

topside



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*Happy 50th Birthday
U. S. Coast Guard Auxiliary*

Published Quarterly by the U.S.C.G. Auxiliary
FIFTH COAST GUARD DISTRICT (NR)
c/o Coast Guard Base Philadelphia, PA 19147

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FRONT COVER

In honor of our
50th Anniversary
1939 — 1989

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FROM CHIEF BOATING SAFETY

UpdateCAPT Robert A. Melvin, III



Hot off the press is the booklet "Boating Statistics 1988. I don't generally get great enjoyment out of reading a bunch of numbers, but there are some interesting lessons to be learned from these numbers. For instance, would you believe that of the 946 recreational boating fatalities in 1988, 740 occurred in the smaller bodies of water (lakes, ponds, reservoirs, dams, rivers, streams and creeks).

What does this tell us about where we need people to devote more of our educational efforts? How do we reach these people in the inland regions?

Next, our weekend patrols are right on target. No surprise that the most dangerous days of the week for experiencing fatalities are Saturday 266, Sunday 186, and Friday 123.

By age group, the under 18 group only accounted for 57 fatalities or 6%. This of course can be at least partially due to the fact that they are a small percent of all boaters. The next group, 19 to 15 accounted for 126 fatalities. As might be expected the 26-50 age group was responsible for 447 deaths. This group is not targeted by any of the mandatory education laws. We are going to have to go out and beat the bushes to get this group into the classroom.

As in the past the most common causes of fatalities are capsizing 305 and falls overboard 260. In other words, drowning was responsible for 60% of all the boating fatalities! How many would be alive today if they had been wearing their PFDs? How many were alcohol related. It's an even money bet in my opinion that at least 50% had alcohol as a contributing factor. Speaking of alcohol, our boating safety literature was recently taken to task by a reporter for the Wilmington, NC Star-News. The reporter accused us of "exaggerating" the numbers of alcohol related deaths. I have included my answer to the publisher. See page 26.

Remember what I have written and told you about us needing to get the word out to the public on the Coast Guard's Boating While Intoxicated Policy. As a refresher, a News Release that you can use as a fact sheet is printed on page 25. Please include this message in your classes and with your other public contacts. Let me know if you get any negative media attention in your area. We want to address any negative publicity immediately. There are only a few boaters who are abusing alcohol. Our goal is to get these few boaters off the water **before** they kill your children, your spouse, or themselves.

Robert M. Melvin III, CAPT USCG

Note: See pages 26 and 25 for letter and news release mentioned above in CAPT Melvin's article.



**Next
Topside
Deadline**

11 November 1989

Get your articles in as quickly as possible. This will be the Winter — Holiday issue. Since this will be the 4th & final issue for 1989 - 1989 staff is responsible for submissions.

FROM THE DIRECTOR

Update.....William M. Cherry, DIRAUX, 5NR



Why Not "Pre-Plan Your Unit's AMOS Program?!"

The two complaints about our present AMOS Program are: (1) Receipt of the AMOS planning "package" in mid-January with a due date for return at the end of February doesn't give the flotilla enough time to discuss goals with the membership and (2) Receipt of the Flotilla's final goals on or about 1 March is too late. In mathematical terminology, these two "problems" at first appear to be mutually exclusive, i.e., correction of either "problem" will aggravate the other! But, are they? I think not.

Like "death and taxes," the AMOS goal-setting process starts anew every year upon receipt of year-end AUXMIS statistics about mid-January. All unit leaders know that they will receive the AMOS "package" shortly thereafter! Is it really necessary for the Flotilla Commander to have the AMOS "package" before discussing goals for the new year with the membership? Is it really necessary for the Division Captain to have the AMOS "package" before setting the date for the Division Planning Group Meeting and doing a preliminary projection of the Division's goals for the new year? I think not.

By mid-November every Flotilla should be able to accurately forecast the unit's year-end AUXMIS totals. The OPS and CME "seasons" are over, new members in the BQ process are known, PE classes to be completed before year-end are in progress, and members who expect to complete any of the various qualifications or courses before year end can be ascertained. **Simply take what you have done to date and add to that those things which are scheduled or expected to be completed before year-end.** While most forecasts won't be 100% accurate, all should be "close enough for government (or AMOS) work"!

The AMOS "Pre-Plan" suggested schedule of events is:

15 Nov - Flotilla year-end forecast complete.

15 Dec- Flotilla membership has reviewed the forecast, discussed relevant information (resources), and projected challenging yet attainable goals for the following year. Flotilla AMOS worksheet completed and mailed to the DCP.

20 Jan - DCP/FCs receive AMOS package with DPG recommendations. DCP compares recommendations to projections and highlights items which must be discussed at meeting. **(If projection exceeds recommendation, further work on that AMOS element would not be necessary.)**

31 Jan - DCP conducts Division Planning Group Meeting in the usual manner, prepares Division/Flotilla worksheets, and sends them to DIRAUX.

(continued in next column)

FROM OPS & TRAINING

UpdateArlen "Chip" Hoovler, CWO, 5NR



EOC Training Session

You have all been reading the reminders about the Elected Officers' Training Session on January 5, 6 and 7. If you are wondering what the Session's Saturday Night Entertainment is going to be — it's called "Double Dare" Here's how it is played.

Three teams will be picked and headed by your 1990 RCOs. There will be a total of six (6) on each team. The RCOs, using the paper-rock-scissors method, will determine which team will start the game. A question will be asked of the first team. The questions will have a difficulty rating of 9. Questions with a difficulty rating of 10, such as "What was the first National Vice Commodore's mother's maiden name?" or "If you drilled through the earth from where the first CME in the Nation was given, where would you come out?" will not be used. All questions will be Auxiliary related and they will **NOT** be multiple choice. If the first team, answers the question correctly, they receive 50 points. Of course, if they are wrong they lose 50 points. They also have the option of "daring" the second team. Once dared, the second team can then elect to answer the question, gambling 100 points, or "Double Dare" the third team. The third team cannot "triple dare," they must try the question or take the **physical challenge** for 200 points. Any team correctly answering a question or completing the physical challenge will receive the next question. The physical challenges will be relatively easy; but, very messy. Cream pies are the main ingredient in one of the physical challenges. The game is over when we run out of physical challenges and the winner is the team with the most points.

Cindy says Hi!

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

Continued from previous column:

7 Feb - Within 48 hours of receipt of last Division package, DIRAUX/DPG will distribute final goals (unless the DPG is required to hold a second meeting)

AMOS "Pre-Planning" will help your unit in several ways. First, Flotilla Commanders will have time to discuss and project goals for the ensuing year with their members. Second, your Division Planning Group Meeting will be far shorter since you only need to discuss elements projected to be less than the DPG recommendation. Third, the Flotilla membership can start on 1 January working towards the goals they projected while the formal AMOS process is completed (no time lost due to lack of direction). And, finally, every unit will have their final AMOS goals earlier than ever before!

Give it a try, I think you will be pleased with the results!

William M. Cherry, Director, 5NR

FROM THE BRIDGE

Update.....William E. Pierce, DCO, 5NR



'TIS THAT TIME AGAIN! ELECTIONS!

From VFC to RCO, they're all up for grabs. Each and every member has the responsibility to cast a vote for at least two of these, VFC and FC. These two (2), in my opinion, are the most important of all — Why? you ask. Well, we all, even the National Commodore, belong to a Flotilla. All our work for the Coast Guard starts in the Flotilla. The Flotilla Members are the ones that get the job done. Therefore, it stands to reason that the FLOTILLA COMMANDER and the VICE FLOTILLA COMMANDER are the most important jobs in the Auxiliary. They have the responsibility to motivate the membership (by whatever means works for each individual member) in order to get their share of the Coast Guard objectives done. The FC, and in his (her) absence the VFC, represents YOU on the Division Board, so cast your vote wisely for these most important of Auxiliary jobs.

Only 92 of you (all those wonderful FLOTILLA COMMANDERS) get to vote in the next election up the District chain — that of VICE CAPTAIN and CAPTAIN. This is also an important election as these two (2) watch over your Flotilla's performance, help in training, and advise your Flotilla Commander when there is a concern, problem, or need. The Division Captain is YOUR representative to the District Board so - cast your vote wisely of course.

This leaves twenty-two (22) of you to vote for the DISTRICT REAR COMMODORES — another very important job. This person is there to help his or her Divisions in case of problems or concerns and is there for just talking to when your Captain feels the need. Your Rear Commodore is the person to represent your Division at all EXCOM meetings. At EXCOM, they ask for training in their area of responsibility, discuss concerns, etc. Cast this one wisely, also.

What is my opinion of wisely, you ask? (1) Look for dedication and motivation in the person; (2) Look at what they have done in the past, not for you — but for the good of the entire organization, (3) (I guess this should be #1) Please cast your vote FOR someone and not against someone else. (4) Listen to the person who is running, see how he or she fits into the first two categories. Listen and hear if they are talking about themselves or against their opponent; (5) Never listen to someone who ISN'T RUNNING talk against that "so and so" just because HE or SHE has a personal vendeta (here comes that word to watch out for again) "against" that person; (6) I always ask "What are you going to do for the Auxiliary if you LOSE this election? I think that their answer here will be worth listening to.

I salute all of you who are running. "Good Luck!" I am looking forward to working with you. I hope to see all the winners at the ELECTED OFFICERS' WORKSHOP in January. OTO "Chip" and VCO Gene are working hard to make this one the VERY-BEST! WOW!!!

I hope to see each and every one of you during 1990 — remember without you the job could not get done.

COOPERATE-COMMUNICATE-COORDINATE

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

FROM THE BRIDGE

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



By the time this issue of Topside reaches you, some of the elections will have been history. There are two points I would like to make which have great significance in our organization:

—There can be only one winner in an election.

—The total capabilities of a unified group are greater than the sum of the capabilities of individuals.

The not so obvious extension of that point though, is that if the "winner" is a competent individual who carries out his duties in a responsible manner, the winner circle extends to include the entire organization and the whole group becomes a winner.

Unity and teamwork are synonymous with effectiveness. Once the elections have been completed and the winners have been certified, it is time to put "election fever" to bed for another season. Winners and "also rans" alike must put their differences behind them, join hands, and march together. If all of the members of the Auxiliary hold hands, give mutual support, and walk together in harmony, we shall all experience a productive, rewarding year of activity. Surely the benefits of this harmonic activity will be greater than the sum total of those individuals going their separate ways, stepping on each other's toes, and throwing up roadblocks instead of tearing them down.

Winners, accept the honor gracefully and with humility! "Also rans," accept the defeat with maturity and a will to support the organization while proving your merits for the next election in a constructive manner! Everyone, support your leaders enthusiastically, join hands and march forward together.

*A horse can't pull while kicking,
This fact I merely mention.
And he can't kick while pulling,
Which is my chief contention.*

*Let's imitate the good old horse
And lead a life that's fitting.
Just pull an honest load and then
There'll be no time for kicking.*

(author unknown)

Stay well and good luck to everyone. My best wishes to all for a successful tenure in office.

Eugene M. Pester, VCO, 5NR

**1990
ELECTED OFFICERS TRAINING
JANUARY 5, 6, 7, 1990
LIONVILLE
THIS IS A MUST!**

FROM CENTRAL

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



B.U.I.—

This is a topic very much in the news of recent date, for the Coast Guard has publicized their start and prosecution of, "BUI" — Boating Under Influence!

However, this article deals with another "BUI" — in this case: Bearings Under Influence or it might be titled "Oh Say Can You See; By The Dawn's Early Light..." Picture if

you will, fifteen or so Auxiliarists on the lawns at the entrance to Group Philadelphia Station right next to Delaware Avenue. They are running and/or backing into one another, reeling from side to side, looking at the ground and/or sky or maybe backing onto Delaware Avenue bringing traffic to a halt! All of a sudden a photographer from the Philadelphia Inquirer appears on scene and asks what has brought about this apparent disorientation of these individuals, and all the while taking pictures.

Our fearless leader, Nancy Davis—DSO-AN, points out the instrument in each Auxiliarist's hands called a sextant and explains that they are learning to use the instrument by trial and error (a lot of errors) and have been given bearings of two objects which will converge at some point and become coordinates and at your feet, each one will find a "bauble" of sorts at the coordinate. By the time Andy Kratzer should have seen the Stars and Stripes on the pole in the front of the building, he forgot what it looked like because there was a big tree where the flag pole should have been on the horizon glass of the sextant. This effort is all part of the private aids verification program conducted over approximately two days of fun filled education and challenge. This was the third such program. You don't learn it from a book or in the classroom. You only learn it by doing it — over and over again and developing proficiency. The teaching of basics and doing of problems was carried out by Nancy Davis, most ably assisted by Andy Ritzie. Both are outstanding instructors. Students needing assistance or assurance found QEs Lee Hastings, Dean Sergeant and Weldon Vogt very knowledgeable, patient, understanding and supportive. Before we left on Friday night, we received homework problems to further sharpen our competency. Saturday was spent learning simple administrative tasks — "Paperwork"; learning to select the best charted objects for a sextant fix; determining position on charts with selected, developed information using 3-arm protractor, parallel rule, divider, calculator, light list and tide table. In between some of the exercises, we went out on the piers to practice what we learned in the classroom. Can you envision taking four (4) sightings through 360° with the sextant and coming up with four (4) angles which when added together should add up to 360°? That's professionalism and that is what it is all about. DCO Bill Pierce tried it and came up with 359° and 59' — but then, we all can't be perfect, Can we?

In the interim, CAPT Larry Murdock, CO of Group Philadelphia stopped by, having seen us all outside, and expressed his appreciation on behalf of the Coast Guard for the contribution which the Auxiliary is always and in all ways making to the betterment and support of the Coast Guard. He invited us to continue to take a more active role for we are indeed, needed and appreciated.

(continued in next column)

FROM THE EAST

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



THE TOUGHEST JOB

The position in the Auxiliary with the most demands is also the job with the most rewards... Yep, you guessed it!!! — Flotilla Commander.

Mine is the greatest! I'd like to brag about him because without his guidance, his flotilla would have slipped away. Bill Riches has had the key to bringing a flotilla back on track after its loss of two very talented and hard-working individuals—PDCP Phil

Spielmann and FC Norman Tew. Their unexpected deaths last year within two weeks of each other sent us all emotionally into a tail spin. Bill has spent more time than most FCs just pumping up our members from the depression everyone feels when friends pass to a greater mooring. His patience and understanding has led us all to becoming better friends as well as Auxiliarists. Thanks from 13-07 Bill.

Bill's example to other flotillas should inspire them to continue to fulfill their goals and aspirations to the best of their abilities. It is the FC who is the go-between between the general membership and the other levels of the Auxiliary. It's a tough job. When members are discouraged or disheartened, the FC must work with each member individually to have them pull together... and believe me we have as many "Individuals" in our flotilla as you have in yours.

The Elected Officer Training Course set for the first weekend in January 1990 will be of great value to all our newly elected officers, as well as to those of you who may be repeating. Plan to attend — and thanks again Bill.

Caroline K. Sweigart, RCO-E, 5NR

Why not sign up for the next Member Training Project in your Flotilla, Division or at the District Level. There is something for everyone.



**JOIN
THE
PROFESSIONALS**



Continued from previous column:

Sunday provided the opportunity on several occasions to physically go out on the river and confirm the information developed in the classroom utilizing charted and non-charted objects in concert with ATONs such as buoys. I repeat, what a tremendous challenge! What fun! What fellowship! What education! This was new to me and I cannot help but appreciate the many opportunities afforded by Auxiliary programs.

If by chance I have whetted your appetite and you should consider participating in a future private aid verifier qualification program, the next class will be held on Friday, Saturday and Sunday - 20, 21, 22 October respectively, at Cape May. Watch for the next edition of NOGI and sign up. Tell them that Russ Appler sent you!

Russ C. Appler, RCO-C, 5NR

FROM THE WEST

UpdateFrank J. Taylor, RCO-W, 5NR



FRANKLY SPEAKING

If you were fortunate to attend the dedication of the SARDET at the Bordentown Yacht Club, you were able to hear nine speakers deliver their speeches in less than one hour's time. The speeches were short, punchy and informative. Mother Nature did not cooperate, and therefore we moved inside. However, this did not have

any effect on the dedication. The accommodations were more than adequate. The hall was great, the food was great and the fellowship — you shouldn't have missed.

I, for one along with many others wish Division VI — the Captain Joe Welsh and all the Division VI members — the best success in the world with their new Search and Rescue Detachment at Bordentown, New Jersey.

On Saturday 26 August 1989, I was again fortunate to be in attendance at the dedication of the new base radio station and patrol area at Lake Wallenpaupack (near Hawley), Pennsylvania. Lake Wallenpaupack is located rather far north in Pennsylvania in Division X's area, and is a beautiful location. You shouldn't have missed this one either. It was more than worth the ride.

This dedication of the base at Lake Wallenpaupack Yacht Club was also short and punchy and also informative. Quite a few attendees also participated in patrols aboard the three patrol boats. Many stayed for dinner in the Yacht Club in the evening. This was a really nicely planned affair.

To Division X and their Captain Elsie Nichols and each and every member of Division X — congratulations on your new base and the very best of luck.

Frank J. Taylor, RCO-W, 5NR

MEMORIAL TRIBUTE



Shown above Alice Stamm, FC 10-6, 5NR, and FA Schock of Coast Guard Station Stillpond, Worton, MD. They are holding up a flag which was flown at many coast Guard Stations on Memorial Day. CG Station Stillpond proudly flew it to honor the MIAs and POWs of our great country. Photo: M. Phil Stamm

AUXILIARY LEADERSHIP & MANAGEMENT

The AUXLAM program has been on hold during the boating season when we have so many other activities on the "front burner." By the time you are reading this it will be time to recognize that on the water activities were slowing down and it's time to pick up some of our other activities. One of which is Auxiliary Leadership and Management training.

Yes, it is a member training activity, it does have a benefit of sharpening and/or refreshing our leadership and management skills, both for the Auxiliary and for the benefit of the individual member. You know what else? It's probably a part of your Flotilla's AMOS goal.

Currently AUXLAM sessions have been scheduled for:

October 7, 1989 at Division VII

Early November at Division VIII

November 18, 1989 at Division III

When is yours scheduled?

John D. McIntosh, PDCO, 5NR



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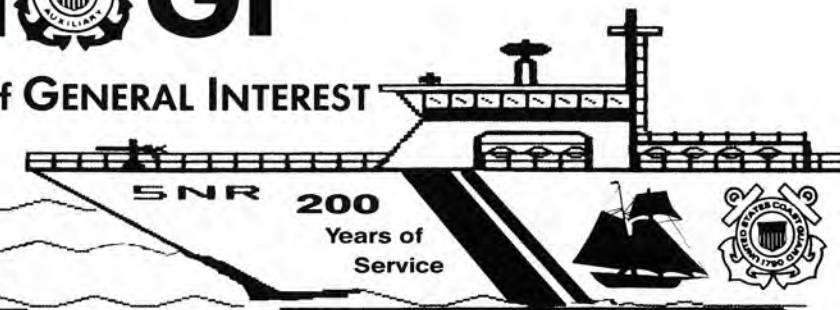


NOGI

NOTES OF GENERAL INTEREST

Issue: RECAPS

Date: FALL 1989



WILLIAM M. CHERRY, DIRECTOR (5NR)

WILLIAM E. PIERCE, COMMODORE (5NR)

DID YOU NOTICE?! The NOGI "Header" contest is over and your EXCOM voted! The winning entry which you see above represents the work of two, yes two, dedicated Auxiliarists. But, I'm getting ahead of myself! First, I would like to personally thank each of the following members for their entry:

Barbara Wickham & James Taylor, Flotilla 2-9

Elsie Nichols, Flotilla 10-8

Red Chamberlain, Flotilla 14-4

Bill Thessing, Flotilla 2-6

Mary Ann Rissmiller, Flotilla 13-3

The header used above and on issue 7-89 will be used through December 1990; but, all entries were so GOOD that I want everyone to see them as they were originally conceived by the above members. So, each of the next several issues of NOGI will bear one of the actual "header" entries received! The winners are Red Chamberlain and Elsie Nichols.

TO ALL OF YOU ARTISTS OUT THERE, I am still looking for entries for the cover of the new 5NR Auxiliary Policy Manual to be issued later this year! The "theme" is the same, so why not enter soon?

PATS ON THE BACK: To the winners of the 5 NR Training Aids Competition held on 22 July: Type II — Francis G. MacDonald; Type III - Joseph M. Welsh; and Type IV — Anthony J. Zuercher. NICE JOB . . . ONE AND ALL.

To Manny Greenwald for taking the Group Philadelphia switchboard so one more regular could attend the Coast Guard Picnic. **HE CARES & IT SHOWS!**

To the many who "chipped," painted, and did all sorts of manual labor on the Tinicum and Liston Lighthouse Restoration Project! Jim Dempster, Carl Baner, Carmen McWilliams, Lex Svabs, Jim Baldwin, Bob Turner, Bill Stumbers, Roz Schwebel, Dick Hudson, Lee Hastings, Dennis Connelly, Bob Brereton and John McIntosh. **YOU DID MAKE THE DIFFERENCE!**

And to our Restoration Project Coordinators! Nancy Davis and Paul Owens.

To the "Bad Guys & Gals" who participated in the Spring Marine Defense Zone Exercise "SOLID SHIELD 89"! You did us all PROUD and earned the Coast Guard Group Action Award in the process. Nancy K. Davis, Carol L. Owens, Paul D. Owens, Jr., Alexander H. Svabs, Bobby G. Carter, George J. Smyth, Anthony T. Fimowicz, L. Daniel Maxim, Nelson B. Orlen, Frank W. Sherry, Robert V. Nemiroff, Arlene B. Armstrong, and Robert L. Wecker.

To Ed Patchell for donating money to the morale fund of SARDET Roosevelt Inlet for a better television antenna! **THEY GET A GOOD PICTURE NOW!**

To Walter B. Greenidge, recent recipient of the Coast Guard Award of Merit for his service to the District as DSO-MA! **HE MADE MONEY!**

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

OVERHEAD TRANSPARENCIES: Blank transparencies, suitable for use with high-speed copiers, will soon be in stock at the Director's office! If you have a need, send us a note or call Petty Officer Livingston at (215) 271-4858 to place your order. Order limits are a maximum of 100 per unit (Division or Flotilla) and per District Staff Officer (DSO) while they last. Hurry — 20,000 of these things take up an awful lot of space!

NATIONAL INSTRUCTOR SCHOOL COMES TO 5 NR: Student applications are now being accepted by your Vice Commo-

dore, GENE PESTER!. The school will be held at the Holiday Inn, Lionville, PA from 26 April (check-in after 1500) through 29 April (check-out before 1500) 1990. You don't want to miss this one, so mark your calendar and sign up early. A maximum of 30 students will be selected to attend and you will get the "S"!

WE ARE STARTING A DISTRICT LIBRARY: Ed Miller has volunteered to be our librarian and will use his basement as the library. He will mail books and video tapes to you at your request. The library will have sufficient quantities of Bowditch, Duttons, Sight Reduction Tables, Star Finders and Nautical Almanacs to conduct classes in celestial navigation among other books of interest to the Auxiliary. Any suggestions of what books to stock would be greatly appreciated. A dehumidifier and any books you can donate is also needed. The library will be in full swing on or about 1 November 1989. Send suggestions and books to: Ed Miller, 138 Lincoln Way, Chambersburg, PA 17201 (B) (717) — 263-9470. **NO ORDERS FOR ITEMS FROM THE LIBRARY JUST YET — WE'LL LET YOU KNOW WHEN IT'S UP AND RUNNING!**

USCG AUXILIARY REACHES OUT TO YOUTH: This 5NR Auxiliary Board, Inc. publication was recently distributed to all Flotillas and Divisions by Program Manager Ann Herman. Ann has done an OUTSTANDING JOB . . . so, please read it and let's get this new program started with a BANG! REMEMBER correct AUXMIS reporting policies:

Teaching any of the approved Auxiliary courses, Water 'N Kids, or optional BS&S lessons: Instructor/aides submit Mission-Hour Card(s) for Category 04 mission. Flotilla submits a Course Completion Report for each course, Water 'N Kids class, and/or optional BS&S lesson taught. REMEMBER: the only time you can circle more than 1 optional lesson on this form is when you have also circled the BS & S 6-lesson core!

Teaching extracts from approved Auxiliary courses or BS&S optional lessons for the Scouting Merit Badge Program (unless you teach an entire optional lesson taking at least 2 hours which you report in accordance with the above instructions): Instructor submits Mission-Hour Card(s) for Category 10 mission and reports public lecture & attendance to the PA Officer for inclusion on the monthly Public Relations Report. PA Officer submits monthly Public Relations Report.

ANNUAL UNIT OFFICER REPORT (CG-2738A): These important forms were sent to all DCPs and FCs by MEMO 16790 of 17 August. Make sure that your unit has it! Complete and return to this office by 20 December.

MORE "AV" TRAINING: By popular demand, one more Private Aid Verifier training session will be held at TRACEN Cape May, NJ on 20-22 October 1989. Class will start at 0800 on Friday and conclude at 1300 on Sunday. Berthing will be available from Thursday through Saturday. Messing will be available at the Enlisted Dining Facility. Contact DSO-AN Nancy Davis or CWO Hoovler to sign up NOW!

INTERIM ELECTED OFFICER COURSE EXAMINATIONS: These brand new tests were distributed by MEMO 16794 on 21 August to DSO-MT and to each SO-MT via their DCP. Make sure you begin using the new test immediately and remember that the old test will not be accepted after 15 September.

VIOLATIONS OF POLICY: Recently, a number of Auxiliarists have made complaints about others in writing. Each has one thing in common. The originator of the complaint did not follow prescribed policy! If any of you are considering similar actions, please review applicable portions of the Auxiliary Manual (COMDTINST M16790.1B)

Continued on page 8

NOGIS CONTINUED FROM PAGE 7

and Chapter VI, SectionA, of the 5NR Auxiliary Policy Manual thoroughly before proceeding. You too are responsible for complying with applicable policy!

50TH ANNIVERSARY COMMEMORATIVES: Make sure that at least one of each is provided to the Auxiliary National Historian. Contact our own historian, Harry David, if you need more information or have questions.

CHANGE 1 TO THE AUXILIARY MANUAL: It went to the printers in July and is due out soon. Watch for it and be sure that appropriate changes are made to your individual and unit copies of this most important publication!

AUXMIS PROCEDURES IN DIRECTOR'S OFFICE HAVE BEEN CHANGED: All AUXMIS "feedback" letters, which we have been sending throughout this calendar year, are being discontinued immediately! FRANKLY, they take an awful lot of time and they don't seem to be working as the same old reporting problems continue to "crop up" with discouraging regularity. This form of feedback is being replaced with SAMPLES of properly completed forms *annotated with appropriate CAUTIONS & DIRECTIONS* which will be issued initially with NOGI and then added as a separate Appendix to the new Auxiliary policy manual. SAMPLES addressing current widespread reporting problems (reporting course completion, State legal requirements taught by a qualified Instructor, and Public relations activities), are attached as pages 5 through 7 of NOGI 07 dated in July of 89. IF YOU DO NOT HAVE A COPY OF THESE SAMPLES - CONTACT YOUR FLOTILLA COMMANDER AND GET THEM IF YOU ARE INVOLVED IN COMPLETING THE AFOREMENTIONED FORMS. PLEASE READ THEM AND HAVE THEM IN FRONT OF YOU FOR REFERENCE AS YOU COMPLETE YOUR UNIT'S REPORTS! By doing so, you will ensure that this information gets into AUXMIS in the shortest possible time with minimum effort by all concerned! REJECTED inputs, which the Director's staff are unable to correct, will be returned to the FC referencing the applicable SAMPLE AND REQUESTING that the input be corrected and re-submitted to AUXMIS. If you have questions or don't understand any of the SAMPLE forms, PLEASE contact an IS Staff Officer for guidance before completing and submitting your input to AUXMIS! Your support will help us serve you better.

MARK YOUR FELLOWSHIP CALENDARS: Conference and Division COW schedule:

UNIT	DATE	WHAT?
VIII	9 December 89	Change of Watch
5NR	5-7 January 1990	Elected Officer Training
I	13 January 1990	Change of Watch
IX	13 January 1990	Change of Watch
5NR	19-21 January 1990	District Conference
XI	27 January 1990	Change of Watch
XII	3 February 1990	Change of Watch
III	10 February 1990	Change of Watch
IV	10 February 1990	Change of Watch
II	17 February 1990	Change of Watch
XIII	24 February 1990	Change of Watch
VI	3 March 1990	Change of Watch
XIV	10 March 1990	Change of Watch
V	17 March 1990	Change of Watch
X	24 March 1990	Change of Watch

Please pass any corrections, additions, deletions, or changes to avoid conflict with another Division to VCO Gene Pester. Thanks Gene!

IS THAT WHAT THEY MEAN BY "CHAIN OF COMMAND"?: You are at the Elected Officer Training Saturday night entertainment and you see your RCO smash a pie in the face of your DCP, who in turn, smashes a pie in the face of another DCP. This continues until all the DCPs under your RCO and your RCO have both received and sent a pie. Why? Because they wanted to? No sign-ups yet, just a reminder to mark your calendar - 5, 6, & 7 January 1990 at Lionville, PA!

W. M. Cherry

SPECIAL FEATURE

The following special feature article is being reprinted from Flotilla 65's newsletter "Bent Prop," editor George Brobyn

In a grocery store the other day, (well it wasn't just the other day, it was last January that's when we started this story) our eye just happened to catch the headline on one of those lurid publications that feature articles like the two-headed boy who thinks with his left head on odd numbered days and the right one on even numbered days. The story locale is either in the Tibetan mountains or the jungles of the Amazon, but you know what we mean. This issue had Jean Dixon's predictions for 1989. We didn't see any story on what her rate of success was for 1988, but then that was water over the dam as they say. However, her predictions could never be as bad as some we have researched by people who had more information and should have guessed better than they did.

Now we know what you are going to say. Where the heck has it been since last January? Please don't scream at us as we are in a very delicate condition complicated by the writing of 6 other special features, the completion of 3 oil paintings on canvas and a putter that refuses to work on 3 and 4 foot putts. We have tried everything from changing putters to keeping our weight on our heels and now we . . . OK! OK! We are getting to it. What were we talking about, let's see. Oh yes, now we remember.

In 1919, Ernest Rutherford succeeded in splitting the atom. After 14 more years experimenting with the results he made this most astonishing remark. "Anyone who looks for a source of power in the transformation of the atom is talking moonshine." Right on Old Boy! Twelve years later the atomic bomb was first exploded and in 1954 the first nuclear reactor power station was producing power.

In 1958, Thomas J. Watson Jr., President of IBM in theorizing about the new computer which was about to hit the market judged that the world market was only 5 computers. We think we have one of the five. Being in such a small and elite group the darn thing has a big head, so it does what it wants and not what we want it to do.

On this, the 20th anniversary of our landing on the moon, let's see what the boys in the know thought of its chances. Professor Richard Woolley, Astronomer Royal, was quoted as saying, "The future of interplanetary space is utter bilge." This was just 12 years before it actually happened. Any sci-fi writer could have told him all about it. We were brought up on Edgar Rice Burroughs novels about the moon people and we knew it would happen, if not when. The prestigious New York Times assused Robert Goddard, known as the father of rocketry, of not knowing what every high school senior knew, that space craft could not operate in the vacuum of space. In 1969, 49 years later they printed a retraction and a handsome apology even though it was posthumous.

The one that beats all was that in 1899, the Director of the Patent Office wrote to President McKinley stating that everything that can be invented has been invented and asked that his office be abolished. We did not get exorcised so badly over his poor prediction as the very thought that a politician would voluntarily want to abolish his job. Please say it ain't so or you will give a whole group a bad name. They probably had him drummed out of the ranks.

Next we have a group of children and what was said of them: Albert Einstein — "He will never amount to anything." Charles Darwin — "You will be a disgrace to the family." Thomas A. Edison — "A dunce" and "Addled."

Continued on page 9

UpdateNancy K. Davis, DSO-AN, 5NR

During the past few months when members have been doing Chart Updating/Aids to Navigation work, discrepant aids have been observed and private aids have been verified. The members have completed the CG 5474; and have mailed it to me for submission to NOAA with a copy going to OAN. Unfortunately, some of the forms were returned to the members to more fully complete because of inadequate information or in some cases some blanks not filled in on the form. I believe that the fastest way for me to get information to all of the members of our District is an article in *Topside*. Therefore, I'd like all the members to know some of the items I check when proofing the forms that are mailed to me.

1. Is the observer's full name and member number given?
2. Is one member to receive credit for the report, or is credit to be equally divided among all observers?
3. Has the latest edition of chart been used? Please indicate the chart number, date and *edition* on the CG 5474. Has a chart section or photocopy been included clearly marking the position of items being reported, and how the position was determined, such as bearings or sextant angles?
4. **Have all applicable parts of the reporting form been completed?**
5. Have aids to navigation discrepancies been reported to the nearest Coast Guard unit by radio, landline, or mail? The form must include the name of the unit notified, and date and time of such notification. These blanks *CANNOT* be left blank.
6. When reporting depths or clearances in and above the water, has the exact time of observation, time zone or GMT and date of the observation been given?
7. When reporting the removal of a landmark, report who did it, when and why on the CG 5474.
8. All supporting data, photographs, etc. should be identified with member name and number (pictures should have the name of the aid on the back) and be stapled to the report. Just think what could happen if items were not attached to the correct report!!!!

These are just some of the items that I check when a report is received. Please remember that the more information given on the report, the easier for the people at NOAA to picture exactly what our members are reporting.

Thanks to all of the members who have been doing chart updating/aids to navigation work this year and thanks to all the members who have trained to do private aid verification. We're having a good year and I'm sure that next year will be even better.

Nancy K. Davis, DSO-AN, 5NR

SPECIAL FEATURE CONTINUED FROM PAGE 8

Edison, while a great inventor could have used a little psychic help himself. While he invented the phonograph in 1915 he described it as having little commercial value.

We suppose the fastest retraction of any prediction was the one made by the World Health Organization who trumpeted that malaria had been eradicated from the world. That same day the Deputy General, Thomas Lambo was taken to the hospital with, of all things, a case of malaria.

MGM rejected "Gone With the Wind" because no Civil War picture ever made a nickel. The director refused a share of the picture profits because he didn't see it going anywhere and though it would be the biggest white elephant of all time. Instead it became the highest grossing picture of all time.

Now to cap this whole thing off, we have the solemn quote from Bishop Milton Wright who said in 1903, "It is only given to God and Angels to fly." He should have known better for he was the father of Orville and Wilbur Wright and at this time they were getting ready for the first powered flight. Dad, while having an impeccable source, must have read the instructions wrong when he set up his communications with that source.

Thank goodness a lot of people are not turned off by negative comments. Can you imagine what shape the world would be in?

UpdateDaniel Maxim, DSO-OP, 5NR

SARDETS

This article is intended to give a brief summary of one of the interesting—and enjoyable—developments in operations over the past year.

"SARDET" is an acronym for Search and Rescue Detachment. Technically, it means a supplemental facility, similar to a Coast Guard Station, that is manned on a seasonal basis. The SARDET typically has access to a building, a "base station" for communications, and control of one or more vessels. The length of the "open season" typically runs from May through September, a period when boating activity is greatest in our District.

Two developments are important. First, Auxiliarists helped open Coast Guard SARDETs (at Townsends Inlet, Roosevelt Inlet, and Fortescue) several weeks early, and will keep them open late in the season. Auxiliary personnel and vessels effectively replaced Coast Guard crews and vessels and showed that, when properly trained and motivated, Auxiliarists can function as well as their Coast Guard counterparts.

Second, this year, under the guidance and active support of Chip Hoovler, we also opened two SARDETs (at Bordentown, NJ; and Delaware City, DE) that were staffed entirely by Auxiliarists. Although nominally under the supervision of "home" Divisions, these SARDETs drew Auxiliarists from many Divisions throughout the District.

The advantages of the SARDET, from an Auxiliary perspective, are several. The SARDET has fixed operating hours, from 1000 to 2200 in the case of Bordentown, for example. Although these shifts are long—perhaps too long—the fixed hours help create a reliable resource for the Coast Guard. Auxiliarists responded to the challenge of these long hours, and brought forth extra effort and dedication to make this a reliable and available resource. And, let me tell you, the Coast Guard appreciates this effort. It is not only the fact that people volunteer for this duty, but also the fact that their services can be counted on that is important to the Coast Guard. This alone greatly contributes to the "one family" perception that is so important to all of us.

Fixed schedules also mean that Auxiliarists not on duty that day can travel to the SARDET and can be virtually guaranteed that QEs and vessels will be available. So, even if your time is limited, it becomes much easier to complete the BCQP. Many Auxiliarists need or wish to complete only a few tasks in the BCQP. If a SARDET is nearby, it is easy to stop over, complete these tasks and finish your errands.

Standing radio watches is another SARDET activity. But, because the SARDETs often are in communications with more than one Auxiliary vessel, Auxiliarists who stand these watches, or just casually drop by, get the excitement of several cases, and not just those handled by one facility. The same opportunities are also available to any Auxiliarist that qualifies at any of the Coast Guard Stations or Groups, but the advantage of the SARDET is that you can get "online" sooner, because Security Clearances are not required at the SARDETs.

SARDETS will, I am certain, be a big help in generating patrols in certain critical areas. Division VI, for example, the host Division for Bordentown, has been chronically short of patrols in its AOR. Although the Division did well overall in terms of AMOS goals, many of the members patrolled in other areas and was often short in its own waters. The SARDET helps to ensure that Division VI will fulfill its responsibilities in its AOR.

SARDETs contribute to fellowship also. Perhaps it's the long hours that create a special bond among those who get to participate. Perhaps it's the enthusiasm of getting a new program "off the ground." But, whatever the reason, Auxiliarists do feel "special" and do enjoy each other's company.

Looking to the long term, I think that SARDETs will play a vital role in the operations program.

Thanks to all who participated in this program this year. Although it's still too early to tell if we will meet our operations goals, our progress to date has been excellent, and with any luck and continued support, we will make this another banner year for operations.

Dan Maxim, DSO-OP, 5NR



SARDET BORDENTOWN COMMISSIONED AUGUST 12, 1989

Reprinted from *The Times (Trenton)* 8/13/89

by Bill Garry

Suddenly, boating on the Delaware River has become a safer sport.

The change for the better came yesterday morning at the Bordentown Yacht Club when District Commodore William E. Pierce of the Coast Guard Auxiliary, Fifth District (Northern Region), instructed Chester G. Klabbatz, SAR Detachment Coordinator to "Commission SARDET Bordentown."

The commissioning ceremony, which took place indoors at the club because of the inclement weather, was attended by more than 100 members of the U.S.C.G., the C.G. Auxiliary, representatives of other emergency units and civic leaders.

CAPT Larry Murdock, commanding officer of Coast Guard Group Philadelphia, told those assembled that, "What you are doing here is important, important to the boaters who use these waters and also to the Coast Guard."

CAPT William Griswold, representing ADMIRAL Paul A. Yost Jr., the Coast Guard's Commandant, informed the audience, "After seeing what you are doing here. I'm going to try to interest other Auxiliaries around the country to follow your example."

Richard Raudabaugh, chairman of the 5th District (Northern Region) Borad, Inc. after remarking that "This station provides a cost effective, self-contained Search and Rescue presence requiring no regular Coast Guard manpower," credited the establishment of SARDET Bordentown to the efforts of the membership of the Coast Guard Auxiliary and the Bordentown Yacht Club and a grant from the Commonwealth of Pennsylvania that provided the SAR boat used in conjunction with the communications station at SARDET Bordentown.

Before adjourning, the gathering also heard from State Senator Katherine Costa (D-Burlington), Commodore Robert Horn of the Bordentown Yacht Club, Eugene Pester, District 5NR Vice Commodore and Joseph Welsh, Captain of Division VI of the District.

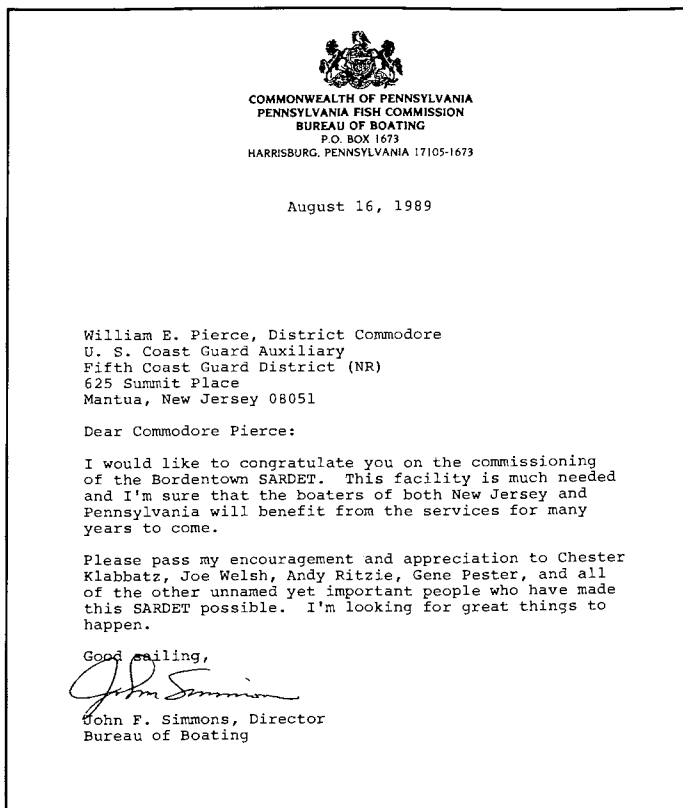
Bill Garry (Times boating columnist)



Editor's Notes: The above article and its accompanying picture as well as several other local paper articles appeared with pictures taken by the news photographers who were there. Unfortunately, we never received copies of any of the many pictures which were taken. Therefore on the opposite page are pictures taken by **Topside** staff of some of the activity which took place.

Among the pictures you will recognize CAPT William Griswold, Chief Director and Mr. John Simmons, Director-PA Bureau of Boating each of whom took a turn at the wheel when the Patrol Crew took them along with CAPT Larry Murdoch and several other members of Group Philadelphia for a demonstration ride in "Old Ugly."

As Auxiliaries, and also since your editor was a member of the crew on that day, we would be remiss if we did not extend our thanks to CWO A.F. "Chip" Hoovler for the effort and hard work he performed to organize and establish this base. Therefore "Chippo" as part of the crew, and if I may speak for the rest of them - Thank You. Above left is a picture of "Chip" holding the very impressive "Plank" certificates which were presented by CAPT Griswold to all those who participated in this opening day ceremony. Photo: Helen McCabe, DSO-PA). Certificate is pictured at the right)



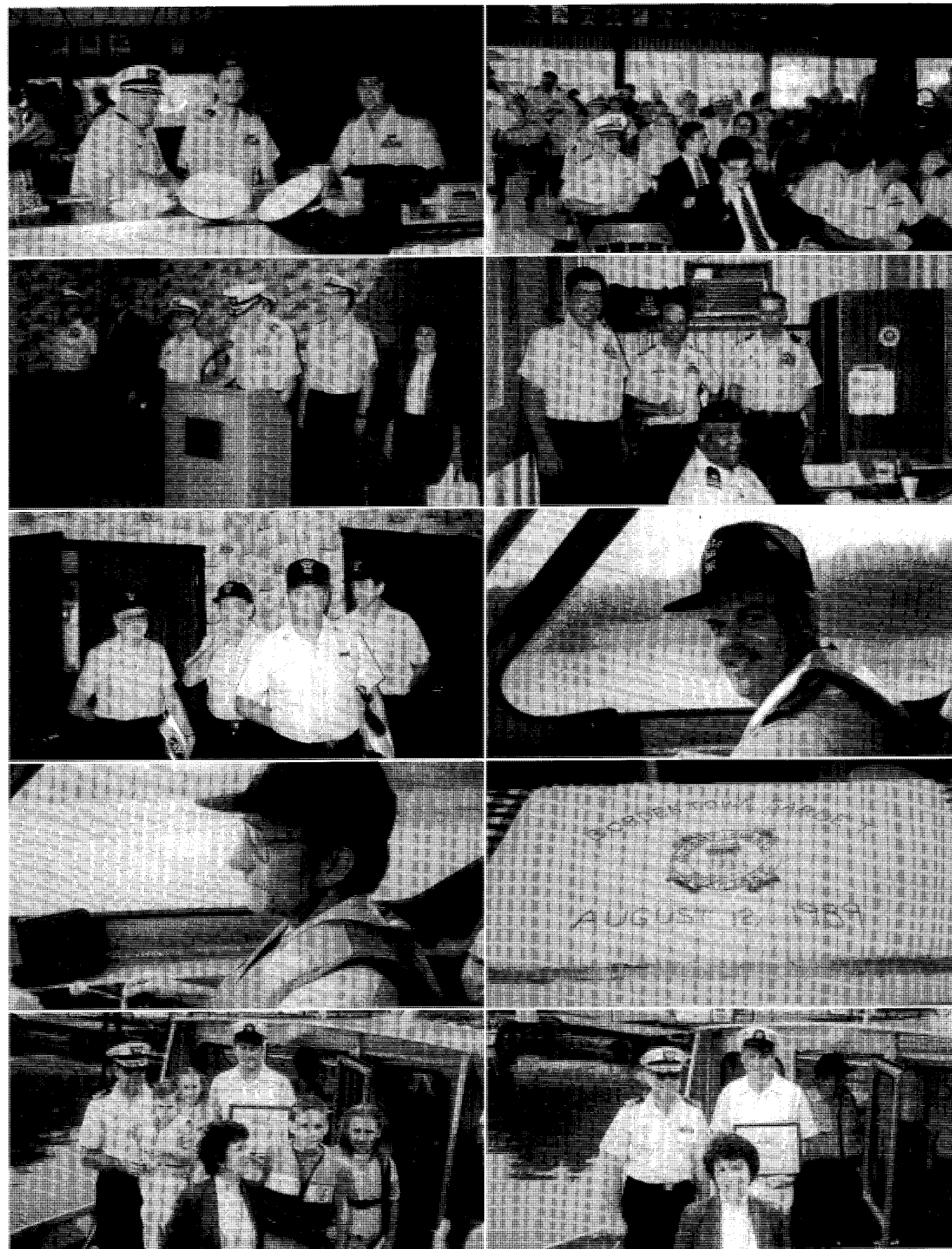
Shown above is copy of letter from John Simmons, PA Fish Commission to DCO Pierce with congratulations for the establishment of SARDET Bordentown.

See page 29 for additional letters



Above photo shows reproduction of plank certificate, which everyone involved received. In color, it is great and I am sure everyone was proud and happy to receive it. I know I was.

Elsie Nichols, DSO-PB, 5NR



A WEEKEND AT COAST GUARD STATION STILLPOND, WORTON, MARYLAND

Coast Guard Station Stillpond is a small SAR station on the Chesapeake Bay between the Sassafras River and Worton Creek. It is under the jurisdiction of C.G. Group Baltimore in the 5(SR) District.

Weekend crews begin their tour of duty on Friday at 0800 and end on the following Monday at 0800 when the next section arrives on watch.

There are two sections and three Officers of the Day (OD); one Office in Charge (OIC); one Executive Officer (XPO); one Engineer and one Cook. Each section has a coxswain, engineer, fireman, boarding officer, seamen and qualified watchstanders.

When Phil and I arrive for a weekend, we usually arrive on Friday afternoon.. On our way, we call in as we approach and someone usually comes to grab lines, and help us tie up in the slip they provide for us.. As soon as we change into our uniforms, we are on call. On our first visit in June we met the new XPO, Rich Burke, a great addition to the crew. Elsewhere on this page is a picture of Rich(top right) and one of Guy Berry, OIC, (third right)who will be leaving about April 20, 1990. Phil either goes out on the 41 footer or works around the station and I having been qualified as Watchstander relieve the coastie by taking over control of the radio room—the heart of the station since almost everything begins here. Also at right, photos of Phil on the 41 and me at the radio.

Since the cook is off after supper on Friday until after breakfast on Monday — the weekend is "Open Mess." If the cook has left supplies in the refrigerator, Phil and I cook for the men and gals (there are two at this time). Otherwise everyone is on their own. If it happens to be a reserve duty weekend, they have a reserve cook who cooks for all hands.

The fellowship at the station is good. The recreation available is ping-pong, pool, TV, softball, volley ball, tennis and basketball. They also have a small sailboat and powerboat from which they can water ski. These are known as morale boats. There is also fishing, swimming and crabbing. The group spends a lot of time studying for advancement. The usual tour of duty at the station is three years. However if no one else is available for a particular job, that person's tour may extend to a fourth year.

Phil and I have been going there for so long we feel as though these are our children, as all are young enough to be our children or grandchildren. They have also been very helpful in our quest for boat crew qualification and are willing to spend much time helping us. We, on the other hand, help them by relieving them of some of the responsibility and chores while we are there. Needless to say I always bake at home before going and try to have a different variety of cookie for each day we are there.

To get on with the official duties — when a Mayday or Distress call comes into the Station, these men and gals are real professionals. First all information is gathered that is necessary to get the boat underway - and then the crew gets armed. Due to the life threatening conditions surrounding the drug situation, all crews go out armed. Once the boat gets underway, the radio room is quite busy getting any additional information from the distressed vessel and keeping in touch with the 41 or 22.

Much information is gathered that later becomes part of the case file. Group Baltimore is also kept abreast of all events and the group OD is notified each time the boats go out and for what reason; i.e. SAR, Law Enforcement, training or just routine patrols. The radio room can handle more than one case at a time and has on many occasions. The most I have ever handled at one time is three. At these times an additional coastie helps with all the paper work that is constantly piling up.

It is not unusual for the coasties to knock on our boat in the middle of the night to alert Phil that the 41 is getting ready to get underway. He jumps into his clothes, grabs his PFD and is off to assist. If needed I then get dressed to assist in the Radio Room.

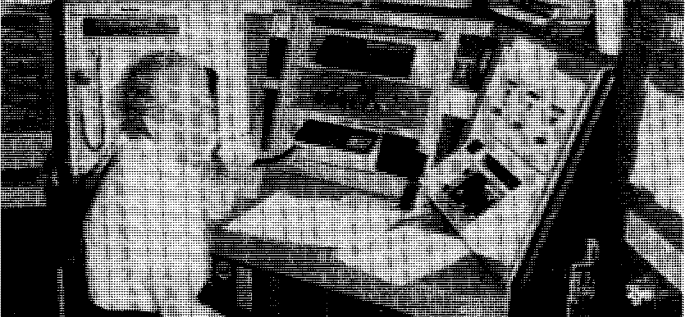
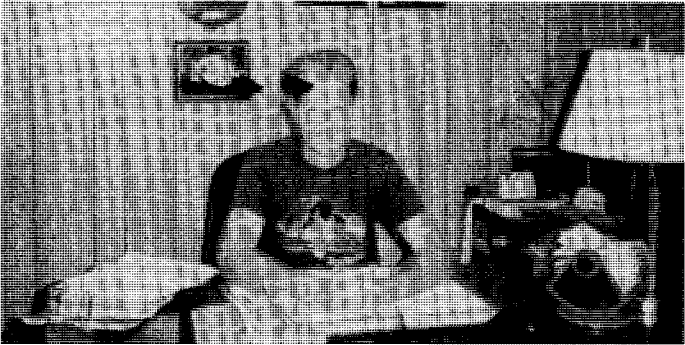
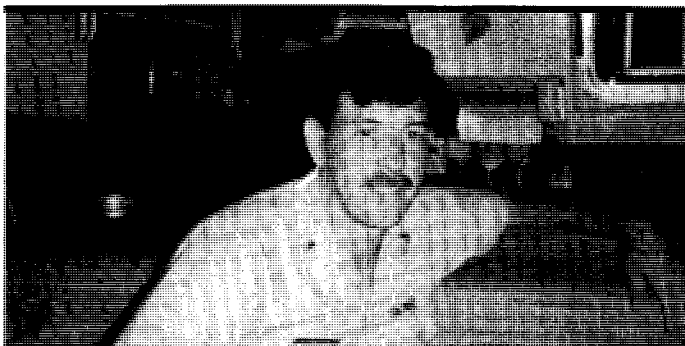
Auxiliary Vessels also are on patrol in three areas under Stillpond's jurisdiction. Turkey Point and Sassafras River (this is usually the area patrolled by 5NR vessels). The others are Pools Island/Stillpond and Hart Miller Island/Middle River. There are two commercially approved resources to aid vessels in a non-emergency situation. Although Commander Mercer of Group Baltimore has said the Coast Guard boats will move to assist an Auxiliary Vessel in distress. The thrill of serving at a Coast Guard Station and working with the regulars and reserves is most rewarding. Everyone should experience this situation at some

time in their service to our fellow boaters.

In addition, it is fun. We get to share in the private lives of the coasties, meet their wives, girl and boyfriends and see pictures of their babies. All in all it is a very heartwarming experience and one the Coast Guard would like to share with other Auxiliarists. We also spent a week-end at Thomas Point Light before it was automated. Katherine Slayback, DSO-MA and Caroline Sweigart, RCO-E also enjoyed this privilege as have many others I am certain.

The Station has a pavilion which is made available for Auxiliary functions such as Flotilla and Division picnics. Dates must be cleared well in advance with the OIC. If you are in the area of Coast Guard Station Stillpond, Worton, Maryland, stop in and say "Hello." They will be happy to see you and if time permits, give you a tour of the station.

All of us like helping our fellow Coast Guard personnel so much. **Try it, you might like it.!** Alice Stamm, FC-10-8, 5NR



Photos: Phil Stamm

A DAY AT SARDET DELAWARE CITY

Reprinted from Lifeline, Flotilla 2-76's Newsletter

A DAY AT SARDET, DELAWARE CITY. Monday, Labor Day, was the last day of operation for the Search and Rescue Detachment (SARDET) Delaware City. Auxiliarists Paul and Carol Owens, with crew person Patti Belz, were on Patrol. Auxiliarists Bob and Jane Brereton, with John Tarbox, manned the SARDET boat. And Auxiliarist Paul Eldridge had Roz Schwebel and Annette Keating crewing for him on patrol. All of these dedicated members were ready to go on a moment's notice of a boater's distress.

The radio station for the SARDET was manned by Harry Harrington with Al and Muriel Lewis. The day was relatively quiet, and we were happy we had no emergencies.

During the late afternoon there was a call from someone stuck on Reedy Bar in the C & D Canal, and the SARDET boat was sent to assist. However, shortly after they got underway, there was a MAYDAY call, and the above mission was aborted while Bob and his crew went to search for the sinking vessel.

The case was handled by Group Philadelphia, and we remained glued to the radio, awaiting all the latest developments. The vessel was taking on water, and had only one person on board, who reported, "I'm a little sick"! He was not familiar with the area (northern C & D Canal), and could not identify his location. He was not wearing a PFD, although he had them on board. Group Philadelphia stood by while he donned the PFD, all the while talking to him very calmly.

At that point, Air Station Cape May came on the air, and announced that they were dispatching a helicopter to search.

Several boaters called the Group, stating they were in the general vicinity, and would help search. And Fire Rescue Companies 15 and 18 were sending boats out with large dewatering pumps.

After much prodding, the chap on the disabled boat spotted a red, white and blue water tower just across from where he was, and at that point the fire rescue companies, along with Bob Brereton, spotted him—he was already in the water, and wearing his PFD. He was lifted out and brought to safety, and the fire companies were able to pump the boat dry. The skipper and boat were taken to Delaware City Marina, and all ended well.

It was with a great feeling of pride that we marked this "Case closed"—pride in the Coast Guard Group at Philadelphia for remaining calm, cool and collected and transferring that calm to the boat owner (and to us all at SARDET Delaware City)—pride in Air Station Cape May for sending up the helicopter so quickly—pride in Auxiliarist Bob Brereton and his crew for reaching the scene in record time—pride in the fire companies, and in all the private boaters and "Mr. Hunter" for responding so quickly and willingly to help a boater in distress.

The word "MAYDAY" sends a chill through all who hear it, and this was no exception. It certainly makes one stop and wonder how to avoid such situations. Fortunately, this one ended with no lives lost. Not everyone is so fortunate.

There are many morals to this story—do NOT boat alone—know your waters—know your charts—take a boating course and develop respect for the water. Don't take foolish chances.

We were happy we could play a vital role in the rescue of this man and his vessel.

And—we urge all of you to upgrade yourselves by taking self-improvement Auxiliary courses. Talk about our Public Education classes at ramps, marinas, when doing Courtesy Examinations, at boat shows, etc. It all becomes worthwhile when you know you've helped to save a person in distress.

A FIRST IN PHILADELPHIA

For the first time in the Greater Philadelphia area, Flotilla 2-76 5NR, as a part of National Safe Boating beginning weekend at Penn's Landing, made available the initial ceremony in the Philadelphia area, of the "Blessing of the Fleet" to vessels and their crews.

The ritual of "The Blessing of the Fleet" has its origin in ancient times. At the time that ships cast off into the turbulent deep, they were cast off with God's blessings, which invoked the protective cloak upon ship and crew.

In these times, the custom has been carried forward to invoke the Almighty's blessing and protection upon the ship and crew as they proceed into a season of boating activities.

Ministers of three faiths were present to do the blessing; Protestant, Catholic and Jewish; the Reverend J. Eric Pierce of the Chapel of the Four Chaplains; the Reverend Father Thomas Higgins, of St. Justin's Parish; and Rabbi Aaron Landes, of Temple Beth Shalom.(pictured below)

Bob Brereton and Carol Owens, Division I, 5NR, organized and directed the parade of boats for the fleet blessing, under the overall chairmanship of Muriel Lewis, Flotilla 2-75 5NR.

Muriel G. Lewis, Flotilla 2-76, 5NR



SAFE BOATING DAYS AT PENN'S LANDING-3 AND 4 JUNE 1989

The first weekend in June marked the beginning of National Safe Boating Week; as has been the custom for many years, Penn's Landing in Philadelphia was the site for this event.

The emphasis was keyed to safe boating practices, recreational and general water safety. There were many displays along the walkways surrounding the basin at Penn's Landing. Floating unit displays, open for public visitation, were tied to the quays around Penn's Landing, accessible from the walkways—the USCGC RED OAK; USCGC MATINICUS; USCGC CLEAT; the Philadelphia Maritime Floating Workshop; Admiral Dewey's flagship, USS OLYMPIA; the World War II guppy submarine, the BECUNA; and lightship 79, the BARNEGAT.

This was a full program of boating-related entertainment and education. On both days, the program was scheduled between noon and 5 p.m., with the many exhibits, demonstrations, and boats open to public visitation.

A simulated man overboard rescue was held on both days, involving members of the United States Coast Guard Auxiliary, the United States Coast Guard, and the Bristol Dive Team from Bristol, PA.

The Coast Guard helicopter from Cape May demonstrated various types of rescue from the air, using the Bristol Dive Team and the Philadelphia Police Department Marine Division as cooperating in-the-water participants.

Vic Tenaglia and his associates were in the water both days, and illustrated the proper (and also improper) ways of managing a canoe. They showed how to right an overturned canoe, how to get back into a canoe from the water, and many other things associated with water canoe safety.

Courtesy examinations were given at the Auxiliary floating dock and helped many boats get a good start for a safe boating season.

Delaware River Power Squadron participated with demonstrations of water-related equipment and their uses. The New Jersey Marine Police were present and answered many queries concerning New Jersey waterways and the New Jersey water and boating requirements.

The Pennsylvania Fish Commission was there to talk about and describe the many areas in Pennsylvania for water-related recreation, and to answer many questions and give explanations concerning Pennsylvania regulations related to boating and water recreation.

The American Red Cross maintained a first aid station and did free blood pressure checking.

TASK FORCE 100, a radio-controlled model boat club, illustrated the "rules of the road", and other safety maneuvers on the water. Their Task Force consists of 14 operational naval vessels and 2 Coast Guard vessels. Their demonstrations and maneuvering was ongoing for the 2 days.

The effects of hypothermia were aptly shown at the hypothermia display, and was an immediate crowd-gatherer. Many more people are now aware of hypothermia, its causes and effects.

The Delaware Valley Safe Boating Council had a booth with a display on water safety.

The Philadelphia Fire Department had their usual fine display of water cascades from the Philadelphia fireboat, a very beautiful sight as the fireboat sailed up and down river in front of the quay at the Landing. On land, the Fire Department representatives gave talks on fire hazards and fire prevention.

National Ocean Service was there to educate the public on weather patterns, what to look for, what to do, and how to react,

with much informative literature for quick references at home or on board ship.

The Federal Communications Commission was there to explain all about marine radio requirements, and to answer the many questions concerning marine radio communication.

The U.S. Coast Guard recruiter was present, and gained much public recognition for the Coast Guard as a humanitarian and time-honored service.

The U.S. Naval Sea Cadets made a splendid appearance in their dress whites, as they continually moved around the area of the Landing, continually demonstrating the various types of personal flotation devices.

Safe Boating Days at Penn's Landing are sponsored and brought together by Flotilla 2-76 5NR, with the assistance and cooperation of representative Flotillas from Divisions I, II, III, VI and XIII. Also participating, with displays and activities, were the United States Coast Guard, Delaware Valley Safe Boating Council, American Red Cross, United States Power Squadron, National Ocean Service, Federal Communications Commission, New Jersey State Marine Police, Pennsylvania Fish Commission, Philadelphia Police Marine Unit, Task Force 100, Philadelphia Fire Department, Delaware County Canoe Club, and the Bristol Dive Team.

In the Philadelphia area, the 50th birthday of the Coast Guard Auxiliary began with special events held at Penn's Landing during Safe Boating Days. There was a boat parade in the water surrounding the Landing, on Sunday.

With the cooperation of the weather, large crowds of viewers enjoyed the displays and activities, and we hope came away with a better understanding of recreational water safety.

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

NATIONAL SAFE BOATING WEEK - FLOTILLA 7-11

U.S.C.G. Auxiliary Flotilla 7-11 of Glen Cove, New Jersey, held their National Safe Boating Week display on June 8th, 9th and 10th at the Lacey Shopping Center in Forked River, New Jersey.



The crowds stopped before and after doing their shopping. Safe boating literature was distributed, many questions were asked and answered.

Many visitors showed an interest in taking boating courses. The following Auxiliarists manned the booth — Raymond Panfile, William Calhoun, Army Calhoun and Al Essig.

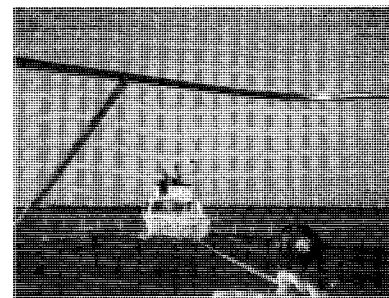
Army Calhoun, SO-PA, VII, 5NR

THE SAGA OF THE C-BARON (FICTION?)

Please note the names have been changed to protect the guilty — or is it innocent? You be the judge.

Once upon a time two District Officers, Daniul Maximum and Coral Swager purchased a boat, primarily for Auxiliary training. Using their combined, and vast, expertise they located a boat which was still afloat after 20 years and purchased it. And a beautiful boat it was, the C-Baron, 27 feet long with a flybridge and plenty of room for Daniul's electronic gear. They decided to bring it from Pacific City up the Del-war River to Filly, a 12-hour cruise.

Daniul installed the electronics and replaced all but the FM antenna and off they went. After traveling about one hour they stopped and called for a Coast Guard vessel in order to practice the rigid towline push (pictured here). Calling the Coast Guard



was accomplished by holding the two pieces of the FM Antenna together by hand and repeating everything three times. (The Coast Guard mustn't hear well!)

After pushing the Coast Guard vessel in, replacing the broken antenna and repairing the fuel pump, they continued the journey the following week. This time the C-Baron performed beautifully, for four hours. Then another rigid tow-line push. "BAD GAS!" exclaimed Daniul. During this week's layover much of the wiring was replaced and getting a crew became harder. Seems everyone had to visit their mother-in-law that weekend.

The third week of the 12 hour cruise went well. Daniul using his portable radio (the new boat radio needed repairs) was guided into Filly under C-Baron's own power. For some reason a white fog kept following behind them, but only caught up when in reverse.

Upon arrival, Daniul promptly took the radio to the shop. "Works fine" said the technician. "Must be the antenna" replied Daniul. The next weekend with the antenna rewired and the patrol crew on board, Daniul keyed the mike. The radio went dead, but the windshield wipers started working!! "It does that a lot" he murmured. "Oh well, we have a patrol!" he said as he instructed the crew to flush the head. "Why?" came the reply. "To start the engine" answered Daniul.

With the engine started (a little unusual, but it worked) and an unsuspecting crew, off they went on patrol to Barentown. On the way Daniul thought he noticed the aroma of burnt oil. (Could this have something to do with the white fog following the boat?) A quick check through the water in the engine compartment revealed nothing. However, upon reaching Barontown, a thorough check of the engine compartment revealed a #6 wire melted and the new battery welded to the engine manifold. After prying off the battery, rewiring the alternator and installing a new battery, it was off to the rescue. (Someone needed help. How inconsiderate!)

Some of the crew had to leave to address some Christmas cards. Odd, thought Daniul thinking it was only August, but off he went to the rescue. Throughout the patrol Daniul constantly asked for fuel gauge readings as she sped along at 10 knots. About 200 feet from the dock the reason became apparent. The gauges dropped from 1/4 to 0. A boat was flagged down for another rigid line push. It seems the helpful boater knew Daniul, and had practiced the routine before.

Well, the C-Baron is now at the dock, and presumably in a "Ready, set go" stage with radio fixed, battery replaced and gas in the tanks. If Daniul can find a crew I'm sure it will be off to the rescue again. Whose? you ask. Well, that is debatable! Any volunteers will be welcome.

Andy Ritzie, ADSO-OPS, 5NR

Update.....John McIntosh, Chairman, Awards Cmte, 5NR

AWARDS:

The annual Training Aids competition took place at the Summer Conference at Base Philadelphia on 22 July. Judging was by members of the Past Captain's Association. They did not have an easy task.

Congratulations are due to Frank MacDonald, Flotilla 07-12. Frank's Reusable 1210 Training Chart was the winner in Type II. Joe Welsh of Flotilla 06-03 took honors in Type III with his Guest's Check-off Lift and Marine Communications Chart. Type IV winner was Anthony Zuercher of Flotilla 10-06 with a Navigation Light Simulator.

There were other Training Aids on display that showed a lot of originality and potential for use in a classroom. A Sailboat Hardware display, a reusable Maneuvering Board, a Variation Trainer, a Relative Bearing Trainer. We hope to see all of them, and more, from the 5th Northern at the Instructional Aids Contest held at the National Conference in Arlington, VA 7 thru 10 September. (Ed Note: More on National Winners Next Time)

If you or your Flotilla are not making use of Training Aids or Instructional Aids, make a point to look over those on display at the National Conference. Visualize how they help to explain or emphasize important points in your lesson plan.

If you didn't make it to the Conference, all is not lost, dig out your copy of COMDTINST M16794.14 the Auxiliary Training Aids Manual, it contains many ideas for your use.

John McIntosh, PDCO, Awards Committee, 5NR

AWARDS MADE AT JULY DISTRICT MEETING

The following is a list of awards presented at the July District meeting on July 22 at MSO Group Philadelphia:

Coxswain:

Nelson B. Orlen, Frank W. Sherry, Robert V. Nemiroff, Flotilla 6-6; and Ralph L. Gilbert, Flotilla 9-3.

Senior Pilot:

James A. Ude, Flotilla 8-2

Auxop

Rosalind Schwebel, Flotilla 1-5; Donald A. Wolf, Flotilla 5-1; Patricia A. Lauer, Flotilla 11-1

Group Action Award (Solid Shield '89):

Nancy K. Davis, Carol L. Owens, Paul D. Owens, Jr., Flotilla 1-4; Alexander H. Svabs, Flotilla 1-8; Bobby G. Crter, Flotilla 5-1; George J. Smyth, Flotilla 5-3; Anthony T. Fimowicz, Flotilla 5-15; L. Daniel Maxim, Robert V. Nemiroff, Nelson B. Orlen, Frank W. Sherry, Flotilla 6-6; Arlene B. Armstrong, Flotilla 12-4; Robert L. Wecker,, Flotilla 14-2.

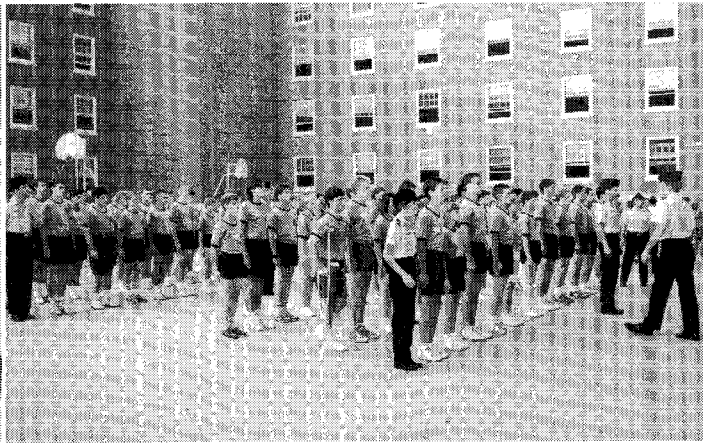
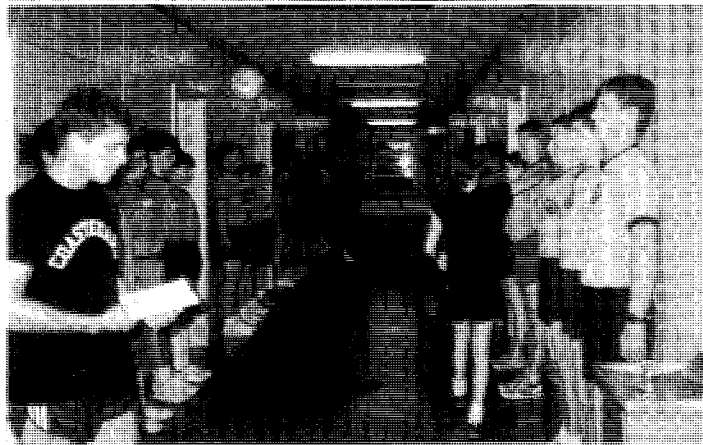
Award of Merit:

Walter B. Greenidge

(pictured at the right receiving his award from LT William Cherry

Photo: Phil Stamm





Academy Career Candidates, August '89 for Class of '94

See Article opposite page

photos by Allen Wenrich

Update.....Karen B. Nice, DSO-IS, 5NR

AUXMIS AND THE ELECTED OFFICERS' TRAINING

Attention — 1990 Elected Officers! At the Elected Officers' Training to be held on January 5, 6 and 7, 1990, each of you attending will receive two full hours on how to read and use the AUXMIS reports as a management tool. Planning for this session is well underway at this time so as to assure that you will receive a very meaningful session!

DIVISION STAFF OFFICER- INFORMATION SYSTEMS TRAINING

1990 Division Staff Officers for Information Systems: - There will be a workshop for you at the January 1990 Conference on Sunday afternoon. Please plan on attending. only a small portion of the 1989 SO-ISs attended. It really is worthwhile for you to attend. We *discuss* problem areas and attempt to correct all that we can. Anything that cannot be resolved at that session will be addressed through proper channels afterwards. planning for this session is in the works at this time. If there is anything in particular you would like presented at this session, please contact me as soon as possible.

AUXMIS & THE INDIVIDUAL MEMBER

Now is the time for each member to be reviewing their own individual data on the Flotilla Roster (if you haven't been keeping up with it throughout the year) to insure that *you, the member* have received credit for your accomplishments thus far. There is time for corrections to be made. But if you wait too long, you run the risk of being "outta luck." Remember, it is the member's responsibility to make sure the proper credit is received. The IS Officers on all levels are there to assist you.

Karen B. Nice, DSO-IS, 5NR

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

AUTUMN EQUINOX

Autumn is the time of year we all start thinking and preparing for Winter. On September 23rd, the noon sun is directly overhead at the Equator, on its apparent movement south. Night and day are of equal duration. The sun begins to set at the north pole and rise at the south pole. The northern hemisphere is having its autumn and the southern hemisphere its spring. In our hemisphere, each day the nights get longer and the daylight hours get shorter. Our thoughts turn to other things because the boating season is ending and our winter season is approaching.

Examining boats is almost impossible, unless we go south. Now is our time to prepare for 1990. How well did your Flotilla do in 1989? Did your Flotilla meet or exceed your AMOS goal? Could your Flotilla have done better? These are the questions we should be asking ourselves.

If your Flotilla exceeded their 1989 AMOS goal, you did well. Review your approach to the CME program and follow the same method. It worked well, do it again.

If your Flotilla failed to reach its AMOS goal, changes in your approach should be made. Have you enough Examiners? Did each examiner do their share? Were decals and 204s available in proper quantity? Root out the problem and correct it. That is how we use the winter months. We have time to think and correct errors we made in 1989.

Have a good winter

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

UpdateEdnor Miller, President, PCA, 5NR

I wish to thank all who looked after the Past Captains Association during my time of grief. Especially Vice President Walt Porter who conducted two breakfast meetings and John McIntosh who, with Walt, kept us afloat.

As you probably know, the 50th anniversary plates from Lennox have not been selling as well as we thought they would. Thanks to John McIntosh's correspondence with NACO Pratt, National is looking into the matter of selling them. Don't forget these plates are Limited Edition and in the future could be worth more the the original purchase price.

The PCA is still looking for new members. We know there are plenty of Past Captains that do not belong. Our membership currently consists of more than a hundred members.

We will be looking into having the PCA meet in each area in addition to the conferences. This is especially for you PC's who don't attend the conferences. More on this later.

A special thanks goes out to Vice President Lenore Roush for the fine job she did producing the directory of the PCA and to Robin Norcross for her fine work with the 50th anniversary plates.

Ed Miller —President,PCA , 5NR

UpdateAllen E. Wenrich, DSO-CC, 5NR

CLASS OF '94

That's right, the AIMER's of 1989 are hoping to be selected for the "Class of '94." See photoss on facing page.

It's difficult to put in writing the total experience of "AIM Week" at the Coast Guard Academy in New London, Connecticut, as well as expressing the work and cooperation necessary from every FSO-CC to the Commandant's office in order to make it happen.

As DSO-CC, I attended "AIM Week" with fifteen excellent candidates from 05NR (sixteen were approved and scheduled to attend this year; however, illness made one miss the experience) who learned what life as a cadet at the Coast Guard Academy is all about, along with 185 others from all over the USA.

There they were, 200 young men and women about to enter their senior year in high school, doing calisthenics ("drying the grass," as one put it) at 0600, and being kept busy all day long until taps at 2200. They got a true picture of cadet life and did things that they didn't know they could do. It was a tough week with lots of activity (no TV or air conditioning) and individual, as well as group competition. At the end of "AIM Week," the candidates looked back and were proud of their accomplishments and most would opt to stay longer.

What a great group of young people! If you have any doubts about the future, get involved with the AIM program—our future will be in very capable hands.

Now we all have more work to do. We all need to follow up with our '89 AIMER's to help them with the application process. All applications for the Class of '94 must be submitted to the Admissions Office at the Academy by 15 December 1989.

"AIM 1990" is also underway—now is the time to get the work out for next year so that the necessary processing deadlines can be met. We need every Auxiliaris's and high school guidance counselor's help to finid these high caliber young people and keep AIM in 05NR at the level it's been for a long time.

Need help? Your DSO and ADSO-CC are willing to provide you with any information or assistance you need with AIM.

Thanks to all who make it work.

Allen E. Wenrich,DSO-CC, 5NR

47 — 5 NR MEMBERS ATTEND NATIONAL ADVE SCHOOL

Our district scheduled an Advanced Vessel Examiner School in April of this year which was held in Lionville, Pennsylvania. The school was headed by Donald Smutz, DC-V, who was assisted by Dean Leatherman, DC-VE; Patricia Graham, DVC-VS; and Larry Cramer, BC-VEA. Also on hand to evaluate the program was a special guest, Master Chief William Nitzsche who represented the Coast Guard.

An informal gathering (reception) was held at 2000 on Thursday. Classes started at 0800 on Friday and ran the entire day. Saturday again was a full day, covering such things as C.G. approved equipment, numbering, registration and documentation, navigation lights and 19 additional subjects. At the close of the session, the entire vessel examination manual had been covered.

Sunday Morning three trailerable boats were used for hands-on examination. Many thanks go to Jim and Betty Peifer, Harry Bickel and Jack and Donna Borzell for giving up their Sunday in order to trailer their vessels to Lionville so we could use them for training purposes.

Sunday after luncheon, all 47 students were awarded the silver "S" to wear on their courtesy examiner ribbon. Your entire bridge was on hand to assist in the graduation ceremonies.

If you haven't yet attended one of these National Schools, you should place it on your "Must-Do" list when the next one is offered.

Gene Pester, VCO, 5NR — ADVE Class Coordinator

Photos: Larry Brooks, FC 4-5, 5NR

Pictured below scenes from the school.



Pictured above: Back row left to right: Larry Cramer, Pat Graham, Dean Leatherman; bottom row left to right: Master Chief William Nitzsche, Don Smutz



HISTORY, 5TH (NORTHERN REGION) COAST GUARD AUXILIARY

When the Congress passed the Coast Guard Reserve Act in 1939, yachtsman of the then Southern Area of the Third Coast Guard District were quick to react to the challenge. The first Auxiliary Flotilla in the Third District was in New York at the Downtown Athletic Club. The second was formed in the Southern Area, at the Atlantic City Tuna Club. This chartering was rapidly followed by the establishment of Quaker City in Philadelphia, Ocean City NJ, and Essington PA. Its a point of pride that of these "pre-war" Flotillas; Quaker City continues in existence as Flotilla 02-01 in Bensalem, Penna., Ocean City continues in action as Flotilla 08-01 in Ocean City NJ, and Essington, PA is still in existence as Flotilla 04-02.

1940 saw the Auxiliary's foundation in place, with 210 facility owning members. At that time vessel ownership was the basis for membership. Those who did not own a vessel could become Associate Members without the privilege of voting or holding office.

The amending of the original Reserve Act to the Coast Guard Auxiliary and Reserve Act was not the only highlight of 1941. Another was the reorganization of Coast Guard Districts, this included the establishment of the Fourth Coast Guard District to be aligned with the boundries of the Fourth Naval District and included the Flotillas of the Southern Area.

During World War II there was tremendous expansion of the Auxiliary, here as elsewhere in the nation, each of our Flotillas became a Temporary Reserve unit. Those who due to age, physical limitations or defense responsibilities remained Auxiliarists were the sparkplugs for War bond and Blood Bank drives, recruited and trained additional Auxiliarists who then moved on to the Reserve (T). The USCGR(T) was not the only beneficiary of the Auxiliary training activity, many members moved on from our organization to all of the regular services. Among the Auxiliarists who served the Coast Guard were Henry E. Abbott, a member of the Essington Flotilla who became Director of Auxiliary in 1942, Henry continued his Coast Guard career until his retirement as Captain. Another member also became Director of Auxiliary, John W. Brown, a member of the Wildwood, NJ Flotilla.

Activities in the Fourth District were similar to experiences elsewhere. Along the Delaware River members were involved with Port Security, anchorage patrol and duty at Gloucester Base, along the shore Flotillas started with the off-shore patrol then moved into security on the fish docks and at Coast Guard Radio-Atlantic City, there was participation in Life Boat Station activity, look out tower watch and a host of other assignments.

With peacetime came a return to the pre-war Coast Guard organization, the Fourth Coast Guard District was phased out and we again became the Southern Area of the Third Coast Guard District. Likewise there was a membership phase out. Many of the 3533 members had joined the Auxiliary to provide a war-time service, with peace-time came other interests and responsibilities that took priority over their Auxiliary affiliation. The immediate effect was a reduction in membership to 1700 members in 1946. The inauguration of the Courtesy Marine Examination program during this period gave purpose to some members, but the sifting out continued. In 1952 the District reached it's low water mark of 726 members dedicated to participation in developed, documented programs as they came on line.

During the period 1939/1940 there was no District Board, the area operated under the direction of the Third District Board, in 1940/41 a single commodore was assigned, then in 1946 our own District Commodore, District Vice Commodore and District Training Officer were in place.

In 1956 the District Training Officer title was eliminated and the office of District Rear Commodore was established. At the same time the elected office's of Division Training Officer and Flotilla Training officer were eliminated. These offices were

replaced by Division and Flotilla Staff Officers for Public Education and Member Training. The Courtesy Examination and Public Education programs were in full swing. The monthly District Board meetings held in the Philadelphia Custom House often discussed plans for expansion. Division boundries were revised to better serve the boating public. Flotillas changed their numerical designation as they became part of the new Division alignment.

The need for additional space for other Federal agencies in the Custom House, resulted in the relocation of the District Auxiliary office out of Philadelphia and across the river to Coast Guard Base Gloucester, Gloucester City, NJ, in 1964. Continued growth, particularly in the western areas of Pennsylvania, required more administrative attention than was possible with our existing District Officers. Approval was requested and received for an additional District Rear Commodore to cover the western part of the Area. Additional Coast Guard support appeared with the assignment of an Assistant Director of Auxiliary.

The increasing importance of the western part of the area was recognized by the establishment of an additional Asst. Director of Auxiliary, Detached, and located in Harrisburg, PA. Our operational members took part in OPSAIL 76 in New York harbor, while reorganization of the Auxiliary into Districts and regions, gave us a new title, Third Coast Guard District (Southern Region). With continued expansion, increased activity for District Officers led to approval of an additional Rear Commodore to reduce the work load in the Central part of the District during 1979.

The eighties brought new accomplishments and new challenges. The celebration of the 300th anniversary of the establishment of Philadelphia in 1982 brought the Queen Elizabeth II to the city in April followed by the tall ships in June, both occasions a challenge to the Auxiliary. That year also marked the loss of one of the cornerstones of the Director's Office, Eleanor Bechtloff, secretary since the billit was established in 1960, married and left the area. Eleanor was replaced by Mary Parto, another asset to the office staff, until the job was eliminated in the 1987 reorganization. In 1982 the Gloucester Office lost the Assistant Director. Libery Weekend in July 1986 was another great challenge, 25 facilities and 100 members from the then Third Southern participated in the fantastic experience. The State of Pennsylvania, recognizing the Auxiliary and it's accomplishments provided the Auxiliary in the State of Pennsylvania with a boating safety grant to support activities benefiting it's citizens, under the able direction of PDCO Dick Raudabaugh a program involving preparation of materials for scouts and fishermen, expansion of Public Education programs for the public into area's where there was no Auxiliary presence, dispatching of Auxiliary CME teams to remote lakes and the purchase and fitting out of two shallow draft vessels for patrol activities on the lakes and in the Upper Delaware River has been very successful. A new challenge appeared in 1987, Coast Guard District realignment. The Third District (Southern Region) became the Fifth District (Northern Region). Staff realignment was also a part of the program, the Region closed its Harrisburg Office and lost the Assistant Director (Detached), as mentioned previously, the civilian secretary billet was eliminated. An addition to the District Coast Guard organization was the new assignment of an Operations and Training Officer. Relocation of the District Director of Auxiliary Office back across the river to Philadelphia was completed when 1988 saw our Director located in the newly built headquarters of MSO and Group Philadelphia.

As the Auxiliary passes it's 50th Anniversary the 2650 members of the Region in their 92 flotillas and 14 Divisions look forward to greater growth and accomplishment.

Space does not permit recognizing the outstanding Auxiliarists, in elected office, staff or as members, past and present, who contributed to these accomplishments; (continued on next page)

and the dedicated Coast Guard Officers, Directors, Assistant Directors and others, all of whom contributed so much.

Recognition is due also to the Past District Commodores:

1941-42.....	Richard W. Nelms
1943-44.....	Victor Lazo
1944-45.....	Frank B. Hine
1946.....	H. Earle Huston
1947.....	W. Lyle Holmes, Jr.
1948-49.....	Southern Area-No Commodore
1950-51.....	John J. Sader
1952-53.....	Alexander S. Bauer (National Commodore 1953-54)
1953.....	Donald P. Osterhout
1954.....	William Ross McDonald
1955-56.....	Alfred B. Wright
1957.....	Richard S. Scattergood
1958-59.....	John S. Black, Jr.
1960.....	Robert E. Evans
1961.....	Royden S. Hager
1962-63.....	Jack E. Nunemaker
1964-65.....	William J. Garry (National Vice Commodore 1967-68)
1966-67.....	John D. McIntosh
1968-69.....	John E. Johansen
1970-71.....	Harold B. Haney
(Natl. Rear Commodore 1971-72, Natl. Commodore 1973-74)	
1971-72.....	Victor F. Baumeister
1973-74.....	Joseph L. Krager, Jr.
1975-76.....	Lloyd Furber (National Rear Commodore (E) 1978)
1977-78.....	William Dischert
1979-80.....	Robert Carson
1981-82.....	Lee B. Weaver
1983-84.....	Robert L. Wecker
1985-86.....	Richard L. Raudabaugh
1987-88.....	Alexander M. Lewis
1989-90.....	William E. Pierce

ANNIVERSARY UPDATE

Let's call this "Anniversary Update" because while we still celebrate the 50th Anniversary of the establishment of the Coast Guard Auxiliary, the Coast Guard has started the recognition of the 200th birthday of their organization. We in the Auxiliary can celebrate both occasions.

Look at our Auxiliary 50th Anniversary first, our OPERATION VISIBILITY on the 24th of June was excellent, extra patrols, extra CME Stations, lots of publicity. OPERATION FELLOWSHIP originally scheduled for June 25 "hit a bump" but through a lot of hard work by Harry David got back on track. Our District's participation in the joint recognition program at Penn's Landing with the U.S. Power Squadron and the Delaware Valley Yachtsman's League was a big plus, in addition it brought our National Commodore to our Region. (See pictures in next column taken by Topside Staff at the luncheon at the Chart House at Penn's Landing) Local proclamations and publicity have been good. Much has been done.

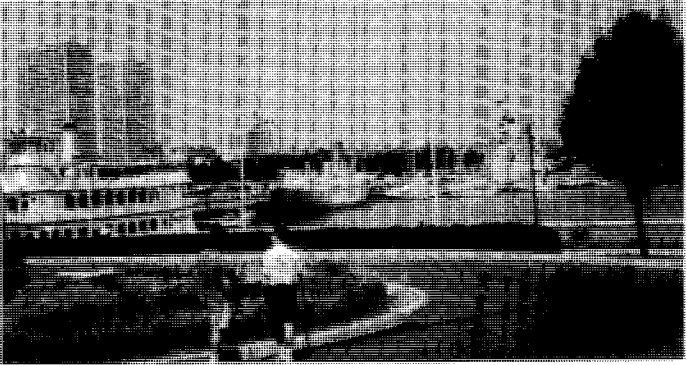
More can be done to continue to gain public recognition for our Auxiliary, and we should keep the Auxiliary and it's 50th Anniversary in the public eye as much as possible. It can be mentioned in all your Public Education releases.

Our Momento of the 50th Anniversary is making good progress. The courtesy of the Board enabled us to meet the quantity requirements needed for Lennox China to start the process on our Commemorative Plate. Final art work is well along, delivery should start soon. Have you placed your order?

On the Coast Guard's celebration of their 200th we have already been involved to some extent. On 7 and 8 August, in recognition of the establishment of the Lighthouse Service the Coast Guard ATON team held open house at some facilities. Through the efforts of Nancy Davis, our DSO-AN, Auxiliarists were able to provide some help in painting and as guides for the open house.

The actual kickoff of the Coast Guard bi-centennial was held at Newburyport, Massachusetts on August 4th. There will be a number of events held around the country during the year. One that will be of interest to our members will be the dedication of a statue in honor of Douglas Munro, who was posthumously awarded the Congressional Medal of Honor for his bravery at Guadalcanal. The dedication took place at the Recruit Training Center in Cape May on September 27, 1989.

John D. McIntosh



Scenes at Delaware Valley Yachtsman's League Luncheon at the Chart House in Philadelphia

U.S.COAST GUARD AUXILIARY CELEBRATES 50TH ANNIVERSARY

This was a celebration year for the entire Auxiliary, and NACO Henry Pratt would like to share with you some of the more important letters received by him in honor of the Auxiliary's dedicated 50 years of service to America's boating public. Reproduced below are some of the congratulatory letters.

THE WHITE HOUSE
WASHINGTON
June 19, 1989

I am pleased to congratulate the members of the Coast Guard Auxiliary upon your 50th anniversary of service to our Nation.

For half a century, you have supported the Coast Guard's vital mission of ensuring the security of our coasts and the safety of our citizens. As an all-volunteer organization, the Auxiliary is in the finest American tradition of responsible and concerned citizenship. Through your educational programs, such as Courtesy Marine Examinations, you have performed a great service to the American people by promoting boating and public safety, thereby saving many lives. I commend you for your dedication.

On behalf of the American people, I am happy to extend appreciation and best wishes for a joyful anniversary celebration and for the future. God bless you.

Cy Bush

DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590
June 22, 1989

Commodore Henry Pratt, III
U. S. Coast Guard Auxiliary
3131 N. Abingdon Street
Arlington, Virginia 22207

Dear Commodore Pratt:

Congratulations to you and the United States Coast Guard Auxiliary as you celebrate your 50th Anniversary. Your achievements over the last half century are remarkable.

The boating public has great respect for the Auxiliary's professional abilities and assistance to the Coast Guard. The untold hours of voluntary service in Public Education, Courtesy Marine Examinations and Operations have greatly expanded the Coast Guard's abilities to provide safe and enjoyable recreational opportunities on the nation's waters. It is indeed comforting to know that over 30,000 Americans have dedicated themselves to boating safety through service in the Coast Guard Auxiliary.

We, in the Department of Transportation, take great pride having such a committed group of Americans making our waters safer, and we salute you.

Congratulations and continued success in your efforts.

Sincerely,

Samuel K. Skinner

CHIEF, OFFICE OF NAVIGATION SAFETY
AND WATERWAY SERVICES
UNITED STATES COAST GUARD
WASHINGTON, D.C. 20593-0001
June 16, 1989

Dear Commodore Pratt,

I congratulate you and the entire membership of the Coast Guard Auxiliary on the completion of 50 years of exemplary service to the United States Coast Guard and the boating public. When the Coast Guard Auxiliary was formed, little did one realize the profound effect it would have on boating safety. Your personnel manning the boats, radios and airplanes have acquired that degree of professionalism expected of members of the regular Coast Guard.

Your organization exemplifies volunteerism at its finest. The many hours of service in Operations, Public Education and Courtesy Vessel Examinations have enabled the Coast Guard to extend its umbrella of marine safety to a much greater degree.

We are proud to have you as members of the Coast Guard team, and look forward to a close association over the years to come.

Happy Anniversary!

Sincerely,

Robert T. Nelson
Rear Admiral, U. S. Coast Guard

Commodore Henry Pratt, III
U. S. Coast Guard Auxiliary
3131 N. Abingdon Street
Arlington, Virginia 22207

THE COMMANDANT OF THE UNITED STATES COAST GUARD
WASHINGTON, D.C. 20593-0001
June 9, 1989

Dear Commodore Pratt,

It gives me great pleasure to congratulate you and the men and women of the Coast Guard Auxiliary on your 50th Anniversary serving the boating public. The United States Coast Guard sincerely appreciates your skill, dedication and increasing professionalism in extending our capabilities in on-the-water operations. During the years, the Auxiliary has saved thousands of lives and property valued in the millions.

In addition, I commend you for your work in the prevention of boating accidents. It is impossible to estimate the number of lives and properties you have saved, but it is well known and appreciated that the Auxiliary work in public education and courtesy marine examinations has had a profound effect on recreational boating safety.

Not only have your boats and radios been active, but your aircraft facilities have also been of immeasurable assistance in search and rescue and helping our military readiness operations.

We are happy to have you with us as members of the Coast Guard team and look forward to even greater accomplishments in the next 50 years. Congratulations and well done!

Sincerely,

P. A. Yost
Admiral, U. S. Coast Guard

Commodore Henry Pratt, III
U. S. Coast Guard Auxiliary
3131 N. Abingdon Street
Arlington, Virginia 22207

DISTRICT 5NR'S MANY CELEBRATIONS

There were many celebrations throughout the Fifth Northern District, the most widely attended was our District Picnic at Brandywine Park. After a losing start due to unforeseen circumstances, Harry David, the picnic coordinator, finally managed to find a place to hold the picnic. And what a great place it was! Couldn't have been better. A great day was enjoyed by all members and their families who attended. See pictures on facing page which attest to the fact that it indeed was a fabulous time. Thanks to Harry and Jean David and a well deserved round of applause for a job well done.

SOUTH MEETS NORTH

It was June 20th. The 5th Southern U. S. Coast Guard Auxiliary 50th Anniversary Cruise was due to arrive at the Islander Motel on Gwynns Island from Solomons, Maryland. I had calculated that the power boats would arrive sometime about 1400 hours. (It takes TUPIK, a 30 foot sloop, about 12 hours to make the trip, so a power boat should make the trip in about 6 hours). It was 1030. I had just put ice and a load of groceries on TUPIK for we planned to join the Cruise on the leg to Waterside/Portside the next day. I decided to drive by the islander docks just to see if there was Auxiliary activity, and lo, there was a power boat with Auxiliary Patrol Signs just completing docking.

I introduced myself (photo below - right) as Harold Russell, Flotilla Commander, Flotilla 6-6. (5SR of course). The skipper (photo center) of the boat, DEB-N-AAR, introduced himself as Robert Nemiroff of Flotilla 6-6 (5NR). He also introduced a member of his crew (photo, left) DCP VI, Joe Welsh. So it was Flotilla 6-6, (SR) met Flotilla 6-6 (NR).

Submitted by: Robert Nemiroff, Flotilla 6-6, 5NR



photo by: Ken Lyons, Newport News Daily Press

CANAL DAYS CEREMONY

Shown below Sam Fierstien, SO-PA II, receiving 50th Anniversary Proclamation from Councilman David Cohen at Canal Days ceremony in Manayunk - Philadelphia, PA.



In addition to members of 5NR at left who joined the 5SR cruise, Pat & Ray Mancino and Betty Sharples (Flotilla 2-10) and Roy Sharples (Flotilla 10-8) were part of the contingent who joined the group in Annapolis for the 50th Anniversary dinner at the Naval Academy. Top photo below shows l. to r. Ray Mancino on his boat SUMMER WIND with Roy Sharples, and bottom picture shows Pat & Ray with Betty Sharples relaxing at dockside.



MONTGOMERY COUNTY 50TH PROCLAMATION

Pictured below left to right: Victoria Kerney, FSO-PB 2-9, Rita C. Banning, Montgomery County Commissioner, Betty B. Linker, Montgomery County Commissioner, Russ Appler, RCO-C, Paul Bartla, Chairman of the Montgomery County Commissioners and Rachel Zabko-Potapovich of Flotilla 2-9 receiving 50th Anniversary Proclamation.



IN MEMORY OF DORIS J. MILLER

Born September 22, 1930
Passed Away June 3, 1989

It's only appropriate and proper that some one should say something about Doris, our immediate past Flotilla Commander. I'm sure most people who read this Newsletter know Doris Miller passed away June the 3 1989 at 18 minutes past 1:00 p.m. in the Chambersburg Hospital. Doris was born September 22, 1930 in Harrisburg PA and grew up in that area. Doris and I were married December 17, 1949 and 17 years later moved to Chambersburg with our only child, Gil, to start a new business called Fashion Eyewear, an optical business. Thirteen years after that all three became involved with the Coast Guard Auxiliary through the persuasion of Fred and Betty Gilbert, two people who were "super-dedicated" to the Auxiliary. In return, Doris, Gil and I also became dedicated. All three of us became involved at the flotilla level with 5-14 Shippensburg, then with Division V Board and the District. We traveled with the Auxiliary to such places as New Orleans, Florida and Hawaii.

When Flotilla 5-6 Chambersburg and Flotilla 5-16 Mercersburg was Chartered Doris worked around the clock with paper work, phone calls and long trips to get papers signed by LT Cherry and others. And through all this never a complaint.

Doris was a person who cared about people and the Auxiliary was just the organization she needed to put her potential to work. During her 10 years she was Flotilla and Division S/R, ADSO and Flotilla Commander. When I went through all the elected offices, including RCO (W), Doris gave me full support. She typed all my reports, checked my spelling and made sure I took care of all my commitments. She did so much I considered her to be the RCO (W).

Doris and I would have been married 40 years this December 17. She also worked with Gil and I at the office for 22 years which meant she and I spent 24 hours a day together. That's like having her 60 beautiful years. I know I won't see her again in this life but the memories we shared will never fade from my mind. I love her very much.

Ed Miller, President, PCA, 5NR



In Memoriam

With deep regret we inform you of the passing of our friends and colleagues listed below:



Division II
Robert Kirby
Thomas Matarazzo
Martin Wexler
Division IV
Peter Schad
Division V
Doris Miller
Division VII
George Jones
Division VIII
William Dillon
Division XI
Lester Weaver
Division XII
George Doebling
Division XIII
Edmund Morton

These members gave abundantly of their time, talent and knowledge to further the education of their shipmates. Their accomplishments are permanently inscribed in the memories of those they leave behind.

We bid you "Hail and Farewell," shipmates, until we drop anchor beside you at the last Great Rendezvous.



NATIONAL SAFE BOATING WEEK PROCLAMATION



Left to right: Gene Pester, VCO; Harry Dyer and Rube Goldberg, Flotilla 2-6; Wilson Goode, Mayor of Philadelphia; Sam Fierstien, SO-PA, Div. II; Bill Thesing, Flotilla Commander 2-6 and Logan Longstreet, FSO-VE 2-6 receiving National Safe Boating Week Proclamation at City Hall.



News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

COAST GUARD BEGINS ENFORCEMENT OF BOATING-WHILE-INTOXICATED LAW

The U.S. Coast Guard will enforce the new federal boating-while-intoxicated law in 12 Gulf Coast and mid-Atlantic states beginning this summer. The law applies to drugs as well as alcohol.

Enforcement will be expanded to other states as more testing equipment and trained personnel become available.

The enforcement program will begin in the Fifth and Eighth Coast Guard Districts. The Fifth District includes North Carolina, Virginia, Maryland, Delaware, eastern Pennsylvania and New Jersey south of Toms River. The Eighth District includes Texas, Louisiana, Mississippi, Alabama, western Georgia, and that portion of the Florida panhandle west of the Fenholloway River, which is 15 miles east of St. Marks.

Last year, 946 people lost their lives in boating accidents. Studies conducted by the Coast Guard and the National Transportation Safety Board indicate that up to half of those deaths may have been alcohol related. Accidents on U.S. waterways among the nation's 70 million boaters are second only to those on U.S. highways as the cause of transportation deaths in this country.

Operating a vessel while intoxicated by alcohol or drugs became a federal offense under provisions of the Coast Guard Authorization Act of 1984, with the implementing regulations effective Jan. 13, 1988.

Intoxicated boaters face a civil penalty of \$1,000 or a criminal fine of \$5,000 and one year in jail. The Coast Guard will enforce the new law during routine law enforcement boardings and in response to sightings or reports of boaters operating in a reckless or unsafe manner. Before the enactment of this law, the Coast Guard charged intoxicated boaters with negligent or grossly negligent operation.

The Coast Guard will cooperate with state and local authorities to conduct boating-while-intoxicated enforcement. The regulations implementing the statute are written so that the federal standard will conform to any enacted state BAC standard—higher or lower than .10 percent—on waters within the geographical boundaries of that state.

Two independent standards can be used to determine intoxication. The first is a behavioral standard, when a person's manner, disposition, speech, muscular movement, general appearance or behavior appear to have been affected by the use of alcohol. Field sobriety tests can be used under these circumstances.

The second standard is a blood alcohol concentration (BAC) measurement. A recreational boater is considered intoxicated under the federal standard when the BAC is .10 percent or greater; for merchant mariners it is .04 percent or greater. Breathalyzers can be used to determine BAC level.

Failure of either a field sobriety or breathalyzer test determines intoxication and constitutes a violation of the regulations. Boaters who refuse either test will be presumed intoxicated.

Under the regulations, the Coast Guard has the authority to terminate the use of a vessel when the operator is determined to be intoxicated under either of the two standards.

Intoxication poses dangers to the boating public, both directly and indirectly. It can cause a lack of stability, shorten a person's survival time if he or she is dumped into cold water, and interfere with an individual's ability to cooperate in his or her own rescue. And studies show that an intoxicated person may be unable to swim, even if he or she is an excellent swimmer when sober.

In addition, people under the influence of alcohol may lose the ability to differentiate among colors at night. This is particularly dangerous, according to the Coast Guard, because the operator of a boat must be able to clearly see the red and green running lights on other boats.

Refer to CAPT Melvin's article on page 2

5NR STAFF OFFICER RECENT CHANGES

Since the beginning of 1989, several staff officer positions have been vacated by resignations. Since the newly appointed staff officers were not included in the spring issue of *Topside* when all staff officers were pictured, we are including them at this time.

The positions are as follows:



Growth and Retention:
Rick Dotterer



Member Training:
Mary Clare Bowlus

Addresses and phone numbers are:

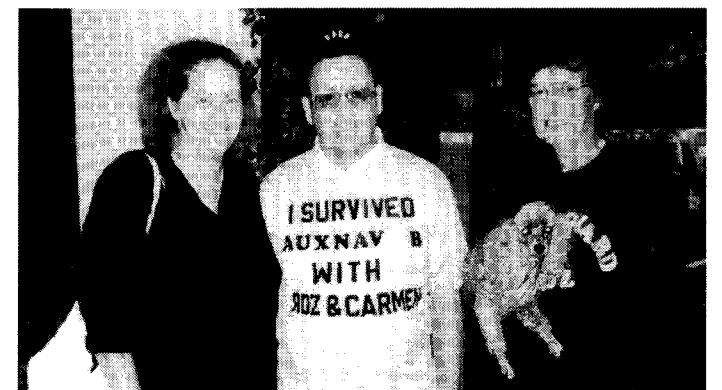
Gerald R. Dotterer, RD #5, Box 387, Boyertown, PA 19512
(H)215-367-8551

Mary Clare Bowlus, 206 Rothwell Drive, Wilmington, DE 19804
(H)302-994-0789

SURVIVAL ON LAND

As we are very well aware in the Auxiliary all the survival is NOT on the water....the many hours of AUXOP testing can set endurance records.

One instructor who survived many hours of classroom work for "AUXNAV B" for several students in his division was Richard Hudson, past Rear Commodore Central. The grateful students presented him with a "T" shirt with an appropriate slogan. Pictured below wearing his T-Shirt and accompanied by the two grateful students are left to right Carmen MacWilliams, Dick Hudson and Roz Schwebel. Roz's pet Fluffy, whom she is holding, was jealous of all the charts, parallel rules, dividers, etc. that took precedence over her.



Editor's Note: Roz made AUXOP and Carmen is working on her rating of Coxswain. They both thank Dick for a job well done.



16790
July 28, 1989

Mr. John Lynch, Publisher
Star-News
P.O. Box 840
Wilmington, NC 28402

Dear Mr. Lynch:

In your Sunday, July 16, 1989 Sunday Star-News there was an article by Mr. Jennewein that was very misleading.

Mr. Jennewein begins by asking the question "Are all recreational boaters rummies"? He answers himself by writing: "Statements in recent boating safety folders imply it. One after another has made the statement that 50 percent of the fatal boating accidents are drug or alcohol related."

To begin with, no, neither we, the Coast Guard nor any other federal or state agency I work with think that all boaters are rummies. We believe the vast majority of boaters are law abiding people enjoying our great waterways.

Next, I believe Mr. Jennewein really misses the point. The point is that drunk boat operators kill people. There is a lot of evidence and hard facts that lead a reasonable person to conclude that *approximately* 50 percent of all boating deaths are caused by intoxicated operators.

Your article states "but if you question the authorities, no one can refer you to a conclusive study." Let me refer you to several.

The following is extracted from the testimony of Honorable Joseph T. Nall of the National Transportation Safety Board before the Courts of Justice Committee of the Virginia House of Delegates on Boating While Impaired, December 8, 1988:

"Studies in two states found that one-third of all people killed in recreational boating accidents had a blood alcohol content (BAC) of 0.10 percent or higher. North Carolina reported 38 percent of persons killed in recreational boating accidents were above this level, and over a 3-year period, California found this concentration in 35 percent of the fatalities in which there was a coroner's report. Two other States, South Carolina and Maryland, found that more than two-thirds of their boating fatalities and/or accidents had some level of alcohol involvement."

"Other, more recent, investigations have consistently found that alcohol is frequently involved in serious boating accidents. The most significant of these studies was a two-year analysis of boating accidents by the California Department of Natural Resources which was completed in late 1985. Alcohol was found to be a factor in approximately 59 percent of fatal boating accidents studied over that period."

In a recent discussion with Jack Cox, Virginia Boating Education Coordinator, Mr. Cox stated that "50% of Virginia's boating fatalities were alcohol related. The rate may be higher since autopsies were not performed on all the victims."

Recent statistics from Maryland state that in 1988, 77 percent of all boating accidents were alcohol related. Forty-five percent of the fatalities listed alcohol as a cause or contributing factor (above 0.08% B.A.C.).

Do Boating While Intoxicated Laws Work? You bet they do. In a five year period before Maryland enacted their B.W.I. Law they were averaging 29.2 fatalities per year. In the five year period since enacting their B.W.I. Law, coupled with enforcement, the fatalities have been reduced to 16.2. **A 45 percent reduction!**

The Fifth Coast Guard District, which includes the States of Pennsylvania, New Jersey, Delaware, Maryland, North Carolina and Virginia, and the District of Columbia, is implementing and enforcing the Federal Boating While Intoxicated Law. We will be enforcing the law in the course of our regular patrols and it will not in any way interfere with our search and rescue efforts. We will not be setting up check points to test boaters for intoxication. What we will be doing is stopping any boater acting in a reckless or negligent manner, endangering the lives of others or himself. If the operator is intoxicated, he/she will be removed from the waterways to protect the public.

Alcohol is involved in an unacceptably high number of boating accidents and deaths. Let's not debate if it is 47.532 percent or 50.004 percent. The fact is that drunk boaters kill people. A boater has no more "Right" to kill someone than a driver on the highway.

What we need to devote our efforts to is letting the public know that it is not socially acceptable to operate a boat while intoxicated. The Coast Guard is not enforcing this law because we need something else to do. We are enforcing it to save your life and the lives of your loved ones. Please help us.

Sincerely,

s/ROBERT A MELVIN III
Chief, Boating Safety Division/
District Director of Auxiliary
U. S. Coast Guard, Fifth District

Ed Note: Above is letter written by CAPT Melvin and referred to in his article on page 2— Please read and pass on this information!

UpdateElsie M. Nichols, DSO-PB, 5NR

Although by the time of writing this column, both the National and 5NR conferences are both over, there is only room in this issue for brief notes from each of them. All photos of which there many will appear in our next issue. Watch your NOGIs for any major changes which have yet to be approved by the Commandant.

At National:

We were honored at luncheon with a speech by Secretary of Transportation, Samuel K. Skinner. His speech was informative as well as emphatic about the importance of the Coast Guard's work in drug interdiction and the pollution problem. Saturday evening's speech by Admiral Paul Yost covered in detail the Coast Guard's work in Alaska on the Valdez pollution problem. NACO presented both Admiral Yost and Secretary Skinner with 50th Anniversary gifts, and also supplied the Secretary with similar gifts for President George Bush.

Six past National Commodores attended the conference as well as six former Chief Directors. In addition to these honored guests there were four special guests — Auxiliaries who are observing 50 years of continuous service: Bruce R. Karnes, Dr. William A. Nelson, George R. Richardson and Commodore J. Webb Sheehy.

The entertainment on Saturday evening with the Navy Choral Group; Navy musicians; and the Coast Guard Precision Drill Team was top flight.

The hotel accommodations were super as was the food. Of course, the sightseeing was great for those of us who could spend an extra couple of days. Even then, we could only see a few buildings at the Smithsonian and of course a visit to the Viet Nam War Memorial. A group of us took a busman's holiday and took the Spirit of Mount Vernon boat cruise to Mount Vernon. The boat trip was great. The scenery at Mount Vernon magnificent, but the day was sooooo hot. All in all if you didn't get to attend this one, you should try to make a National Conference — the fellowship is great!!

Enough about generalities. We did not win any of the publications awards, the winners of which are as follows:

District Publication:

The Blinker, District 5SR - Erik H. Amato, Editor

Division Publication:

The Ship's Bell, Division II, 11SR, Editor: Darlene Drummond

Flotilla Publication:

The Wylie Watch, Flotilla 1-7, 5SR, Editor: Lee Caldwell
Congratulations to all the winners. We'll just have to keep on trying.

Major winners of the Training Aids Contest: Charles M. White, 7th District, Joseph M. Welsh, 5NR; Anthony Zuercher, 5NR; Russell Brunner, 11NR; G. Austin, 5SR; Bob Platt (2 Awards), 5SR; Robert R. Usher, 11NR; Eugene A. Knight, 2ER; Betty Oakey, 11NR; and David W. Otvos, 11NR. Congratulations to all winners, especially to our two. There were many interesting and informative aids displayed from which to obtain ideas. All participants received a ceramic plaque for their contribution.

There were over 60 members of 5NR represented at this conference. Why not it was in our own backyard. Next year's schedule is as follows: CANCON - March in St. Louis, MO; WANCON - April in Anchorage Alaska; EANCON - May, Portland Maine; NACON - September in Anaheim, CA. Watch NOGIs and the next issue of *Topside* for more official coverage of events.

5NR Conference

5NR fall conference on Sept. 22, 23 and 24 in Pleasantville, NJ was also great. Once again the hotel was great - nobody won at the Casinos, but all had a good time. All photos from this affair will be in next issue. Major announcement from this conference is the results of the election for Rear Commodores in 5NR - Congratulations to all!

Rear Commodore West — Welton Fisher, Division V

Rear Commodore East — Caroline Sweigart, Division XIII

Rear Commodore Central - Paul Owens, Division I

This wasn't meant to be a brief note on page 26, but most of this issue was typed before the conference and my space was limited! Actually since this issue is late getting out, it normally would have been out before the election. Better coverage next issue - Guys and Gal. But my congratulations anyway!

Elsie M. Nichols, DSO-PB, 5NR



THE ADVENTURES OF MEI TOI OR HOW TO SMOKE THE COAST GUARD



One Saturday morning at celestial navigation class, Nelson Orlen informed me of a meeting at Coast Guard Base Philadelphia. We were to talk with a Lieutenant from USCG Portsmouth to discuss some maneuvers taking place off the coast of North Carolina in May.

Details were sketchy. The Lieutenant refused to talk over the phone because he thought it might be bugged.

At the meeting we found out why. Five men on Nelson's 47 foot sailing vessel MEI TOI were going to attack both the Coast Guard and the US Navy while they were involved in the "SOLID SHIELD '89" operations off the coast of North Carolina.

Of course we will win. (Not even questionable.) The big problem was what to do with the prisoners.

The five consisted of Nelson, Frank Sherry, Alexander (Lex) Svabs, myself (Robert Nemiroff) and a Coast Guard officer to be assigned later.

We started planning the trip by selecting the charts we thought we would need. CWO "CHIP" Hoovler at Group Philadelphia arranged for the charts and helped with many aspects of planning. (We may have asked for a few more charts than we actually needed because they weighed in at 246 pounds.)

Our orders said we were to leave 27 April 1989 and we had every intention of doing so. However, one thing led to another and we arrived at MEI TOI at 2030 hours local time with provisioning still to do.

Leaving Frank and Lex on board, Nelson and I headed into Chestertown to stock up on food. We raided the local Super Market just at closing time. Shopping with Nelson is an interesting experience; he goes up and down each aisle and buys one of everything. When we descended upon the check-out counter, they had to open another aisle or close the store. The bags filled the trunk, floor and back seat of the car, but magically it all fit aboard MEI TOI with room to spare.

At last we were ready. MEI TOI left her berth at 0100 on 28 April. Although the night was dark, we proceeded down the Chesapeake Bay without incident (almost) do to the extraordinary skill of the captain and crew. (The Ioran, radar and chartlink computerized navigation and tracking system had nothing to do with it.) The "almost" incident was also minor. We were below Annapolis at approximately 0400 with Nelson at the wheel and Lex and I keeping him company. Having just "aced" the Nav Rules test under the watchful eye of Chip Hoovler, I wanted to show off my recently acquired knowledge. Pointing to the lights off our bow, I commented that a vessel in excess of 50 meters was crossing from our starboard and that we were the burdened vessel. Lex and Nelson agreed that I was mistaken and the lights were actually Thomas Point Light. A few minutes later, Nelson was solidly at work bringing MEI TOI hard to starboard. He wanted to avoid inflicting damage on the Toyota Freighter. He was figuring the insurance claim if he sunk her.

The balance of the day went easily. We traded duty and each received his due amount of shuteye. Due to worsening weather conditions, the captain decided not to run the balance of the bay after dark. At 1930 we pulled into Gwens Island for the night. (After 18 hours on the water, the night was too short.) As navigator, I wanted to get the course laid for the balance of the journey to New Bern, N.C. Nelson was ready because he had spent three days arranging and cataloging all the charts. His face was something to behold when we told him that only four charts were necessary for the trip and he could put the rest away.

We departed Gwens Island at 0900 Saturday 29 April 1989 for an uneventful trip through the lower Chesapeake Bay.

Frank, Nelson and I had the USCGA rating of vessel operator. Lex is a QE. We therefore planned on completing the tasks required for coxswain on this trip even though we heard that Lex is very demanding in his testing. However, we discovered that Lex is addicted to Reeses' peanut butter cups. Having several bags on board, we decided that prudent withholding would guarantee the required signoff.

We passed through Hampton Roads at the south end of the Chesapeake Bay and entered the Elizabeth River. Traversing Norfolk and Portsmouth without incident we entered the inter-coastal waterway. We did, however, make careful note of the carriers and other ships being made ready to participate in the

maneuvers. The Dismal Swamp route lock was closed until 0700 the next morning so we followed the Virginia cut route. This route was so dismal, that I can't picture the other route being worse. While traversing the Chesapeake and Albemarle canal, we were delayed at the Great Bridge Lock for over an hour causing a loss of valuable time during a period of deteriorating weather conditions. We originally planned to run most of the night but the weather didn't cooperate. By 2200, torrents of rain coupled with extremely close lightening and the threat of tornados made navigating the narrow winding North Landing River interesting to say the least. All electrical equipment was shut down and we used flashlights and imagination to keep from permanently visiting the shore.

The lights indicating a bridge appeared in the distance. We were navigating toward them when lightening struck and they disappeared. About 30 seconds later, Frank asked what kind of navigational aid is square and alternately flashes red and green. Nelson suggested the type that helps you find the local watering hole. Apparently he has great experience with this type of establishment because he was right on the money (or alcohol as the case may be). There in the middle of no-where (a place called Pungo Ferry) was a beautiful restaurant and bar with a long section of dock adjoining. Well, of course when operating under orders, no drinking is permitted so we didn't visit the establishment. This was reinforced by the fact that it was closing for the night. We just spent the night on board.

At 0600 30 April 1989 we left Pungo Ferry and headed to Albemarle Sound via the Currituck Sound and the North Carolina Cut. By 0900, MEI TOI pulled into the Coinjock Marina in North Carolina for fuel. She took 75 gallons which translated to less than 2 gallons an hour when running.

After negotiating the North River and rounding Camden Point, Albemarle Sound seemed immense by comparison. However, the 18 knot winds present on the sound created only a 'mild chop' that MEI TOI negotiated with graceful ease. The weather did not hold for long and through most of the Alligator river and the Pungo river canal, we were plagued with thunder storms containing supercharged lightening. By 1900 our captain decided to seek shelter for the night. We pulled into Belhaven harbor off the Pungo River and stopped at the Forest View Marina where the dockmaster, a friendly and rotund Cosby character likeness, gave Nelson the ultimate compliment.

When approaching the dock at a sharp angle necessitated by the rain and strong winds, the dockmaster thought we would ram it. Nelson executed one of his flaky maneuvers and MEI TOI came about 90 degrees and sidled right up to the pilings. The dockmaster was almost speechless. He hollered "MyGod, that sailboat got Bow Thrusters" and, shaking his head as he walked up the dock kept mumbling "Bow Thrusters."

Once ashore, Nelson tried to contact our exercise commander but was unsuccessful. Apparently, LT Aspry felt that the mission was so secret, he would not tell anyone where he was. We left a message at a place he was sure to check and secured for the night.

At first light (0545) we headed down the Pungo River and across the Pamlico Sound into Goose Creek. Again, rain, strong winds and occasional lightening joined together to spoil the afternoon. After passing through the Bay River into the Nuse River, we enjoyed 35 knot winds for the four hour trip to New Bern where MEI TOI was blown into the Sherton Marina at 1730. We had arrived.

Joining up with several other OPFOR personnel including Jim McDermot, a Coast Guard reservist who would sail with us during the operational portion of the exercise, we planned a 2200 briefing. A 2100, Jim informed us that U. S. military intelligence has pinpointed New Bern as our headquarters. LT Aspry's security measures paid off because no one was captured. The area was to be evacuated before any individuals were "made." We on MEI TOI were not yet suspect so we would not depart until 0930 the next morning. The trip back down the Nuse River into our new headquarters at Oriental was again plagued by strong winds at cross purposes to our direction of travel. However, the sun was out for the first time this week and the warmth felt good. We had a one day lay over in Oriental to reconnoiter, be briefed and plan for the next day's entry into "THE GAME."

Impressed upon us was an interesting lesson about spies and terrorists. We were a small group relaxing in a modicum of luxury. Meanwhile, the government (even with advanced intelligence data) was allocating vast resources trying to locate and neutralize us. This vividly demonstrates the problems involved in identifying and controlling small scale belligerent activities. The terrorists may just have an enormous ledge. Our part of the exercise was to present a legal problem to the Coast Guard while they were protecting the Navy's area of operation. Flying a foreign flag, we would stay outside the three mile limit and gather intelligence information. The Coast Guard would have to deal with us within the framework of international law.

The morning of 4 May dawned bright and sunny. After an early morning briefing, MEI TOI edged out of her slip and, crossing the Nuse River, entered Adams Creek. Ahead lies Morehead City, the Beaufort Inlet, the Atlantic Ocean and the U. S. Coast Guard.

Let the Game Begin

Passing under the bridge between Morehead City and Radio Island, we were hailed by two "Coasties" in a center console runabout. They asked if we were "In the Game" (an improperly phrased question according to the rules of engagement) so, as any good subversive would do, we answered "What game?". They asked where we were going. Pointing to the ocean we simply said "Out there." Their demand to know what we were going to do, was answered with one word "Sail" — an idea not obvious from the type of vessel we were in. They seemed to accept these answers and then informed us that a military operation was taking place in the area. No one could traverse the active sectors without prior permission from the port captain. After playing dumb, they allowed us to pass through with the admonition that should we return, we would be arrested.

Major Error

A highly secure operation was taking place in the area and their job was to make sure the area was secure. They were not properly briefed on the rules of engagement for this exercise as evidenced by the wrong terminology contained in their questions. We lacked permission to clear the port. Our vessel's description was on their "Hot Sheet" and they did not properly check us out. They should have boarded our vessel and checked for mines and explosives. We could have blown up half the port. (MEI TOI "1" — Coast Guard "0")

We moved away from the patrol boat and continued down the river secure in the knowledge that our country is well protected.

Entering the Morehead City turning basin we were encompassed by major class Naval and C.G. ships. We passed through the center of all this activity unimpeded.

Outside Beaufort Inlet, a dozen C.G. vessels circled the channel markers in irregular patterns. We steered southeast away from the congregation when a 'hundred and ten footer' broke away from the group and headed in our direction. Nelson figured the CG does not like the hassle of dealing with boats under sail. He and Frank went on deck and started letting out the sheets. Sure enough, the 110 footer turned and headed back to the group. (MEI TOI "2" — Coast Guard "0")

In order to be sure we stayed outside the U.S. three mile limit, I plotted a computerized track 3.5 miles off the shore. Nelson maneuvered MEI TOI across this electronic line and added another mile for good measure. We hoisted the MERCEDIAN FLAG (several yards of bright gold cloth with a circular black emblem) and went about the task of intelligence gathering. We identified and electronically charted all the vessels in the area. This information was transmitted overhead by short range radio to the MERCEDIAN Aircraft "Mad Dog" under command of senior pilot Dan "Killer" Maxim. (His wanted poster is still hanging in airports throughout North Carolina).

By 1500 local time, having had no further contact with the CG, we decided to force the issue. We sailed back and forth right in front of the largest group of ships. After the fourth pass, an 82 footer finally broke away and came toward us. Later discussions with the CG Controller from the 82 foot vessel indicated his intervention was the only reason we were approached. He called the vessel commanders attention to the sailboat listed on the "Hot Sheet" and to MEI TOI sailing back and forth in front of him. (MEI TOI "3" — Coast Guard "0")

We were contacted on channel 16 and Lex responded in fluent spanish. The CG was at a loss. In an area with a very high probability of hispanic contacts, they had no one on board

capable of communicating in the country's unofficial second language. They were sterile. (MEI TOI "4 - Coast Guard "0")

We were instructed to turn to channel 22. Being a foreign vessel and having interntional radios on board, our channel 22 would not communicate with the CG's channel 22 Alpha. They had instructed us to turn to the wrong channel. (MEI TOI "5" -Coast Guard "0")

As an individual who identified himself as the controller spoke to us on the radio. He stated that we made our point and that we must now speak English on channel 22 Alpha so that we could go on with the exercise. He also requested "real" information from us for his records before the action could continue. We fell for the ploy. As it turned out, the voice was that of the vessel commander and his actions were in definite violation of the rules of engagement. I informed him of this and then started the communication over and he did the same (this time without cheating). (No score)

What followed was conversational parrying aimed at having us allow a boarding party to search MEI TOI. A sample of the conversation follows:

MT: No! We are a Mercedian vessel outside the US three mile limit. You have no jurisdiction.

CG: We have full authority within this zone to stop and search any vessel entering or leaving the US that is suspected of a customs violation.

MT: We are not entering or leaving the US, we are just sailing up and down the coast. You have no jurisdiction.

CG: What was your last port?

MT: Mercedies!

CG: Where are you headed; your final port?

MT: Mercedies!

This went on for some time but the CG was at a loss for a valid reason to board us. (MEI TOI "6" - Coast Guard "0")

The 82 footer was hanging on our outbound side. All during this verbal play we were slowly being edged toward shore. They were trying to push us inside the three mile limit. When the computer track approached four miles I asked Nelson if he could give us 10 degrees to port (out to sea). He complied and the 82 footer moved out and then started edging back toward shore. I asked Nelson for another 10 degrees but he decided to go all the way. He spun the wheel hard to port (gutsy move). The 82 footer jammed his engines into reverse and poured on the power to avoid hitting us. The few Coasties on deck still standing were visibly shaken. (MEI TOI "7" - Coast Guard "0")

This score is getting boring.

About this time, a nearby power boat out of fuel called MAYDAY. The 82 footer reluctantly broke off and went to its aid. We later found out that the commander of the 82 footer thought the power boat was a plant to pull him away from us, and therefore, refused to take it in tow even though the seas were getting dangerous. He called out another vessel and stood by until the power boat had been secured. He then returned to chasing us.

By 2100 local time, the winds had picked up and the seas were in excess of 12 feet. However, the waves were not the long rolling type. They were rough and hard and definitely detracted from our comfortable trip. Nelson and Frank went on deck to lower the sails after the auxiliary was fired up. At this time, the 82 footer decided to sneak up on us without his lights on. Of course he was a huge dot on our radar screen. he turned his spot light on us and Lex and I were already waiving at him (big surprise). He ordered us to stop and I told him that we were under sail and could not stop. He responded that our engine was running and were therefore a power boat. He again ordered us to stop. I told him that those white things billowing from the masts were called sails and that in a 40 knot wind there was no way the boat would stop until they were down. I guess he realized the truth in this because he stood off our starboard until Nelson and Frank had finished their work.

The commander of the 82 footer informed us that he had been in contact with our embassy and had received permission to board in search of drugs. I wanted to wait until our embassy confirmed this action but Jim, our CG representative said no. He wanted to let them board to see how they handled the situation. **The answer to that was NOT WELL.**

The seas were now better than 14 feet precluding them from coming alongside. They decided to send the boarding party over in an inflatable they had stored on deck. The boat was put in the water and four persons went aboard. They started toward MEI TOI and promptly ran out of gas. After refueling, they made it

across to us and three boarded. The seas were so bad that Nelson ordered the fourth man on board before he was seriously injured.

They first asked to see the vessel documents.. We handed them the Mercedian papers we had printed earlier on one of the computers. It was written in Laphian and they didn't even attempt to read it. They just handed it back and laughed. They asked if they could keep a copy as a souvenir and we were happy to comply.

The onboard search by the CG went well and according to the rules of engagement. They flipped when they saw the electronics that MEI TOI was carrying. It far surpassed the equipment aboard their 82 footer. They were especially impressed with the computerized charting system and asked if they could have a copy of one of the plots.

One small problem did occur. Some of the equipment we were issued contained labels "PROPERTY OF UNITED STATES GOVERNMENT." When the search party reported to their vessel commander finding night vision equipment aboard MEI TOI with U.S. labels, he instructed them to consider the equipment solen, confiscate it and arrest the captain. Needless to say, Nelson had a few anxious moments before the controller called foul and informed the commander of the 82 footer that he officially ruled all equipment aboard MEI TOI was of Mercedian origin.

After the search part of the exercise was completed, we offered the boarding party refreshment and spoke with them for a while. They said their ship was out of Chicategue and in Morehead City for the exercises. They indicated that their commander was very upset with us because of the frustration he experienced in stopping us. We helped the four back into their tender and they headed back to their ship. We received a message from the 82 footer that they would be standing by in the area and if we ran into any trouble we should contact them. It was assuring to know that if help was needed, it was available. However, because of the different hull design and because of Nelson's almost magical ability to control the vessel, MEI TOI appeared to be handling the weather more comfortably than the 82 footer.

We continued patrolling our assigned sector until 0800 of 5 May. I contacted the Coast Guard Base and informed them that we were "Players" going on time out. We were cleared to traverse the inlet to Beaufort City where we docked at 0930.

We telephoned in our position to OPFOR and then caught some shuteye. At 1400 we headed back up to the Oriental headquarters. We found that because of the rough weather, several of the smaller OPFOR vessels did not go out. Instead their crews were involved in ground based operations.

Later on that night I overheard one of the security people making a call on the local pay phone. He was relating that he had broken into one of our OPFOR vehicles and found it to be booby trapped blowing up him and his associate. This was another violation of the rules of engagement. Someone who has been killed cannot report in and inform on the enemy's location.

At 0600 on 6 May we left Oriental and headed back up the intercoastal to Great Oak, Maryland. Our part in the exercise was finished. Participation in this exercise was a valuable experience in many ways. Beside helping the Coast Guard identify some of their weak spots, we were able to gain insight into the difficulties they encounter in carrying out their police duties. Not having to abide by the laws of the land gives the opposition forces a substantial advantage. In most cases the Coast Guard is able to cope very well. Increased training will serve to further reduce the opposition edge by giving a wider experience base to draw on for quick, accurate conclusions and possible action.

Training exercises of this type should not be limited to once a year. Instead they could be carried out on a group or area basis. Creative planning and increased use of Auxiliary facilities could yield an inexpensive but rewarding program.

Robert Nemirosso, Flotilla 6-6, 5NR



LETTERS OF CONGRATULATION

Letters reproduced below were presented to
Commodore William Pierce by CAPT Robert Melvin
at the recent 5NR Fall Conference.



COMMANDER
FIFTH COAST GUARD DISTRICT
PORTSMOUTH, VIRGINIA 23704-5004
19 September 1989

Dear Commodore Pierce,

I was extremely pleased to receive the enclosed letter from Rear Admiral Nelson. I add my congratulations to you and all the members of the Fifth Northern for your contributions in establishing the U. S. Coast Guard Auxiliary Search and Rescue Detachments Bordentown, New Jersey and Delaware City, Delaware.

The Auxiliaries who are manning these stations are "standing the duty" and providing the boating public an immediate response resource just like their active duty counterparts at small boat stations. In addition, these stations are being utilized by the Auxiliary as training sites to enhance the members' professional development in boat crew qualification, communication watch standing, and the aids to navigation program.

I am very proud and appreciate the many ways the Auxiliary is helping the Coast Guard in general and especially the innovative support I have received from the Fifth Northern. Please convey my personal "Well Done" to all the members of the Fifth Northern who through their hard work, dedication, and professionalism made the Search and Rescue Detachments a reality.

Sincerely,

PAUL A. WELLING
Rear Admiral, U. S. Coast Guard

Enclosure

Commodore William Pierce
625 Summit Place
Mantua, NJ 08051



CHIEF, OFFICE OF NAVIGATION SAFETY
AND WATERWAY SERVICES
UNITED STATES COAST GUARD
WASHINGTON, D.C. 20543-0001
August 25, 1989

Dear Admiral Welling,

I want to congratulate you and your volunteers from the Northern Region on the occasion of opening the U. S. Coast Guard Auxiliary Search and Rescue Detachment Bordentown, New Jersey. The Delaware River has long awaited such a resource, to help boaters in an area experiencing rapid growth in recreational boating. Your Auxiliaries and the fine people at the Host facility, the Bordentown Yacht Club, have written a new page in cooperative efforts, establishing this Detachment. Funded, in part, by the State of Pennsylvania and supported by New Jersey, as well as the community, have indeed made this an across the board effort. New protection for a 25 mile stretch of river will be a great comfort to those citizens enjoying the water there. I understand you will soon have a second Detachment in Delaware City, Delaware, servicing another needy area.

Please extend my personal thanks to CWO Arlyn F. Hoovler, Lieutenant William M. Cherry in the Director's office, Captain Larry Murdock, CO Group Philadelphia, Captain Robert A. Melvin of your staff; Commodore William E. Pierce, Division Captain Joseph Welsh and Chester G. Klabbatz, SARDET Coordinator, Coast Guard Auxiliaries, and everyone else having a hand in establishing a true volunteer effort. Bravo Zulu!

Sincerely,

ROBERT T. NELSON
Rear Admiral, U. S. Coast Guard

Rear Admiral Paul A. Welling, USCG
Commander, Fifth Coast Guard District
Federal Building, 431 Crawford Street
Portsmouth, VA 23704-5004

AC.G. AUXILIARY BASE STATION ESTABLISHED AT LAKE WALLENPAUPACK

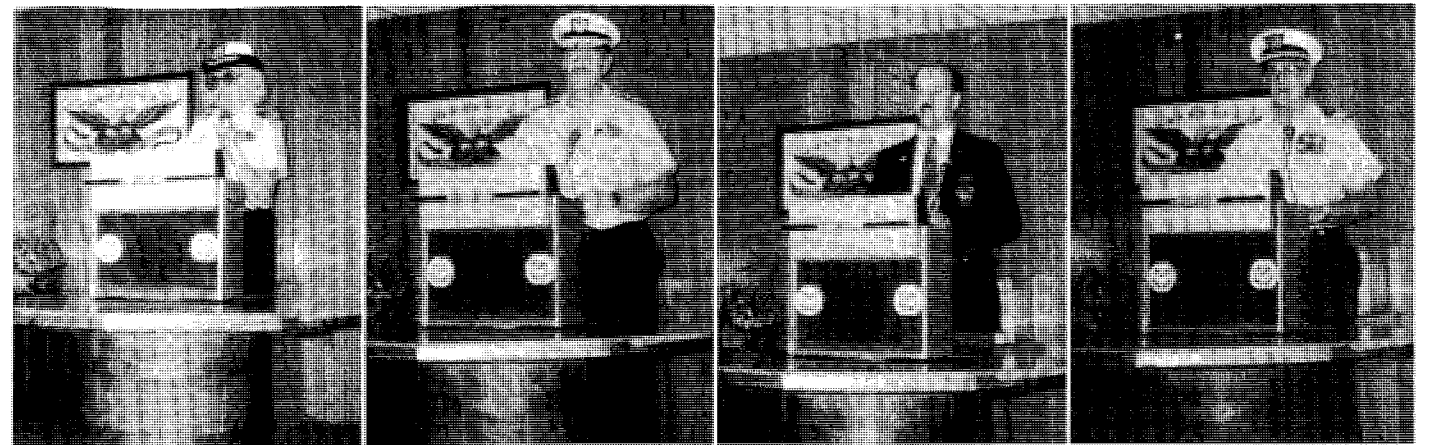
On Saturday, August 26, a long awaited event took place. Radio Paupack was established at Lake Wallenpaupack in the Lake Wallenpaupack Yacht Club. The event was attended by Commodore William Pierce; Rear Commodore Frank Taylor; Dan Martin, PA Fish Commission; and the following members of Division X: Elsie Nichols, DCPX; Phil Stamm, VCPX; Paul Mackes, SO-OP; Ed Thomas, SO-CM; Gerald Rick Dotterer, SO-MR; George Vanderslice, SO-AN; Doris Vanderslice, SO-MT; James McCabe, SO-PA; Alice Stamm, SO-FN; Robert Nichols, SO-PB; Don Merriman and Barbara Mackes, Flo. 10-2; Charles and Helen Kates and Richard and Jean Kelly, Flotilla 10-1; as well as Helen McCabe, DSO-PA and Anthony Fimowicz, ADSO-OPS and Larry and Shelly Miller, Division V..

A brief ceremony opening the station was conducted and was attended by members of the Yacht Club, who welcomed us there. The ceremony was followed by refreshments and fellowship. There were three patrol boats on the lake and the members spent the afternoon either at the station or on the patrol boats circling the lake. In the evening some of the members stayed for dinner at the Yacht Club.

This radio has been needed by the patrol boats on the Lake and is a welcome addition by the Pennsylvania Fish Commission as well as members of the Yacht Club. Division X hopes this will be the beginning of more activity on the part of the Auxiliary in the Wallenpaupack Area and plans to conduct PE classes in the spring. The Yacht Club has graciously offered their facility for such classes. As a result of this new base station, the letter reprinted below was received from Dan Martin, U.S.C.G. Liaison, PA Fish Commission.

Photos on the facing page show some of the activity at this base station on opening day.

Photos: Phil Stamm and Topside Staff



BASE RADIO PAUPACK ESTABLISHED AT LAKE WALLENPAUPACK—DIVISION X

Scenes at Ceremony on August 26, 1989

See story opposite page



COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA FISH COMMISSION
BUREAU OF BOATING
P.O. BOX 1673
HARRISBURG, PENNSYLVANIA 17105-1673

September 8, 1989

Elsie M. Nichols
Division X Captain
U.S.C.G. Auxiliary 5NR
1045 West End Blvd.
Quakertown, PA 18951

Dear Captain Nichols:

I wanted to let you know how much I appreciated attending the opening ceremony for the new Auxiliary base radio station at Lake Wallenpaupack. I always enjoy being with my friends in the Auxiliary.

Please let everyone involved know how their efforts to set up and man "Base Paupack" are appreciated by us here at the Fish Commission. We realize it may be difficult to maintain coverage at the base on weekends during the boating season but we feel it is very important to do so. Lake Wallenpaupack has become increasingly crowded with boating traffic during the past few years. If this trend continues the potentiality exists for an even greater increase in boating accidents and boater conflicts on the lake.

The Fish Commission would very much like to see the establishment of a Flotilla at the lake. Though coverage by the Auxiliary on patrols and courtesy marine examinations has been good, the establishment of a permanent Auxiliary presence in the area by local people would be ideal. I'm sure that with the continued cooperation of the Wallenpaupack Yacht Club, this may be possible. I was very impressed by the spirit of cooperation displayed by the members and leadership of the Yacht Club. Their courtesy and foresight in providing a facility to house Base Paupack is a major step toward improving boating safety on the lake.

As I promised at the ceremony I have met with John Simmons, State Boating Law Administrator and Edward Manhart, Director of the Commission's Bureau of Law Enforcement to discuss communications on Lake Wallenpaupack. Mr. Manhart has assured me that Commission vessels on the lake will be equipped with marine band radios by the 1990 boating season, opening the door to communications with your base. The new equipment will benefit both organizations and will definitely result in a safer boating environment on the lake.

Again, congratulations for your success and our thanks for your continued efforts to promote safe boating.

Sincerely,

D. G. Martin
Daniel G. Martin
U.S.C.G. Auxiliary Liaison

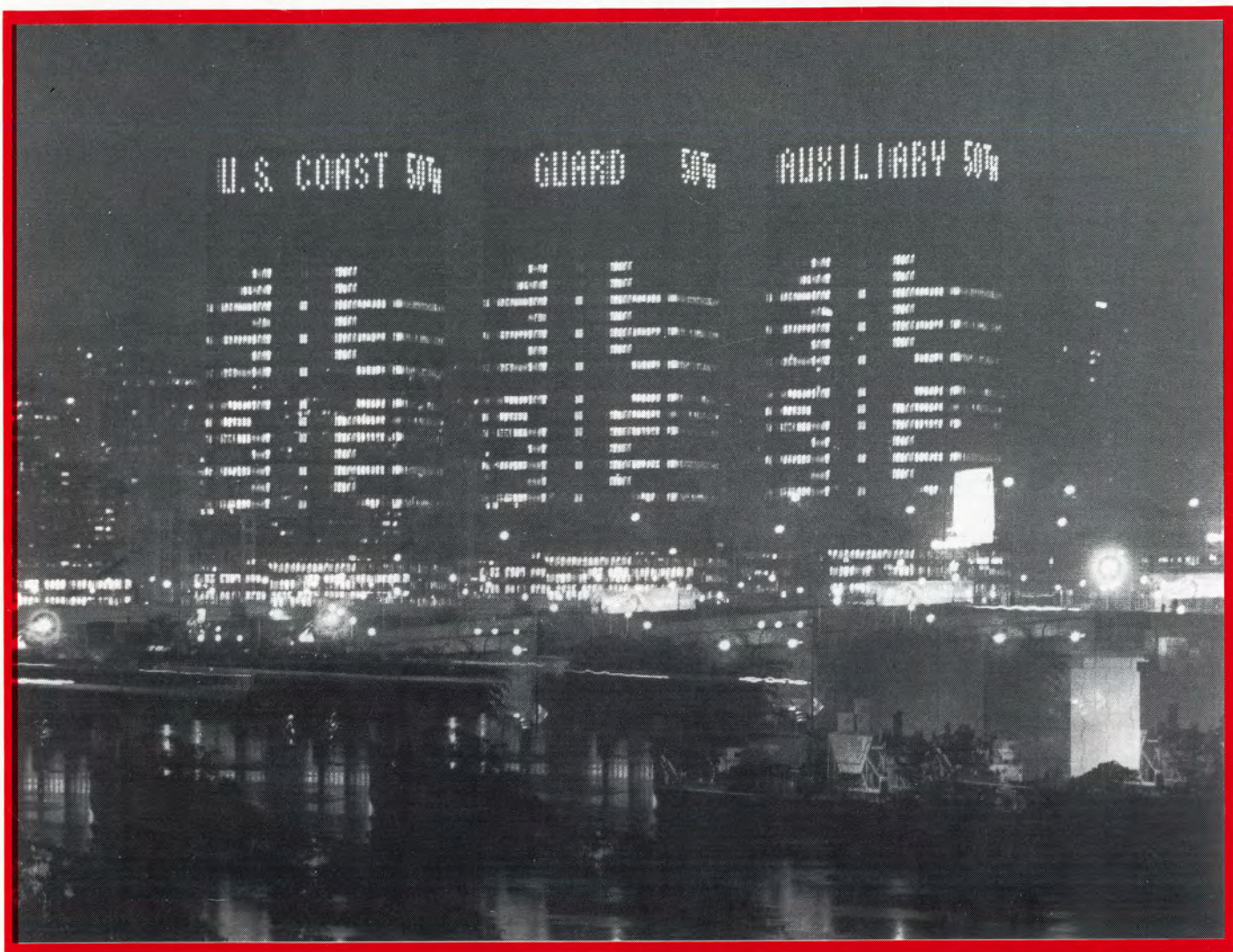
cc: John Simmons
Edward Manhart
Commodore William Pierce



AIR COVERAGE AT WALLENPAUPACK

Imagine the surprise to the watchstander at the base station, as well as to the Auxiliarist on patrol when they received a call from an aircraft. To be sure it was Rear Commodore Central Russ Appler, Senior pilot accompanied by Robert Allison, Division 11 who were photographing the lake from the air in cooperation with the Fish Commission. pictured below Commodore Appler (left) and Bob Allison (right) and below Russ's aircraft on the day of the mission.





The above picture (multiple exposure) shows changing lights mounted atop the Phila. Electric Co. Building in downtown. Philadelphia during the anniversary week in June. Many thanks to the Phila. Electric Co. for this fabulous display.

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