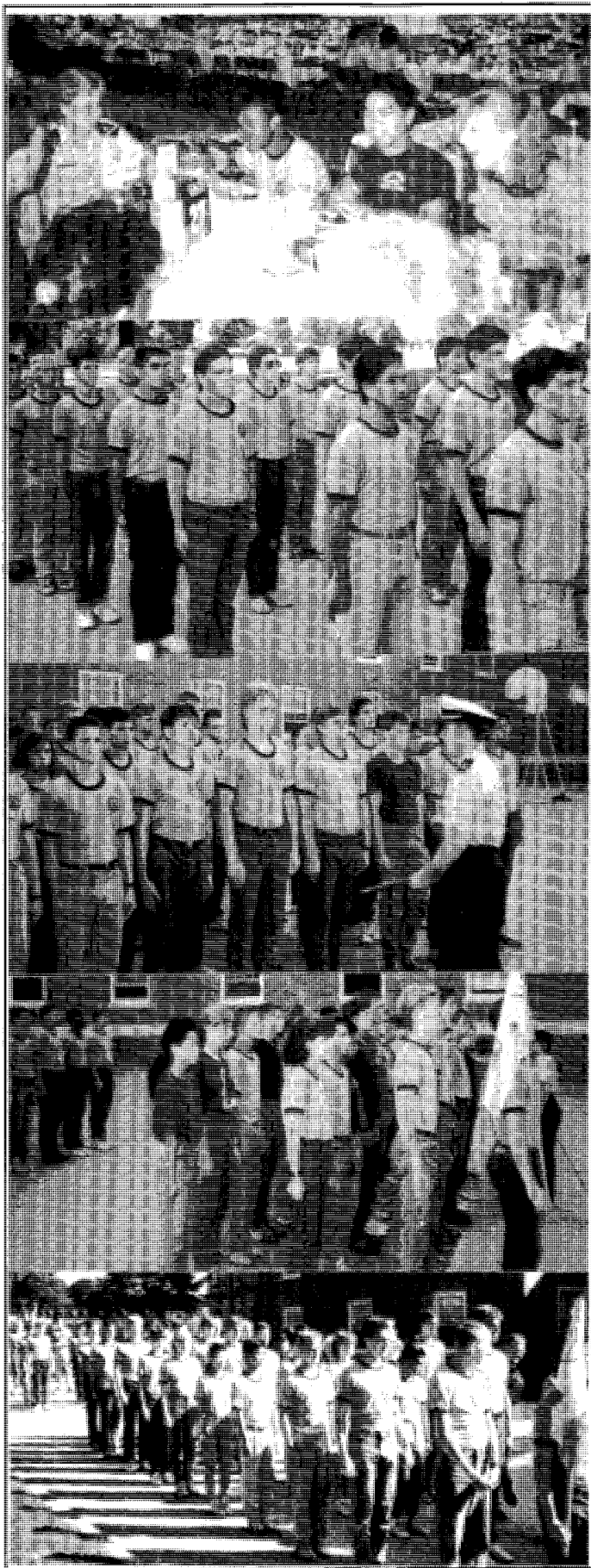
The Mission of the Coast Guard Academy - "To graduate young men and women with sound bodies, stout hearts, and alert minds, with a liking for the sea and its lore, and with that high sense of honor, loyalty and obedience which goes with trained initiative and leadership, well grounded in seamanship, the sciences and the amenities and strong in the resolve to be worthy of the traditions of commissioned officers in the United States Coast Guard in the service of their country and humanity." **Know any?** Put them in touch with your Career candidate (CC) officer.

AIM IS A YEAR 'ROUND PROGRAM!!!

Allen E. Wenrich, DSO-CC, 5NR



photos submitted by Allen Wenrich



CREW + OPERATORS = PATROLS

The Sea Dogs were really busy the weekend of 29-31 July as 17 prospective crew and operator trainees assembled at Wilmington, Delaware despite an oppressive Saturday (was it the high humidity or the heat from the QEs tasking us to do a quality performance?), much was accomplished.

By the time that Sunday rolled around, approximately 789 tasks had been signed off — an admiral task at best. In turn, these tasks produced 6 operators and 7 crew, enough required personnel to man at least 6 patrols at any given time. Such enthusiasm; such appreciation for the great job by the QEs such cooperation all around; and finally such fellowship. It really bodes well for an excellent operational year in 1989.

However, we haven't signed off, for we know that there are many more of you out there "chafing" at the "bitt" to finish up tasks in any of the categories—crew, operator or coxswain... we'll all (6 QEs) be available on a little cooler weekend in October mark it down now and come on down to Wilmington and Delaware City, Delaware from Friday, October 7 beginning 1900 thru Sunday, 9 October until ??? everyone gets done and let's set a record accomplishment in quantity and quality. *Pre-registration is a must!!!* Call Sea Dog Coordinator Russ Appler at 215-935-0319 today for your registration and join many good men and women who are proud to be crew, operators or coxswains.

East may be least and the West may be the best but Central is monumental!!!

Russ Appler, PRCO-C, 5NR

THE REWARDS OF TEACHING

Does teaching have its rewards? You bet it does!

As an instructor of nineteen years in the Coast Guard Auxiliary I am often called upon to teach outside of our normal sphere. This is exclusive of my normally teaching "Water and Kids."

Several years ago I was asked if I would be willing to teach a weather class for the St. Elizabeth's Elementary School for students in the fourth and fifth grades. Having taught weather in the BS&S program for a years I scaled down my presentation for this assignment. Thus armed with a new lesson plan, literature and a film from the National Weather Service I approached them with some degree of trepidation.

My fears were groundless. With preparation, proper presentation you can keep their attention for a full hour. Do they understand the message? You bet they do and this is confirmed by the surprising questions asked on the subject taught. The classes were so successful that I have returned to teach for a second and third year. Next year the sixth grade will be included in the schedule.

Is it rewarding? I'll say it is from the thank you letters received from the students. Comments such as: "when you say something I understand it" or "some of the things you told us my Mom and Dad didn't even know" or "I am glad you came because I learned something from you" and "when I do go out into the water I will wear a life jacket."

Does teaching this type of class have its rewards, the answer is a resounding yes! Not in the dollar and cents category but in the joy of expression on their faces. I'll continue to go back and back as long as I can create that spirit of interest and create a desire for more knowledge in this or any other subject.

If you are fortunate enough to be asked to teach under similar circumstances, seize it. You will be more than amply rewarded with the results.

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

CHANGES OF WATCH - DIVISIONS IV and V

Shown below installation of officers at Division IV's Change of Watch for 1988 - picture at right shows L to R Arthur M. Talley, Jr., DCP; Orlando D. Maiocco, VCP; Harry L. David, RCO-C; Edward K. Roe, CAPT USCG (guest of honor). Picture at left shows group of officers present.

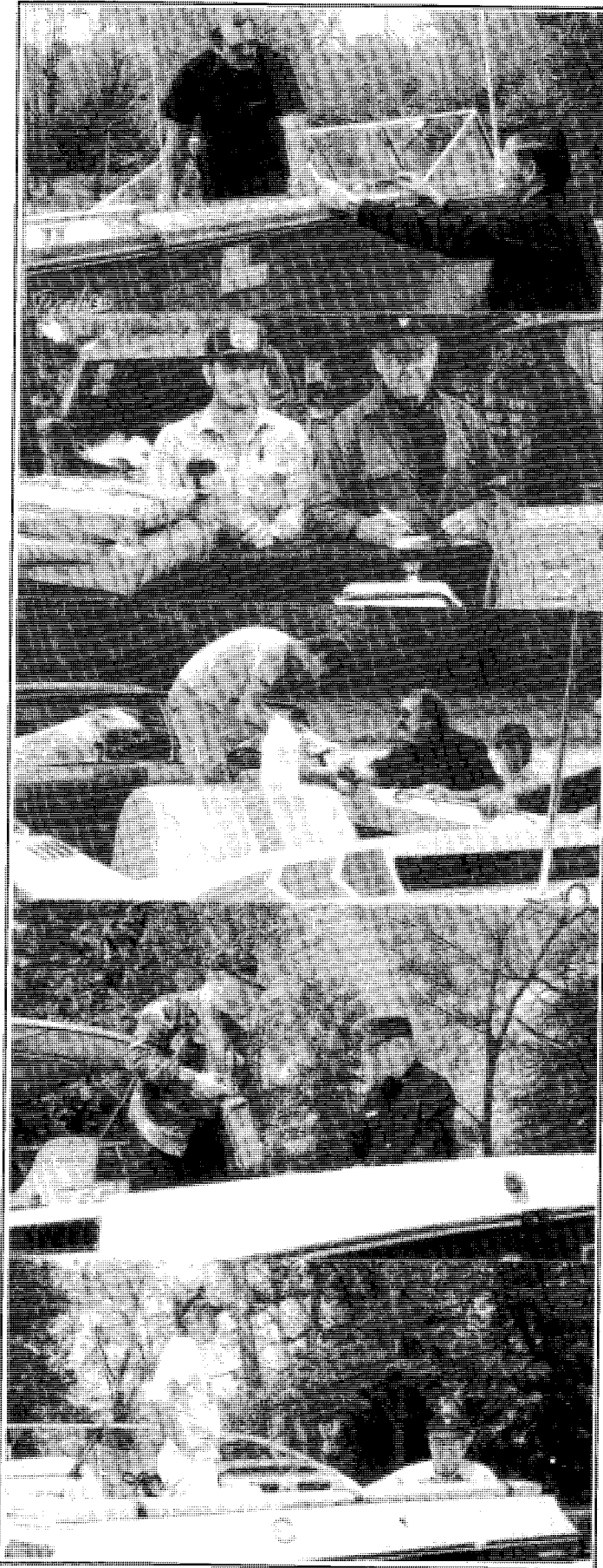


Shown below at Division V's Change of Watch for 1988. Left picture shows Lenore and Willard Roush, Division XIV, who celebrated their 50th wedding anniversary at this Change of Watch. Center picture shows Welton Fischer, DCP and Bobby Carter, VCP being sworn in. Right picture shows awards being presented.



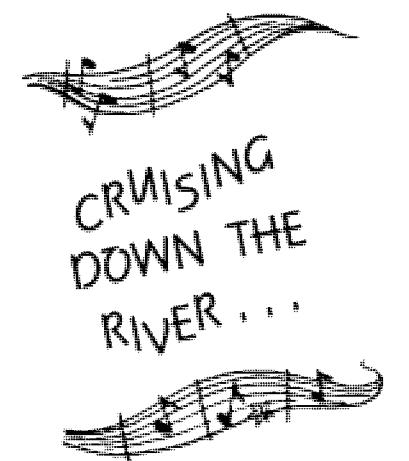
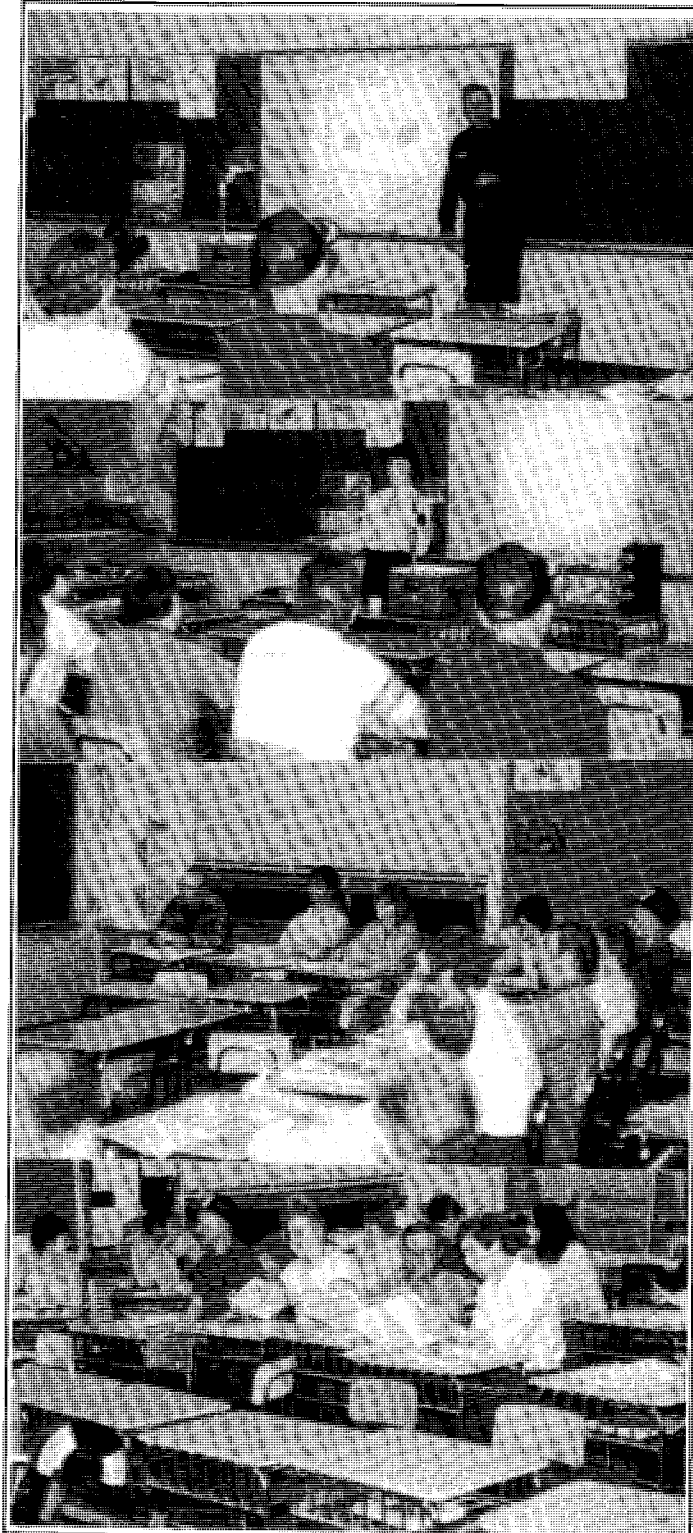
above pictures too late for inclusion in last issue.

DIVISION IV ACTIVITIES



Pictured at left - CME Station held at Black Rock Ramp, Phoenixville, PA on May 14, 1988, hosted by Flotilla 44. Pictures show CE's Harry Bickel, Jim Lafferty and Sam Bowman performing CMEs.

Pictured below scenes from BS&S class, funded by Board Inc., hosted by Division IV in lower Chester County. Held in Avon Grove Middle School. There were 27 students in the class and three plan to join Flotilla 49. All photos by Art Talley, DCP IV.



... with Division II aboard the "Liberty Belle" in July!

What could be more fun than a Dinner Cruise with fabulous food, live music and good fellowship?

From the looks of the people pictured on the left, a good time was had by all.

Which again proves there's nothing like a boat ride especially when the night skyline lights up on the Delaware River!



EANCON - CLEARWATER, FLORIDA

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Photos: Topside Staff

FIFTH NORTHERN DISTRICT SUMMER CONFERENCE



Photos on this page were taken at 5NR Summer Conference at the Wilmington Hilton, Claymont Delaware

Photos: Phil Stamm and Topside Staff

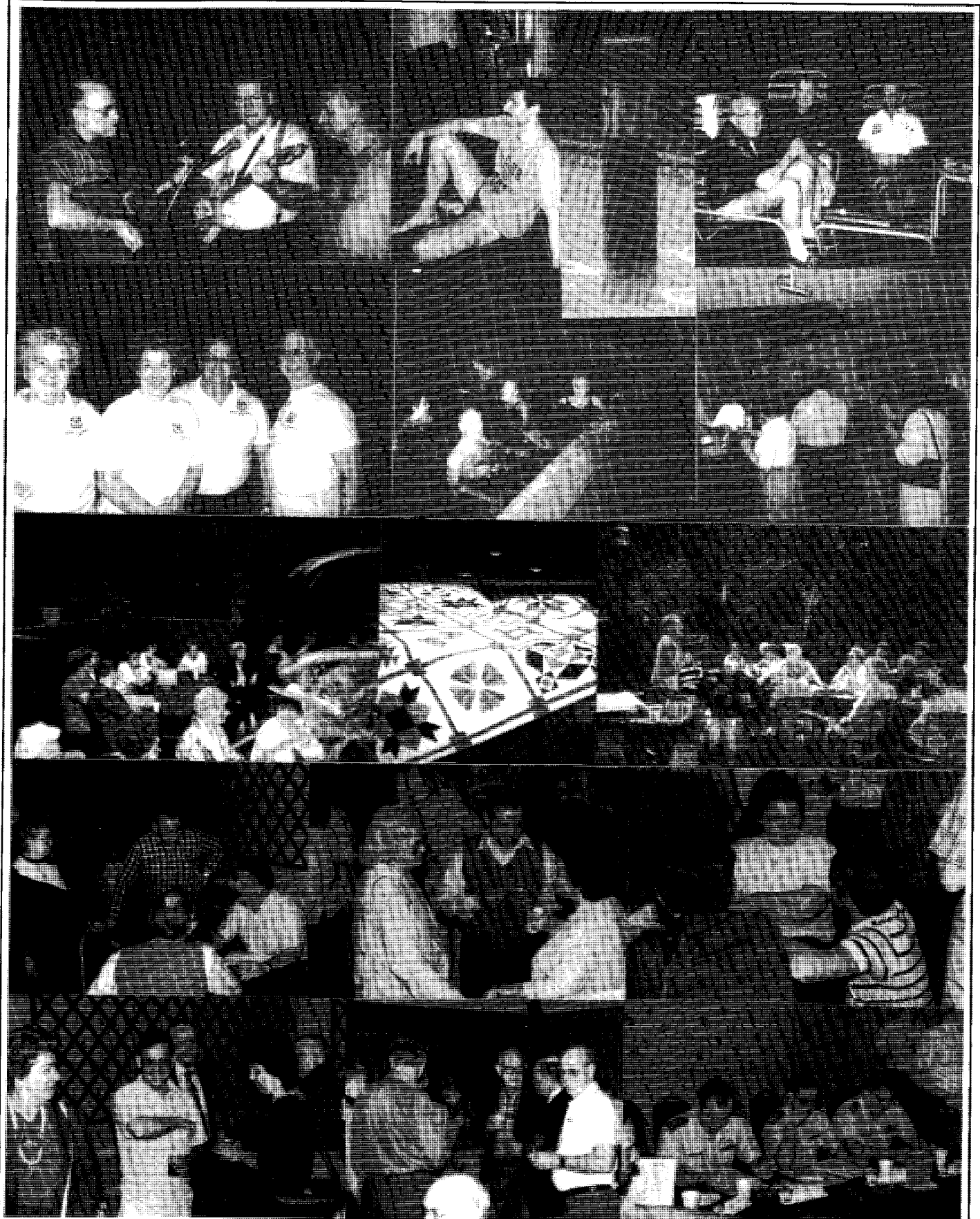


FIFTH NORTHERN DISTRICT AWARDS CONFERENCE



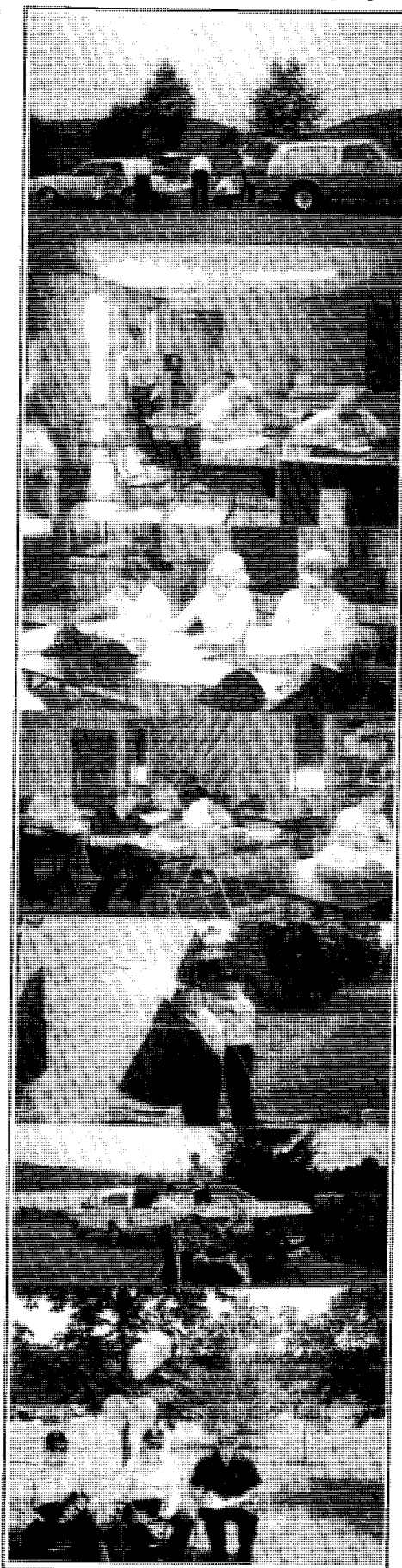
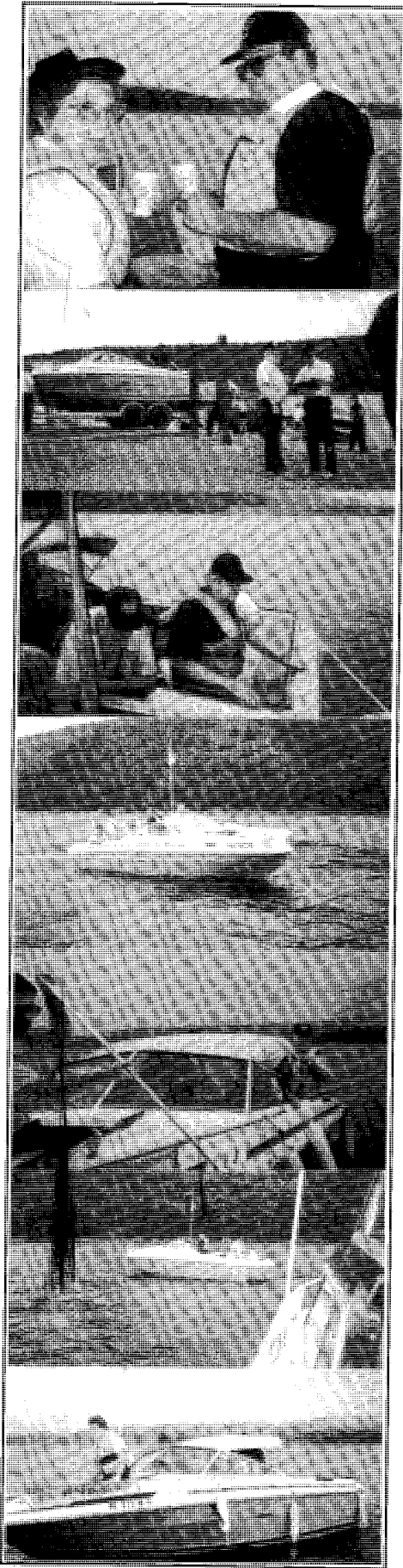
Photos on these two pages taken at the annual district awards conference which were reproduced too late for the last issue of Topside.

TREADWAY RESORT INN, LANCASTER, PENNSYLVANIA



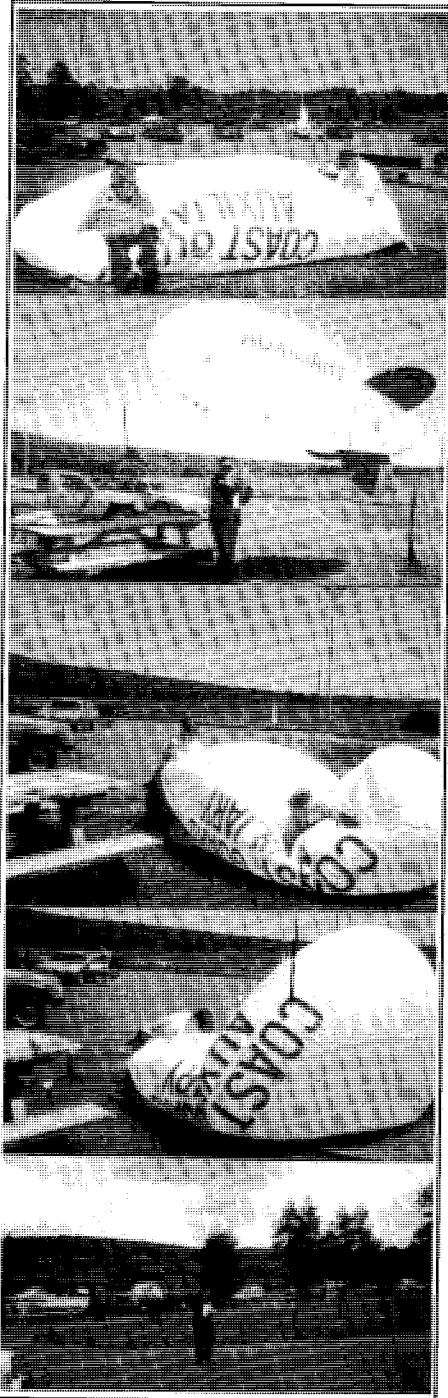
Photos Phil Stamm and Topside Staff

ACTIVITIES IN DIVISION X



Two columns at left are scenes from the Western MUTT weekend at Beltsville in Division X in July 1988. Although we had participants from Division VI, Division V, and Division II, as well as Division X. Thanks to the hard work of the QEs — Tony Fimowicz, George Smyth, Robert Wecker, and Welton Fischer, many tasks were completed by those attending. There was a 2 day CME station held at the same time, manned by Divisions X, II and VI.

In the column below pictures of activity at the CME station during NSBW held at Lake Nockamixon by Division X. Board Inc.'s balloon sure calls attention to our activity and gets the interest of many people in the programs of the Auxiliary.



1988 FALL CONFERENCE
5th DISTRICT NORTHERN REGION — U. S. COAST GUARD AUXILIARY
23, 24, 25 SEPTEMBER 1988
THE EMBERS, CARLISLE, PENNSYLVANIA
SCHEDULE OF EVENTS

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

FRIDAY, 23 SEPTEMBER 1988

1800-2000	District Staff Meeting	ALL
1900-2000	Captains Meeting	
2000-2130	District Board Meeting	ROOM
2130-?	Advisory Committee	
2130-?	No Host Welcome Aboard Party	ASSIGNMENTS

SATURDAY, 24 SEPTEMBER 1988

0800-1145	District Board Meeting	TO
0845-1000	Career Coordination (CC) Workshop	
0845-1000	Operations (OP) Workshop	BE
0900-	Ladies Program and Get Together	
1000-1015	Break	POSTED
1015-1145	Member Training (MT) Workshop	
1015-1145	Member Resources (MR) Workshop	DAILY
1200-1330	Luncheon	New Castle Room
1400-1600	RIVERBOAT TRIPS	
1830-1930	Cocktails — No Host Bar	GOLD ROOM
1930	Banquet	GOLD ROOM
2200-??	Following Banquet "IT'S HALLOWEEN IN SEPTEMBER"	

SUNDAY, 25 SEPTEMBER 1988

0900	Past Captains' Association Breakfast/Meeting	
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PLEASE MAKE YOUR TABLE RESERVATIONS AT THE RESERVATION DESK AS SOON AS POSSIBLE

MENUS

LUNCHEON
Tomato Juice
Salisbury Steak
in
Brown Gravy
Whipped Potatoes
Tossed Salad
Assorted Fresh Fruit Pies
Milk, Coffee, Tea, Sanka



BANQUET
Fruit Cup
Roast Sliced Filet Mignon
or
Flounder stuffed w/ Crabmeat
Glazed Sweet Potatoes
Stringbeans Almadine
Toasted Coconut Ice Cream Ball
with Hot Fudge Sauce
Milk, Coffee, Tea, Sanka

UNIFORM OF THE DAY



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

NATIONAL SAFE BOATING WEEK PROCLAMATION - PENNSYLVANIA

Shown below the picture taken at the ceremony when Pennsylvania Governor Robert Casey signed the safe boating week proclamation. Attending the ceremony from Division XIV - Jack Horsfall, DCP and from Division V - George Smith, D-AA, 5NR.



DEPARTMENT OF TRANSPORTATION
DIRECTOR OF AUXILIARY (NR)
FIFTH COAST GUARD DISTRICT
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