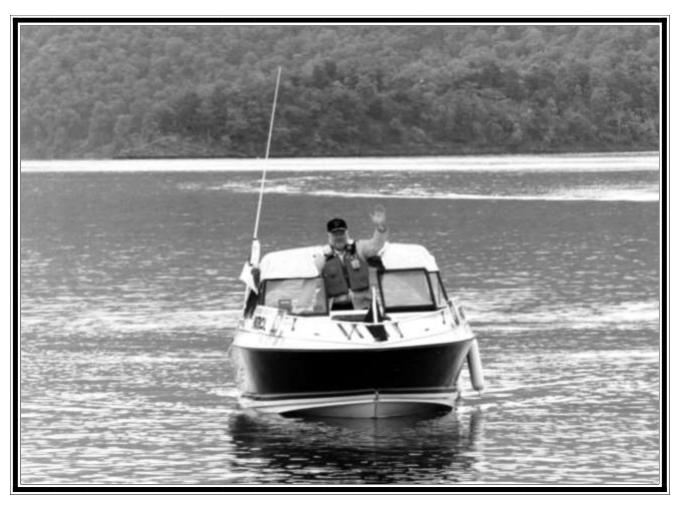
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PUBLISHED QUARTERLY BY 5TH NORTHERN DISTRICT - U.S. COAST GUARD AUXILIARY

Vol. 98, No. 1 Spring, 1998





this issue.....

N-TRAIN '98 Reports
Photos of EOT Class of '98





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Summer Issue Topside NEXT DEADLINE 1 May 98

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Topside is published at no expense to the U.S. Government or the U.S. Coast Guard. Cost of it's publication is borne by dues paying members of the 5th Coast Guard District Auxiliary (Northern Region), a volunteer, unpaid civilian body whose mission is to assist the regular Coast Guard in promoting and maintaining safety on the water.

Vice Commodore (VCO)

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On the Cover: Commodore Clyde E. College waving a "high five" to fellow Auxiliarists while providing picket line duty at Raystown Regatta 1997. The Auxiliary provided essential safety patrols to maintain spectator traffic control along the race course perimeter.

Photo submitted by John A. Locasale, Vice Commodore, 5NR

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U.S. Coast Guard Auxiliary 5NR Spring Conference 3 4 5 April 1998

3, 4, 5 April 1998
The Sheraton Valley Forge Hotel

King of Prussia, PA
Use this form to make your meal and
Auxiliary Conference Registration

REGISTRATION DEADLINE 28 MARCH 1998

Name	Member No			
Name	Member No			
Registration Fee: (For each person over 17 years old at \$5.00 per person): #\$			
Saturday Awards Luncheon (\$15 pe	er)\$			
Saturday Night Banquet: Beef (\$27.00)	#\$			
Beef (\$27.00)	#\$ #\$			
Past Captain's Breakfast:				
Member (PCA)	#			
Member (PCA)	#\$			
TOTAL AMOUNT DUE	\$			

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WORKSHOP RESERVATION

Please note the number of persons attending each workshop. **NOTE:** Several workshops will be running simultaneously, please choose carefully. All workshops listed below are scheduled for Saturday, 4 April.

Vorkshop	OP/AN/CM	0800-1000
Vorkshop	VE/MDV	0800-0900
Workshop	ME	0915-1015
Workshop	PE	1015-1130

SPECIAL SPOUSE PROGRAM Guided Bus Tour of VALLEY FORGE NATIONAL PARK Saturday, April 4 Please indicate the number of participants

Send this form and check made payable to USCG Auxiliary (5NR) to: Jean W. David, Conference Coordinator 15 Beech Cluster, Pine Run Community



DIRECTOR OF AUXILIARY

Director Of Auxiliary

LCDR ROBERT J.W. DULD

Greetings from the Director's Office! I am saddened to inform you that my time as your Director is coming to an end. And I hope to provide you with one final article prior to my departure. Hopefully I will see as many of you as possible at our upcoming Spring Conference where I can shake your hand and personally



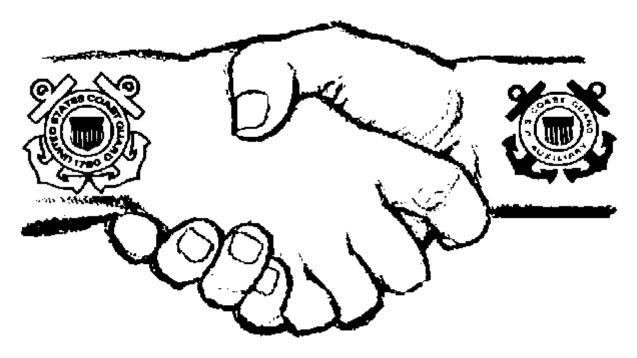
thank you for your many years of support. As I travel about the Region I am touched by your enthusiasm and dedication. With the Changes of Watch near completion I am feeling a sense of emptiness because the season always provided Marcie and I with the opportunity to join in the fellowship and good times. I would like to thank you for the warm welcome which we received during our visits.

As some of you already know we now have a new Editor/ Publisher for our district publication and I am pleased to announce that Mr. Melvyn Borofsky has taken on this enormous responsibility. We are extremely grateful to Mel and I welcome him with open arms. With Mel's appointment it gives me the opportunity to reflect back on Elsie Nichols many years of hard work as the Editor/Publisher of Topside. I commend Elsie for always being there and showing an immense sense of pride that would make anyone proud. In fact, being the Director and having access to your personnel records has allowed me to review your accomplishments and support through the years. Through this process I have coined the phrase, "The Forgotten Auxiliarist". realize that often times in life we are so busy tending to our everyday activities that we forget about the individuals that made us and our organization as successful as we are.

I would like to dedicate this article to those individuals who for many years have provided an exemplary level of support to the Coast Guard. A number of these members might not be as active today as they were years ago or may no longer be active at all but for many years you kept the lamp burning brightly and the gale force winds off our backs. Though it is estimated that there are approximately 93 million volunteers in America today and you only make up a small percentage of this population, I want you to know in the eyes of the Coast Guard your hard work has been instrumental in the success of our organization. Nothing is more devastating than receiving word that one of our Coast Guard family members has passed over the bar before I had a chance to say "Thank You" for providing us with the most valuable contribution of life, "Your Time". So in closing, I would like to extent my heartfelt thanks to "The Forgotten Auxiliarists" who were there when we needed you and never let us down. God Bless!

Sincerely,

Robert J. W. Duld



TEAM COAST GUARD



☆ DISTRICT COMMODORE ☆

new year and a new boating season will soon be here! We are seeing many changes in the Auxiliary; new Auxiliary Manuals, new forms, new procedures and new programs. We are always striving for improvement. And AUXMIS II is up and running. Corrections are being made as necessary. It is getting better every day. As the old Dutchman says, "Keep the Faith!"



e need to look in the mirror now and then to remind ourselves of the responsibility of our

commitments as volunteers in this fine organization. There are times when poor judgment in making decisions results in unnecessary time, trouble and expense. Do everything possible to avoid poor judgment calls; use common sense; train at every opportunity. Never use being a volunteer as an excuse for not doing a job right. And take responsibility for your actions. "I" is the proper pronoun for dealing with responsibility, not "they did this" or "they didn't do that."

recently saw a list on an Army Corps of Engineers bulletin board. I copied it to share with you:

Tips for Continuous Improvement

from Communication Briefings

ip #1: Consider starting a "stop doing" list to go with your "to do" list. Jot down tasks you have been doing out of habit that either your organization can do without or that someone else can do just as well or better. If you need to, go over the list periodically with your boss.

ip #2: Instead of viewing customer complaints, whether they are internal or external, as a sign of poor performance, view them as your key to improving quality.

ip #3: Nobody likes a complainer. You can help build good relationships with your colleagues and speed problem solving if you avoid using these complainer comments:

This is really stupid.... When are they ever going to.., Why do we always....
Can you believe this? Here we go again.
For a change, I'd like to see....
How do they expect....
Where did this person come from?

ip #4: Keep these four "T"s in mind when setting and working toward goals: Set aside <u>Time</u>. Put some <u>Thought</u> into it. <u>Translate</u> goals into writing. Manage the <u>Transition</u> by seeing what works and what doesn't.

ip #5: Keep the five F guideline in mind to make sure that both you and your organization will thrive now and in the years ahead; Be focused, flexible, fast, friendly, and future-oriented.

ur National Commodore's focus for this year again is **Membership**. Our new Personnel Services Department has labored long and hard on a program that will help us in recruiting and retaining members. Take the opportunity to understand and use the tools they have provided.

ur Spring Conference is on 3, 4 and 5 April, at the Sheraton in Valley Forge. Please, do not miss the N-Train Workshops. The New Member Workshops will help give new Auxiliarists a great start. Best of all—it is the Awards Conference. Come learn, celebrate and have fun with us.

ack by popular demand—"CASINO NIGHT"---at our September Conference. Everyone had a great time last year. It is expected to be even better this year. Our September Conference will again be at the Sheraton Great Valley. Hope to see you there. Until we meet again, have a safe, fun filled and productive summer!

Clyde E. College, Commodore, District 5NR



VICE COMMODORE

Here we go again. A New Year. A time to refresh, start over. For many, beginning, new responsibilities and the satisfaction goals and personal new of accomplishments. Much energy and activity at this time of year. Great!

This is also a very important time to acknowledge our members who quietly provide the stability and expertise we vitally need for success in our Auxiliary. These senior members, who without flare or fanfare, are there for us year after



year. There are many more of them than just the familiar names we often see. This is a great time to recognize these folks. Thank them for their dedicated service by word or deed. Let them know we care, because, we surely know they care.

Congratulations to all the Staff and attendees of "EOT 98". All reports indicate this was our most successful class. The member consensus indicated the classes were very informative and taught in a professional manner. A great amount of valuable and timely information was presented. Kudos to all who attended. Fellowship was also very evident. We appreciate your comments and be assured they will be considered to update and improve future EOTs. (Please note) The white binders and handouts you received this year at EOT are to be considered a vitally important part of Flotilla/Division administration equipment. These binder documents should be and are unit property and must be attended to and updated to maintain their value.

Feel free to customize "Your Book" to your Flotilla/ Division needs or requirements. Have one member assume custodial responsibility to properly maintain and edit this manual for timely and relevant information. This book will and can contain official unit information e.g. Auxiliary Manual, 5NR policy Manual, Procedures Guide, EOT Information, and all local information involving your AOR. Include your Emergency Response Plan, member roster, facilities available etc. Use as a reference, a log, a catalog, history record, letter file, diary, awards, training material This will translate into a valuable, worthwhile document and now is required in 5NR.

The White Book can be a powerful administration tool for you and will provide inestimable assistance to your successor and unit. Please support and advance this initiative. It works! My sincerest appreciation to all of our members for their time, contributions, patience and support for Team Coast Guard last year. We have had some trials and tribulations in 97 but you all measured up to our proud reputation. Members of 5NR get the

Special "Thank You" to our 5NR Staff. We moved ahead in many areas last year and things look very positive for 98. I'll say again, we have the "Best Staff" in this CG Auxiliary and it is an honor and privilege to work with you all. At times, fun too! I wish all of our District members well for 1998. Good Luck. Have Fun." You do make us proud!"

John A. Locasale. District Vice Commodore. 5NR

REAR COMMODORE EAST

MAKING 1998 A BANNER YEAR MAY NOT BE AS HARD AS IT SOUNDS

have belabored problems in 1997 and examined the happenings during that year of change many times over. We've now started to settle into many of these changes, new procedures, reporting systems and new forms. In other words, the shock is beginning to wear off, and happily so.



In my travels around the Eastern

Area, the same theme appeared time after time. Namely, in '97, these changes listed above were confusing and, in some cases, defied explanation. Additionally, AUXMIS II wasn't famous for its ease of data entry or its accuracy. Many entries were lost. Many in all Divisions and Flotillas became so frustrated that they did the work but didn't bother to submit the paperwork.

Well folks, 1998 is a new year, all the totals are back to zero, AUXMIS is a useable, if not complete system and we are all getting used to the system, such as it is.

With this in mind, permit me to make a few suggestions to ease our pain in '98 and receive credit for the work we do.

Information System (IS) Officers at all levels must develop Tracking Systems to insure that data inputted is, in fact, credited. For now, this may mean retaining, or making copies of all data received for future reference. Perhaps a manual log sheet could suffice. In all probability, this will have to be a manual system for now. Professionally, it is not acceptable to say "I inputted everything I received but the system will not let me track or confirm entries". I know some of our IS officers are presently tracking entries but it must become a district wide practice. When this capability is attained, IS must then advertise the fact so our members can come forward and ask when a problem surfaces, without the fear of risking the wrath of the Gods from an overworked IS person.

Members, the IS staff is on your side. Help them by doing the paperwork that properly reflects your efforts. Talk to your IS person when a problem arises, don't wait to the end of the year to complain that you didn't get credit for all your VEs or IT hours. Don't do this because you want credit, ribbons, stars or to make goals, do it to record all of the contributions of this organization to the boating public and the U S Coast Guard.

Remember, this score card of our activity is one of the tools the Coast Guard uses to gain funding for our use. I know we're doing the work--record it and be proud of your effort, as I am proud of you.

Harry P. Petersen, Jr., District Rear Commodore (East)

Reminder.....

Deadline for District Workshops May 31, 1998



REAR COMMODORE CENTRAL

As we approach "prime time" for our operational activities, we should take just a moment to step back and ask ourselves several questions:

- Are we mentally prepared?
- Are we physically prepared?
- Do we remember the characteristics of our patrol area?
- Are we ready for potential medical emergencies?
- Have we refreshed our communications protocol?



Many times I'm afraid, we simply take our operational program for granted. We spend a lot of time getting our vessel ready for launch and then, as Jackie Gleason used to say, "Away we go!"

No matter how good we think we are, there is always room for improvement. The off season is the time for quiet reflection through the manuals and a review of the charts.

Have we prepared an appropriate checklist from which we conduct our pre-patrol briefing? With more of our members becoming qualified crewmembers, the probability increases that you will have crew who are unfamiliar with your "methods" and particularly your vessel. If something should happen to you, will your crew be able to get any necessary help and get safely back to port?

We must continue to make certain that the training of our potential crewmen and coxswains is the best that it can be. Remember that the qualification examiners are not meant to be trainers. In their role as a QE, they are to observe and pass judgment on the proficiency of those members being tested and this includes their ability to physically perform the required tasks. We all must recognize our limitations and bite the bullet when physical condition or age dictate that we should no longer subject ourselves to the rigors of an operational patrol.

Take what little time remains before we begin our patrols to:

- Review applicable policy manuals.
- Review the communications guide.
- Review the navigational rules.
- Review the applicable boat crew manual.
- Consider a plan for dealing with medical emergencies.
- Brush up on proper communication protocol.
- Consider our physical ability to properly execute a patrol.

The potential for disaster continually increases as more inexperienced boaters take to the water and if we are not fully prepared, mentally as well as physically, we can inadvertently contribute to the potential for disaster.

Have a safe and enjoyable boating season!!

Robert J. Perrone, Sr., District Rear Commodore (Central)

REAR COMMODORE WEST

WEARING OF THE BLUE

Authority to wear the uniform is given to every Auxiliarist by the AUXILIARY MANUAL, COMD-TINST 16790. The wearing of the uniform therefore, becomes a matter of personal pride to each member. Why then do we see so many members not wearing the uniform, or not wearing it correctly? When in uniform the Auxiliarist is seen by the Public as a representative of the United States Coast Guard. The



correct wearing of the Uniform, including your general appearance, should reflect your pride in the Coast Guard Auxiliary.

Some functions require the wearing of the uniform; As head instructor at a Public Education Class (Aides should be encouraged also); Examiners conducting Courtesy Marine Examinations and/or Commercial Fishing Vessel Examinations; all Auxiliarist aboard Operational Facilities under orders; when traveling as passengers aboard a Coast Guard Vessel; when a uniform is prescribed consistent with Coast Guard assignment to a specific duty, such as AlM and RAP missions. When a uniform is specified as a condition of participation it must be the "prescribed uniform" for the event or activity.

There are times when the uniform is not to be worn. While involved in political activities, such as during paid employment or sports. A uniform is not authorized for social gatherings unrelated to the Auxiliary, unless approved by the Director. Consult your Auxiliary Manual for a complete list.

In closing I would like to suggest that the uniform be worn to all Auxiliary functions as a matter of second nature. Flotilla, Division and District meetings are much more impressive when you see a sea of blue uniforms around you. Our elected officers at all levels should set the example. Encourage all your members to wear their uniforms when ever required or desired. At your next Flotilla meeting look around. Count the members wearing uniforms. DON'T BE ONE OF THOSE WITHOUT THE UNIFORM.

Kenneth M. Bashore, District Rear Commodore (West)



District Vice and Rear Commodores Installed at 1998 EOT Conference



IMMEDIATE PAST

I want to congratulate and thank Elsie Nichols for her many years of service to the District, working both as Editor and as assistant Editor of "Topside", always assisting whenever asked. "Topside" has now changed to new



hands. Mel Borofsky is our new Editor, I wish you all of the best in this new venture. I urge all members to send articles of interest to Mel by the deadlines so that he may be able to keep up "Topside's" heritage.

Now to the matters at hand. I am supposed to offer you some words of wisdom and encouragement. I don't know how much "wisdom" I can offer up, but encouragement is possible.

There has been much change in the Auxiliary these past several years. Two years ago we changed the National Officer requirements and the means of election, with an eye on doing the same at the District and Division level. Last September the National Board voted, and the Commandant has approved, "putting things back how they were".

Our objectives, although having strange new names, are still basically the same. We still have to get out and obtain new members. As the National Commodore states "this is job one" Without new members, we will not be able to go forth with our objectives.

For those so inclined we are getting into the Marine Environmental (ME) field. The Instructor status has changed and we still need qualified Instructors to conduct our Public Education classes and Member Training programs. We need qualified members who can take the Marine Safety message to the public.

Now, more than ever, the Coast Guard and the Auxiliary needs every member to put their shoulder to the wheel. Take part in one of our cornerstones, which have changed in verbiage but still mean the same. The one cornerstone that has remained unchanged is "FELLOWSHIP", without Fellowship we will loose the camaraderie that Auxiliarists have come to enjoy, brought about by our love and association with boating.

I hope that I have given some of you some encouragement to help get the job done. This is not a one-person task, but through "FELLOWSHIP" we can all pull together for the common good of the US Coast Guard and our Auxiliary.

Harry L. David, Immediate Past District Commodore



PRESIDENT PAST

HOW IS YOUR FLOTILLA PERFORMING???

An interesting Flotilla meeting can be productive with respect to unit GROWTH and RETENTION. Well-planned meetings with a mix of business, training, and fellowship will not only entice prospective members to join, but should increase attendance and hold present members.

NOTHING CAN DESTROY MEMBERSHIP, MORALE, AND INTEREST MORE QUICKLY THAN LACK OF PLANNING AND POOR LEADERSHIP CONTROL, WHICH OFTEN TURNS MEETINGS INTO NON-PRODUCTIVE "BULL SESSIONS".

Meeting locations can also have a positive or negative impact upon member interest. A conveniently located meeting site, with adequate facilities and a pleasing environment is much more conductive to membership interaction than a poorly selected site with unfriendly and unattractive surroundings.

A well-planned meeting might include a short business session, followed by an interesting outside speaker or short training session of no more than thirty minutes, and conclude with a social period for refreshments and fellowship.

GUEST SPEAKERS AND MEMBER TRAINING AT FLOTILLA MEETINGS SHOULD GREATLY ENHANCE MEMBER INTEREST AND DECREASE ATTENDANCE LOSSES.

Each meeting program should be announced to members in advance by means of a published agenda. A Meeting Planning Committee, which might be headed by the FSO-PS, could be a useful tool for planning diversified and interesting meeting programs.

Too many meetings consist of nothing more than the Flotilla Commander's report, followed by a round - robin of lack luster repetitious staff reports. A business session can be made more interesting if a CONTROLLED DISCUSSION of previously announced topics or problems is scheduled. Participation is important to members, they enjoy the exchange of ideas resulting from discussion, especially if no individual is allowed to dominate with respect to time and presence. Experience has shown that those volunteer organizations, with interesting meeting programs, have greater success in recruiting new members and in retaining old ones.

ARE THE MEETINGS OF YOUR FLOTILLA INTERESTING, ENJOYABLE, AND HARMONIOUS?

If not, perhaps a new approach is needed to restore life to the unit and revive member participation.

LET'S MAKE OUR MEETINGS FUN AND INTERESTING DURING THE REST 0F 98

Eugene Pester, Past District Commodore President, Past Captains Association

PUBLICATIONS

DSO-PB 1998

Welcome to TOPSIDE '98.

What you are about to peruse is the culmination of many months of trial and error, phone calls, fax messages galore and a generous dash of email. Much thanks go out to the folks who helped make this first issue of 1998, the transition issue, a reality.

First on the list of gratitude are my ADSO staff. My wife Michele, ADSO-PB (C) Annette Keating and ADSO-PB(W) Jeannie Brenner. Their support with article writing and much needed words of wisdom helped make my first issue as editor go as smoothly as humanly possible. They will continue to function in that capacity and above all, act as Ambassadors-At-Large for *Topside*.

Tied for first place on my gratitude list are the many Auxiliarists in District 5NR who have supported *Topside* with their excellent photos and articles. We are fortunate to have such a wealth of talent and enthusiasm in 5NR. They have all been enrolled in the topside press corps and are now "card carrying" members of the corps.

Last but not least, my very special thank you to Elsie Nichols, the former editor of *Topside*. She set a shining example for me to follow. She, the stalwart editor, endorsed me for this position. I hope to repay that confidence by issuing a quality publication that consistently serves the Auxiliarists of 5NR. She has promised to look over my shoulder from time to time, both as an advisor and contributor.

Looking to improve on this publication, I conducted a very informal survey at the Elected Leadership Conference. The number one request was to enlarge the type used in *Topside*. I hope you notice the difference & feel that it is an improvement.

Well, here it is... sit back, relax, read and enjoy.

Mel Borofsky, DSO-PB, Editor

DSO-PB 1997

This will be my last editorial for *Topside*. It seems like a good number of years and an extremely enjoyable time was spent in this job.

No you have not missed any issues of *Topside* this year. There

hasn't been one since the Spring issue of 1997.



I wish to apologize to those of you whose articles are not in this issue - I had such good intentions that got killed in the doing. However, thanks to Mel's help, many of your article are in this issue and more will follow in the coming issues. If you have sent an article and have not seen it printed - don't give up yet.

Included in this column is a picture of Mel and me taken at the Fall Conference. Those of you who do not know Mel will now

know him when you see him. He is "gung ho" and some of his new things will be found in this issue. I know that he will do a good job and that you will be happy with an excellent publication.

I look forward to talking to you again, in *Topside*, and meeting with you at conferences in the near future. Keep sending in your articles, *Topside* needs <u>you</u>.

Elsie Nichols, photo by Ron Boice, DSO-PA



You can be an official card holding member of the topside presscorps

by submitting a story, article and/or captioned photo that has interest for our readers. Action articles are best, but human interest, personal or group achievement and just plain old nautical stuff will work.

Every submitted article, story or photo will earn a press card!

AIDS TO NAVIGATION

We now have an Aids to Navigation Form that I hope will encourage more people to get involved in the ATON program. The new form is the 5NR 5474-EZ. Hopefully you will find this form less intimidating than the 5474. This does not mean the 5474 cannot be used. Anyone wishing to use it can do so. We are not replacing the USCG 5474.

There will be some changes made in the Aids To Navigation Program this year. These changes should make the reporting easier and insure that credit is received for the work completed. The ADSOs will have an important role in the Chain Of Communication. Please call on them for ATON program assistance whenever required.

Please remember that you do not have to be Aids Verifier (AV) Qualified to get involved in the AN Program. It is the responsibility of all of us to report discrepancies whenever we see them. If you keep some 5474's or the new 5474 EZ on board your boat you will have them handy when you observe something wrong with any of the ATONs or bridges you see while on patrol or just out for a relaxing day on the water.

The Eastern and Central Area ADSO-ANs now have two sets of folders for every known private aid in their area of responsibility (AOR). They are broken down into Division AORs. Each SO-AN will receive a jacket containing the folders for which their division is responsible. It will be the SO-ANs responsibility to distribute the folders to the FSO-ANs in his Division so the information can be up dated and returned to me by 1 July 1998. This will give us time to input the updated information into the computer and recheck any aid as required. At this time I am still trying to get an up-to-date list of the State Aids in the Western Area. Once I receive this list I will make folders up, and distribute them in the same manner as in the Eastern and Central Areas. With your cooperation I believe our Aids to Navigation Program will be in full swing by the beginning of the boating season.

I am looking forward to working with all of you this year.

George F. Leuck, DSO-AN





Form 5474EZ-5NR now available from your SO-AN.



COMMUNICATIONS

ATTENTION WATCHSTANDERS: Its been a long time since we had watchstander training. Some of you have been very active as radio watch standers and don't need training, but most of us who stand a radio watch once or twice a year, well, we can get a little rusty. There are also many members that have never had the training. So your 5NR communications team is going to offer you the opportunity to get basic training. There are also local rules and conditions to be studied. This additional training and qualification is required by your local Coast Guard or Auxiliary unit where you will stand watch.

The first requirement is that you must have passed the AUXCOM (Communications) specialty course. The second is that you are willing to stand radio watch duty, during the boating season, at a Coast Guard unit or an AUX SARDET. If there is room, we will open the training to operators of fixed land stations. The training will be limited to the first 25 members that apply. The first of three sessions will be held April 25, 1998 from 0900 to 1600 at MSO Group Philadelphia. We hope to supply your lunch, funds permitting. If you are interested, contact Joe Rzucidlo, ADSO-CM-Central. Deadline for reservations is April 5, 1998.

There will be similar programs in the West at SARDET Long Level and in the East at a location yet to be determined. We will announce when and where, stay tuned.

We are still seeking new Operational Fixed Land Radio Facilities. VHF-FM, Radio Direction Finding and MF-SSB stations are needed. If you need help building a station, contact your nearest Communications Staff Officer or contact the ADSO in your area.

If you are planning a special event and you need Radio Communications, contact the ADSO in your area. We can help, we have transportable equipment and will set up and run your communications center. If you are planning a special communications event, and you do not need our help, it is still necessary to send your request to the Director of Auxiliary 5NR to get approval to use the Coast Guard frequencies. Follow the same procedure for communications drills. If you make this request via the District Staff Officer in your area, it may get approved a lot faster. Remember you need permission to use Coast Guard radio frequencies unless you are on an ordered patrol or in emergency or urgent situations.

The 5th Northern Communications Team

Hank Demler DSO-CM 944 Reinoehl Street Lebanon, PA 17046 717- 228-0952 Joe Rzucidlo ADSO-C 1013 Anderson St. Trainor, PA 19061 610 497-5413

Judy Dodd ADSO-E 244 Chicagami Trail Medford Lakes, NJ 08055 609-654-9206

Henry W. Demler, DSO-CM



AVIATION

NTRAIN 98 was held in the Renaissance Hotel in St. Louis Mo. during the last week of Jan. 98. Every DSO-AV in the National Aviation program was present. This led to a beneficial interchange of ideas & programs that went beyond the planned training.

There was an outline provided by the National Office on the future direction of Auxiliary Aviation. The intent of the training and changes are to improve our abilities and knowledge. In effect, Coast Guard Aircrews will become more confident in the abilities of Auxiliary Aviators, and know that the wings we wear represent abilities they can count on.

The following training & items were covered;

- TCT Team Coordination Training.
- Risk Management Training.
- Required patrol communications.
- OPCOM Emergency Response Planning.
- Blocked Government channels in new radios.
- Changes in Air Operation requirements.
- Mandatory annual water survival training.
- Mandatory annual swim test.
- Mandatory annual Air Seminar,
- Loss of wings for failure to maintain Qualifications.
- Every 6 months a minimum number of flights & hours, under orders.
- Flight Examiner sign-off for initial, recurrent, & requalifications.
- Flight Board Approval for all initial qualifications

& upgrades.

One of the most rewarding activities was the interchange between aviators generated by members from the large and very active aviation districts. The level of their training, types of training, variety of forms, variation and quality of meetings, etc., was impressive and informative. In most cases copies of training materials and forms were provided. The equipment provided by CG Air Stations to these districts also exceeded by a significant margin the amount that is provided to smaller districts.

The Coast Guard activity that is trying to bring facility compensation more in line with the CAP Program was summarized. It was noted that when the Coast Guard utilizes CAP facilities they compensated at the CAP rate, not the Auxiliary aviation rate, interesting.

An extended discussion was held regarding observers. It was recognized that most observers, especially in the smaller districts, almost never get assigned to missions. This situation must improve. There was discussion on establishing a higher level for observers called "air crew", with an improved design for the wings. Obviously, all the details of our meeting could not be covered in one article. Those details will be covered at our annual meeting and training session at the new Coast Guard Air Station, Atlantic City, in May.

Fred Vitale, DSO-AV



INFORMATION SYSTEMS

At N-Train, the Department of Information and Communication Services was represented by Linda Merryman, DC-I, Tony Morris, DC-Id, Peter Kirschner, DVC-IA, and Bob Borden, DVC-II, who conducted this conference in St. Louis, MO.

While some information was disappointing, particularly that "AUXMIS III" is not expected any time soon, the overall outlook for the future of the Auxiliary's information and communication services is very positive.

I admit that I originally had my doubts, I found that the National Staff is not only competent but also totally committed to our members. They're on our side and working hard to make this data system service us better.

The discussion, while lead by the National team, was lively and varied with all attendees participating during the entire three-day meeting. Non-"IS" Auxiliary officers who sat in for part of a session asked me if the vigorous discussions were representative of the sessions as a whole. They were! There never was a slack period the whole time.

There certainly was no shortage of topics. Subjects discussed were printed on posters and hung throughout the room. Suggestions and comments were too numerous to list here in their entirety, but I was very pleased to see that the members were well represented and National team was knowledgeable, interested and attentive to our comments and suggestions.

About half our time was spent on AUXMIS issues, including possible future enhancements. Other discussions involved department organization, forms, mission categories, electronic media, e-mail use, District Web sites and other areas.

Areas receiving the most interest were:

- 1. Reports
- 2. Simplification of use
- 3. Manuals, for SO-IS and Members
- 4. The confusion over MDV data
- 5. Electronic data entry, reporting and the Web
- 6. Funding the SO-IS for equipment and materials
- 7. Label production

Continued enhancements are being made to CGAUXWEB, the National Internet Web Site. Currently all Auxiliary forms, and some manuals are presently available on this site. Until the long awaited distribution is completed, this is the only place you will find the up-to-date Auxiliary Manual. Manuals, and indeed the entire site, may be searched using a search function available right on the Web site. For example, if you wanted to find each occurrence of "flares" you would be directed to each time that word appears in the entire National Web Site, including the various on-line manuals. This is a powerful information tool, which will only become even more useful as the library is augmented.

The department announced its goal of every district and region maintaining an Internet Web site by the end of 1998. These will vary from single page sites to more complex Web sites such as the Fifth Northern Web site, "WWW.5NR.ORG", which went on-line at the beginning of this year.

N-Train was a very informative and worthwhile experience for both the Fifth Northern Region and myself.

Jan R. Munroe, DSO-IS

5NR WEB SITE

The National Commodore is encouraging all districts and regions to start and maintain an In Web site by the end of 1998. The Fifth Northern Region joined three other pioneering districts in maintaining an Internet Web site.

Introducing WWW.5NR.ORG



AS

the site grows in content and use, there will be a need for the assistance of other Auxiliarists with Internet, programming and/or graphics skills. If you know of a potential candidate, please contact me at 610-687-1187 or e-mail Jan@5NR.ORG.

Currently, our Web site is in its initial stages. Great suggestions have already been received. In the near future we will be discussing; pages devoted to each DSO to communicate with staff and members, pages devoted to Divisions (and eventually Flotillas), public areas devoted to details of Public Education Courses, member training being conducted in the 5NR and available to all Auxiliarists, Topside articles (postpublication), many other great ideas as we can get to them.

The graphics and construction of our site would not have been possible without the efforts of my son, Robert Munroe. While Robert officially joined the Auxiliary in late December, he has been researching and working on the Web site since September. He has consented to act as our Webmaster, with responsibilities of construction and maintenance of the site, under the direction of the 5NR Internet Committee.

We alone cannot fill these Web pages with items of interest to Fifth Northern Auxiliarists. For this we must rely on the knowledge and experience of all Fifth Northern Auxiliarists. All members are encouraged to contribute content and ideas to the Internet Committee via the Webmaster (Webmaster@5NR.ORG) or directly to a committee member. Internet Committee members are: John Locasale, VCO; Ronald Boice, DSO-PA; Melvyn Borofsky, DSO-PB; and Jan Robert Munroe, DSO-IS.

When submitting specific questions, members should not forget the Auxiliary's chain of communication. You may submit general questions, comments, ideas and critique directly to the Webmaster. Comment will be sought of the most relevant source and, if of general interest, may be posted on the site. With your help, we can make www.5NR.org the premier District Website.

Submitted by Jan R. Munroe, DSO-IS

HISTORIAN

WANTED HISTORY ASSEMBLERS

(ATTIC AND BASEMENT TECHNICIANS)

NO PREVIOUS EXPERIENCE NECESSARY
USUAL CGAUX WAGE SCALE
FLEXIBLE HOURS GREAT BENEFITS

Lots of good Auxiliary history documents are now in the archives at the fine new library at East Carolina University. More are needed. There is a desperate need for good photos of the past and present Auxiliary *in action*. Photos are one of the best ways to show history. They also serve to make history books and articles more attractive and informative.

A very effective way to bring the Auxiliary to the attention of a broad ranging public is through museum exhibits. But it is necessary to have something to exhibit. Needed badly are old (especially pre-1970) insignia, ribbons and medals, uniforms, manuals, posters, and flags. "Gizmoes" such as banquet favors, dance cards, mugs, printed or etched commemorative glasses and so forth are sought after treasures. Useful are the kinds of Auxiliary items sold by Auxiliary district stores over the years. Our first goal is to get a first class exhibit at the Coast Guard Museum at New London. Others will follow. This all depends on getting exhibit material.

Every Auxiliarist can be a history assembler. There are no student study guides, open or closed book exams, or such. It just takes the "gitgo" to seek out things and get them to your District Historian. I will send archives (papers and publications) to the Auxiliary Collection at East Carolina University and artifacts (physical objects) to the Auxiliary National Materials Center in St Louis. If you have questions about assembling history, or need advice about historical matters, contact me at 609-886-6364.

John T. "Jake" Lincoln, 5NR Historian

NATIONAL CONFERENCE

SEPTEMBER 3 - 5, 1998

Town & Country Hotel & Resort

San Diego, California

ion of this conformed has many atti

The location of this conference has many attractions besides the ususal training and fellowship.

- **★** San Diego Zoo & Wild Animal Park
 - **★** Sea World and Old Town
 - **★** Gaslight Quarter & Balboa Park
 - ★ Tijuana Mexico

Reservation details in next issue of TOPSIDE

MARINE DEALER VISITOR

LET'S GET THE WORD OUT TOGETHER!

As we start a new year in our MDV activity, we should review our past efforts and ask the question, "How can we improve our effectiveness in promoting the Auxiliary programs?"

In the past we have gone into dealers' places of business and conscientiously filled the literature racks, and some of us may have even engaged the dealer in a conversation relating to new safety standards and products, in what was essentially a stand-alone program. We can now take the next step in refocusing our program towards greater effectiveness.

I suggest that the answer may be in a concept, which could

be called "Integrated Team Action". This that means the activities of the various staff positions (VE, PE, MT, MDV, CC, etc.) would be coordinated to complement each We would other. engage in joint, preplanned activities in which the Marine Dealer Visitor would



play a key role in introducing the activity to the boating community through the dealer. For example, a Marine Dealer Visitor would approach a dealer with a broad spectrum of activities including dates and contact telephone numbers. This comprehensive schedule of events would have been planned through the combined effort of all the various staff officers working together. This would include, but not be limited to PE courses, vessel exams, Coast Guard career opportunities and the promotion of some of our great member training. What a wonderful way to interest new members!

Consider a special push for NSBW. Working with other staff officers, we could make a special effort linked to a membership outreach program. We can get a better message out to the boating public.

In an effort to improve communication, I am in the process of visiting the divisions in 5NR (E). I particularly enjoyed my visit to Division 3, and their subsequent invitation to participate in their unique staff officer-training workshop. My thanks to Rear Commodore Petersen, Division Captain Kennard and all the others for their hospitality (and the food was great).

Let's work as a team-we might be surprised at how successful we can be.

Joseph L. Barcelo, ADSO-MV



MATERIALS

THE MERCHANTS OF 5NR

On December 8, 1998, a new Materials Center Price List made its way to every SO-MA in the District. This year, to expedite distribution of the List to the designated persons, the "Merchants of 5NR" provided lists for all DCP's, SO-MA's, FC's and FSO-MA's. By now, these should be comfortably in the appropriate hands.



DSO-MA Sue Wade and VCO John Locasale at EOT '98. Could they be sharing new ideas for the store?

A printed notice indicated to the public that United Parcel Service (UPS) will be increasing their shipping rates. When the Auxiliary Center updates and informs us of the new rates, a memo listing the increased rates will be forwarded to all SO-MA's.

Since many of our members do not attend the Elected Officers' Conference or the District Conferences they, therefore, have not visited our District Store. FSO-MAs might consider introducing many of our unique items, other than the "required items", on the materials list to their members. "What else do you have?" is a

question that is frequently part of the phone conversation when orders are being received. Many interesting items are available. Why not spread the information? Of course, "The Merchants" (alias Wade & Co.) always appreciate your support of the District Store.

Sue Wade, DSO-MA

STANDARDIZED FORM NUMBERING SYSTEM

The USCG Auxiliary National Supply Center has revised their order sheet to reflect the standard ANSC stock numbering system. What follows is a short conversion chart of old vs. new numbers. The old numbers will remain on the forms for now and as revisions to the forms require a reprint, the new numbers will then be evident. Consult the ANSC order sheet for the full list.

Ed.

New Form #	Old Form #	Form Name
7012	AUX-204	CME Check Sheet
7017	CG-3615	Record of Unit Meeting
7018	CGAUX-1	New Member Cert. Record
7029	CGAUX-31	Member Activity Report
7030	CGAUX-26	Activity Report - Mission
7031	CGAUX-37	Unit Monthly Public Affairs Rpt.
7033	CGAUX-28	Unit Public Education Report
7036	CGAUX-2	Prospective Member Interview
7038	CGAUX-29	Vessel Examination

NATIONAL SAFE

BOAT SMART FROM THE START WEAR YOUR LIFE JACKET

This is the theme for National Safe Boating Week, 1998.

The National Safe Boating Campaign is a year-long event, designed to increase boating safety awareness. The highlight of the campaign will be National Safe Boating Week, May 16-22, 1998. However, this does not limit you to that week only. You can plan your events for a time that may be more convenient for you.

According to Capt. Dave Stree, Campaign Chairman, planning is well underway. There are many exciting things proposed for the 1998 National Safe Boating Campaign.

Hopefully, the above paragraph means that the Safe Boating Week paraphernalia kits will be out earlier this year. If they are not, don't let that hinder you from beginning your own plans. Retrieve last year's kit and model your program using the material in there. Also, there are many excellent ideas in the Public Affairs Guide.

Everyone did an outstanding job with NSBW in 1997. I know that we can equal that, if not top it. This is a fabulous District,

and everyone works so well together. You all do pull together, and come up with some super ideas.

If you have any questions concerning your plans, or need help in getting organized in any way, please feel free to contact me. I am never farther away than your telephone.

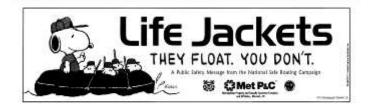


1997 NSBW festivities at Penn's Landing, Philadelphia

Don't forget to order handouts from the list that is *usually* included in the kits. Don't delay. These orders are filled on a first-come first-served basis, so don't be left out.

Good luck!

Muriel G. Lewis. SPO-NSBW



1997 National Safe Boating Week Theme



PERSONNEL SERVICES

Services changes at '98 Officer's Training Conference.

Editor's note: The Membership Retention Department (MR) was formally changed to Personnel Services (PS) effective this year. In light of this change and the other changes affecting this department, more space than normal has been afforded to this subiect. 🏶

Lessons at 35,000 Feet

I recently attended a weekend DSO workshop (N-Train) in St Louis, Mo. It was a unique educational experience to say the least. We kicked off Friday night with a discussion on Virtual Management. Saturday started bright and early with the National Board's general meeting. There we heard remarks from some distinguished guests and got to see "COASTIE THE SAFETYBOAT". That, in itself, was worth the price of admission. We then broke up into our individual workshops where we discussed our duties and responsibilities as DSOs. This workshop lasted all day. Sunday we reconvened, recapped Saturday's meeting, and among other items discussed our plans for 98. Around noon everything ground to a halt as we said our good-byes and vowed to exchange ideas and carry home the torch.

Sitting in the plane awaiting takeoff to return home, the attendants began their customary flight -safety instructions. It struck me odd: Seatbelts much like those on airplanes have been mandatory in cars since 1975, yet they still demonstrated the proper way to engage and disengage the belt. For anyone who hadn't been living under a rock since '75, this was not new information. Nevertheless, airline regulations wisely require that the basic rules be reviewed each time, with nothing left to chance, even though a problem during flight is a remote possibility. It occurred to me, that since joining the Auxiliary is a kind of journey, there are some COMO Rearick describing Personnel Services changes at '98 Elected great analogies. So fellow travelers: Put your seats in the upright position and lock your tray tables, while I review a few basics with you.

Lesson 1. Fluctuation does NOT equal Destination.

On a cross-country flight some turbulence is to be expected. Yet no one going to San Francisco gets off in Chicago because of a few bumps. The basic direction is maintained, and the ultimate goal is reached. So it is with the Auxiliary. Things change. No one said life was easy. Changes usually bring improvements, so think positive. Keep your seat belt buckled and ride out the bumps. We all have many changes in our lifetime, some good and some, well, questionable. Remember, we just can't keep doing things the same way and expect different results. Our membership has chugged along between 30 to 35,000 for the last 12 years. We attract new members every year but then we also lose roughly the same number. Last year, both 5NR & 5SR had negative growth. National showed an overall increase for the first time in years. While we cannot stop members from crossing the bar, we can certainly reduce the retiring and the disenrollments. Involvement Is the Key. Put more pizzazz in your meetings and give the members a reason to attend.

Lesson 2. Set up a training program/schedule and stick to it.

Do you read the instruction card in the pocket or do you

know how to exit the plane in an emergency? Maybe it's been years since you have flown and things have changed. Our courses have also changed. Join that new member you are going to mentor and take a course - again. You won't have to take the exam and you might learn something new! Besides, didn't your mother tell you, "to have a friend, you need to be a friend". Involvement is the Key.

Lesson 3. Be fair in treating all members, old and new, equally.

Did you notice that when you board a plane, a stewardess is there to greet you? Do you have someone to welcome your members and visitors to your meetings? When you go someplace different, don't you look for a friendly face? Have we forgotten the Golden Rule?

Lesson 4. Good communications is imperative.

Did you notice the last time you were airborne or on a tour bus, the pilot or driver gave information over the PA system.

> Unfortunately, for a number of reasons, you usually don't hear most of the message. Are Auxiliary communications like this? We must establish many ways to help our members learn about each other. Communications must build trusting relationships and make everyone, on the team, feel connected. Newsletters are a great method but by today's standards, slow. E-mail is the fastest growing medium and if you don't have a computer, most of us have a friend who does.

> "Are we there yet?" On a long trip how many times have you heard that from the back seat. When you consider the changes we are going through, what do we have NEW to look forward to for '98?

For Recruiting, we have:

1. A new PROSPECTIVE MEMBER INFORMATION BOOKLET. It is designed to be used as a follow-up to the JOIN THE AUXILIARY PAMPHLET and will be available through ANSC.

2. TEAM COAST GUARD RECRUITING EFFORT. The 1998 enhanced effort for recruiting for Team Coast Guard will involve 3 points of contact in each area: CG Recruiter, AUX Career Counselor and the AUX Personnel Officer. It's a new program for the Career Counselors. They can now recruit for AIM, the Regulars, Reserves, and the Auxiliary. Another step toward a united TEAM COAST GUARD. We can now use the Coast Guard Recruiting 800# on our stationary -1 -800-GET -USCG.

For those members with access to the WEB, make sure you check out the latest Join The Auxiliary information on the Coast Guard Auxiliary Home Page. (www.cgaux.org) It tells our story to the world. It will be a great recruiting tool.

We will continue to use our "Minutes for Membership", the "JOB ONE" material from '97, along with "Broaden Auxiliary Presence through Public Awareness" and other PA material.

For Retention, we have:

1. "NEW MEMBER HANDBOOK." This is a user-(Continued on next page)



PERSONNEL SERVICES

Continued from previous page)

friendly booklet that can be of benefit to all members. Information from it can be shared in your newsletters. After all, the more our members understand, the more comfortable they will be with their membership. This will be supplied to all new members by DIRAUX with their "Welcome Letter".

2. "Member Involvement Plan." This booklet has been revised for '98. It should be used with every new member to get him or her started on his or her commitment for involvement. It should also be used as an in-flotilla-training topic with all of our members to demonstrate the choices we now have in our organization. Perhaps some of our members might want to choose a new course of involvement in order to keep the spark on newness in their membership.

"No, we're not there yet". Our leaders are busy carefully constructing plans designed for 5, 10, 20 years or more. So turn off the media, buckle up, and enjoy the trip.

Oh yes, one last item. To help you enjoy your trip, make sure you read "THE INTERCHANGE". If a copy is not in your seat pocket, ask your Stewardess. (i.e. DCP/FC).

COMO Edward Rearick, DSO-PS

400 Respond to Nationals New All-member Survey

From our District membership of approximately 2900, we had a total of nearly 400 (397 actually) responses to the All-Member Survey initiated by National Personnel Services Department last year. That's close to 14%, just a tad below the National average of "about 15%."

The purpose of the survey was to determine members' satisfaction with their experience in the Auxiliary and the opportunities for improving future experience. Results of the 1997 survey will serve as a benchmark against data to be collected this Fall to help measure the effectiveness of 1998 recruiting and retention efforts.

Results of our District's '97 survey will be presented to the District Board and Staff and will be reported in the next issue of "Topside."

Meanwhile, many thanks to all of our members that participated. For this year's survey, we plan to get the response rate up to about 30%! Thanks, too, to the Flotilla Commanders and others who pre-addressed the survey forms and/or collected them for processing.

Two responses kinda stand out in my mind. One came from an obvious "Northeastern snowbird" who took the trouble to respond from Palm Beach, Florida. The other from a 92 year-old member who wrote that ". . .I wish I could do more."

Other comments - some good, some not so good - will be included in our survey report.

William E. Reimer, Jr., ADSO-PS

AREA MEETINGS

Eastern Area

March 21, 1998 Cherry Hill VFW, Cherry Hill, NJ

Central Area

March 20, 1998

Holiday Inn, Rts. 273 & 95, Newark, DE

Western Area

March 28, 1998

Old Hardware Restaurant, Danville, PA



TRAINING AIDS

On April 5, 1997 the District Training Aids Contest was held at the Sheraton Hotel in Reading, PA. There were eight entries on display representing six different categories. The competition was well received, as many positive comments were overheard throughout the day. As expected, the quality of training aids this year was exceptional.

A "CERTIFICATE OF APPRECIATION" will be awarded to the winners in each category. A plaque for "BEST OF SHOW" will be given to the individual with the best overall training aid. The Divisions that submitted the most training aids shall receive "BEST PARTICIPATION" plaques.

The winning individuals and Divisions for 1997 are as follows:

Category 2 (Legal Requirements) -Flotilla 24 Category 4 (Navigation Rules) Ronald & Linda Boice Category 6 (Marlinespike) Richard Hays Category 7 (Aids to Navigation) - H. Jordan Rittenhouse Category 8 (Piloting) - J. C. Hickey Category 19 (Admin. & General) Jan Munroe BEST OF SHOW H. Jordan Rittenhouse **BEST PARTICIPATION** Divisions 2 & 4

I would like to thank all those who entered. While not all participants could be awarded a prize, everyone wins when creative ideas and concepts are put on display. I'm sure many

viewers took home some useful information they can use in their future training own activities.

A special thanks should be given to the three judges; PDCO Eugene Pester, PDCO John McIntosh, IPDCO Harry David. It was their assistance and the participation of all that entered made that this competition a success.

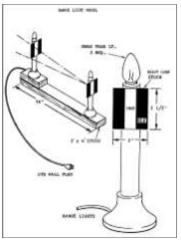
The 1998 Training Aids Contest will be held at the Sheraton Valley Forge Hotel on April 4, 1998. Anyone interested in entering should Flotilla his/her contact

Commander or myself at the address below.

Thomas Diamond - SPO, Training Aids 8 Red Ridge Road Levittown, PA 19056 (215) 943-7984

We encourage your participation and look forward to seeing those creative Training Aids.

Thomas Diamond, SPO Training Aids Clip Art from Auxiliary Training Aids Manual COMDTPUB P16794.14



PUBLIC EDUCATION

PUBLIC EDUCATION THE CHAIN OF COMMUNICATION

It is my ambition, with the help of every Flotilla, that we succeed in our public education goals as defined in the Districts

5NR "five-year plan". There are 103 Flotillas in the District, historically, only about 50 Flotillas file their intent to teach forms. That represents approximately 51% participation in Public Education programs.

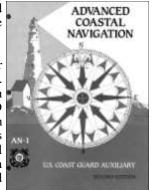
Our goal for 1998 is only 96 more classes than in 1997. If each Flotilla taught just one additional class, we would more than exceed our goal for 1998.

One way to help assure that we achieve our goal is to remember to,

immediately after a class is finished, submit a course completion form CGAUX28 (ANSC 7033) to your Flotilla IS Officer. Don't allow the paper work to slip between the cracks. It would be a shame to do all the work organizing a class, spend

many hours in quality teaching, traveling to complete the course and then forgetting to submit the necessary paper work.

The District PE Staff is at your service. We have three ADSO-PE's. If you have a problem or a question that needs answering, call the ADSO in your area for assistance. We plan to travel this year and visit with as many Divisions as possible. I will attempt, this year, to make the chain of communication work, both up and down. Perhaps we can turn a "no



report" situation into a monthly informative report. By keeping everyone informed we have a better chance to achieve our goals for 1998.

Good luck and keep those classes full.

ADSO-PEs EAST: Mickey deFerrari **CENTRAL: Shirley Stumbers** WEST: Lindy Harrison

Larry C. Whiskeyman, DSO-PE

Did you know...

If you file a PE INTENT TO TEACH form with your Division SO-PE, you automatically advertise in...Local Notice to Mariners, USCG Internet Web Site, and our brand new 5NR Internet Web Site (we do it all for you)!

PUBLIC EDUCATION

Notes From A Valuable DSO-PE Training at N-Train (Thanks to Dan Maxim & Ira Dolich)

TIMES HAVE CHANGED! With government reduction of funding, the Coast Guard can no longer support Coast Guard Auxiliary in the style to which we have become accustomed! Thus we are on our own to raise funds and EDUCATION HAS BECOME A BUSINESS. OUR MEANS OF MAKING MONEY! WE MAY AT TIMES EVEN BE IN COMPETITION WITH THE STATE COURSES... and if the Auxiliary chooses not to respond to the market, commercial entrepreneurs will do so.

IN THIS BUSINESS WE DO WELL OR WE DON'T HAVE THE MONEY TO DO GOOD! (Consider this the new "motto" of the Auxiliary PE Dept)

Within the last ten years, many states have legislated mandatory boating education. This is usually in the form of courses, about eight hours in length. With this reality and the "instant gratification mindset" of much of the public, the auxiliary will need to adjust course offerings to the "market". This will often be the Boating Safely Course rather than the longer BS&S. Reflecting this, the new sailing course (expected to be out before June, 1998) is anticipated to be somewhat shorter than the last one. The text has been produced in partnership with the American Sailing Association.

All forms, course information and seminar information are now available at the national USCGAUX web site which can be visited at either http://www.cgaux org or http://uscgaux.org.

The new BSC exam is multiple choice and keyed to our standard answer key. It is nearly ready for distribution.

Continuing Education Units for certain professions will soon be available for courses offered by the Auxiliary. Details will be announced shortly.

FREQUENTLY ASKED QUESTIONS (WITH ANSWERS) FROM PE N-TRAIN 98

- 1. Why is a successful PE program essential to the success of the USCGAUX? To obtain more members and to save lives.
- 2. Why are we losing USCG funding for PE? Isn't this mission important? Yes it is, but the USCG has only a limited amount to give. Thus, we are in competition with the USPS, states and other commercial programs.
- 3. Why can't we merely continue to offer and emphasize our traditional courses? Our "market" is changing and either we "go with the flow" or we go away. Consider the answer to question #2.

- 4. Why do we offer a home-study course like the "Skipper's Safe Boating Course"? We lose the opportunity to recruit members from this course and the Flotilla receives no money from the course. The focused market for that is the client who can't make the regular classes because of travel or other restrictions. It would be wise to assign a good PE instructor to mentor the client.
- 5. We can't compete. When we offer courses we get few students. How can we be more successful? We can compete because we have a superior product to other organizations. There are those of us willing to work, are you willing to lead the workers and delegate the responsibility with "shepherding"? Maybe a change of attitude from the perspective of this question would help. Use your public affairs! Team the "drained" instructor with a new, vibrant instructor for team teaching (ask the vibrant one to be gentle).
- 6. Our state is offering free boating safety courses. How can we compete with that price? Should we teach the safe boating course even if our Flotilla doesn't get revenues? It's great that states are teaching safe boating courses too! Partner if you wish... use it to promote other Auxiliary courses.
- 7. The "Boating Safely Course" is too elementary. You can't teach someone all they need to know about boating in 8 hours. Why do we offer such a short course? Of course we can't teach all of boating in 8 hours. Can we really teach all of boating in 22 or 26 hours? Probably not! Given the public desire for more compact courses that they WOULD take vs. a longer course that they wouldn't take, at least we have had some input towards boating safety. In addition the imprtant topics for saving lives are in BSC... alcohol, maintaining a lookout, balancing a boat, staying with the boat if it capsizes and wearing PFDs... and it may provide an enticement to come to a longer course.
- 8. What are the benefits of teaching elementary courses such as the "Boating Safely Course"? Many of our instructors like to teach "marine engines" (as an example). What can I tell them? See the answer to #7 above about enticement and the four items which save lives as well as reach a clientele which would not otherwise be reached.
- 9. How can we continue to recruit new members in mandatory education states if the students are so young? Gear advertising toward young groups with respect to mandatory education. Invite parents to sit in the back of the class (but not beside their offspring).
- 10. Why can't we leave elementary boating safety courses to others and focus on what we do best, BS&S, BCN/ACN? Because the younger groups won't come to these courses and we reach people at a younger age through youth or BSC courses. The BS&S and S&S clientele is dropping.

Lindy Harrison, ADSO-PE(W)



VESSEL EXAMINATIONS

VESSEL EXAMINATION DEPARTMENT N-TRAIN REPORT

Training in the Vessel examination specialty this year was awesome! The National staff and District officers are all experienced and got down to the task without any wasted time. Time saved was devoted to fellowship, some good food and "catching up" on Auxiliary "stuff" from the last time we met together.

Our session began with a lot of questions that vessel examiners have over the year.. Some of the important ones were: Why can't we have faster print outs; why do we lack standard communications; can we have a CME brochure (Marketing); how about better decal/date sticker package; when is the new VE Manual due from the printer? Our National staff is working on these problems and answers will be forthcoming throughout 1998.

The "1998 Calendar and check List of Vessel Examiner Activities" was issued and is being distributed throughout our district. More will be given out at the Spring Conference. This one-pager outlines for each VE, FSO-VE, SO-VE, DSO-VE and ADSO-VE what they are supposed to do each month during the year to make the job a success. Using this plan as a guide, you should develop a 1998 calendar of weekend days and holidays that you can schedule for examinations. Work with your VEs now, so than when the good weather arrives, you will have teams of examiners scheduled to hit the ramps and do CME/PWCs in production numbers. Schedule your activities at crowded marinas, boat clubs and fishing tournaments, rather than those two-boat-per-hour backwater ramps.

It is vitally important for all examiners to receive SAFTEE SEAL SAYS (National newsletter) each month. If you do not get one from your flotilla commander, ask where it us! This is the only way you will keep up with the latest information. Auxiliarists on the web, can receive it by e-mail.

VE Training and retraining is important to all of us. In 1998, you must participate in a VE/MDV mandatory workshop and do 10 examinations (of any type) to remain qualified. If you lost your VE qualification in 1996 or 1997, ask your flotilla commander to get you reinstated. Nobody was supposed to be dropped in those years because of "rolling" qualifications from year to year. However In 1998, you must meet the minimum qualifications or you will be dropped for 1999. For retraining in 1998, get out your VE Manual, make sure you have COMDINST M16796.2E with change dated AUG 20, 1996. Read it over generally, but re-read Chapter 3-The Courtesy Marine Examination Process and Chapter 6-Technical Reference Guide before going out on the ramps this year.

Last year, District 5NR was the 4th leading unit for safety checking Personal Watercraft. PWCs are important to the program because more Americans are buying PWCs then any other type of recreation vessel. PWCs are easy to check. It is a good way to get new examiners into the program. Rental (livery) boats may be examined as well. Just like any other examination, the owner/operator and ALL the equipment have to be present for the vessels to be examined.

COMING IN APRIL - The VE "seminar" will be given at the April Conference. All the latest information and equipment will be there. Significant information to do your job - handouts - prizes - posters and TOP SECRET decisions made by the National Board will be revealed for the first time anywhere!

So be there, Don't get this stuff second hand. There is a new way to examine "shuttlecraft". It you don't hear it at the seminar, you will have to wait for the new VE Manual, which "is at the printers". You know how long that will take! 0

Only certain divisions will know about the "'Team VEs" code. Don't be left out. Finally what's new in "Federal Regulations"? Only those seated behind closed doors will know for the 1998 season. There is limited seating.

The ADSOs will be there in April. They are...

David J. Holeman, ADSO-West 303 Willowwood Drive Douglasville, PA 19518 610-385-6593

John P. Bernath ADSO-Central 151 Joanne Drive Millsboro, DE 19966 302-945-3632

William J. Sutherland ADSO-East 501 Tatum Street Woodbury, NJ 08096 609-853-6281

Michael J. Ripton DSO-VE 493 Woodcrest Drive Mechanicsburg, PA 17055-6854 Day 717-733-6600 Eve 717-763-7582

Remember the Division Staff Officer Workshop at the April conference. This year we want to have all 16 divisions represented at this meeting. If, the SO-VE cannot come to the workshop, the Division Captain should send a substitute to attend this meeting. More national "secrets" will be revealed at this gathering.

Totally inflatable PFDS are approved for recreational boaters IF THE COAST GUARD APPROVAL NUMBER APPEARS ON THE LABEL. It is not approved for Auxiliary facility personnel, persons on PWCs, persons on commercial or 6-pack vessels, water skiers, knee boarders, or persons less than 16 years of age. Also, check your STATE regulations for the use of the new life preservers.

Michael J. Ripton, DSO-VE

5NR ELECTED OFFICERS TRAINING CONFERENCE

"CLASS OF '98"

JANUARY 9, 10, 11, 1998



5NR ELECTED OFFICERS TRAINING CONFERENCE

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JANUARY 9, 10, 11, 1998



OPERATIONS

At N-Train last month in St. Louis, our main topics of discussion were Change 2 of the Auxiliary Operations Policy Manual, TCT training, the new Boat Crew Seamanship Manual, and sundry other items of general interest.

Presumably, everyone has received their copy of Change 2 (although maybe someone hasn't, since I got two of them). Review it carefully. It reflects the major changes in the Coast Guard Authorization Act of 1996 affecting the Coast Guard Auxiliary. It has a direct bearing on what, when, how and why we perform our activities. It clarifies such matters as disaster contingency planning and liability issues (both damage and personal injury). There are some new things, as well, such as the impact rating requirement on PFDs like those that are worn on high speed vessels like PWCs. Another requires drug testing following a loss-of-life incident. It's a must read if you want to stay out of trouble and benefit from the protections we now enjoy.

Team Coordination Training (TCT) will soon be available in the District. When the schedule is finalized, Qualification Examiners (QEs), Coxswains, and Crew, probably in that order, will receive the full training (QEs are supposed to be trained by 31 May). Active duty personnel are required to have 16 hours of TCT training and requalify every two years. Auxiliarists, however, will receive eight hours of TCT training and be requalified every five years. This year's mandatory operations workshop or seminar includes a short introduction to TCT. The course is intended to affect those behaviors that result in mishaps. When you realize that 60-65% of mishaps are caused by human error, and that 95% of them are due to poor judgment, inattentiveness, and ineffective supervision, you can understand the need for TCT. Of course, I'll agree with you that we in 5th Northern are infallible and it's the other guys who're always at fault....

We've also received word about something else we've been waiting for, the new *Boat Crew Seamanship Manual*. Don't put on your reading glasses just yet. That expensive (\$40) manual "is at the printers" (really!) and won't be available for quite a while. When it's issued, the cost is likely to dictate a very limited distribution. I can assure you, however, that it will be worth the wait. Incidentally, our own D-AD, Lee Crossman had a lot to do with it (probably more than anyone else), and he'll be happier than anyone to see it issued. Lee introduced the

concept of one manual for active duty and Auxiliarists about ten years ago. It's updated, streamlined and very heavy; so, you'd better have a tough tummy if you plan to read it in bed.

In the near future we'll also become more involved with the Department of Marine Safety and Environmental Protection. Their contingency planning will incorporate our personnel and facilities. Since some of their activities, such as harbor patrols, will require the platforms and crews that we have to offer, this will present us with new and interesting operational activities—so stay tuned!

Finally, a note about our involvement in an exciting model program sponsored by MSO/Group Philadelphia. TRISAR, which stands for tri-state search and rescue (pertaining to Pennsylvania, New Jersey, and Delaware). The program is designed to mobilize shoreside responders, from fire companies and rescue squads, with small boats in the event of a marine disaster. A disaster such as the TWA 800 incident or a major ship collision and sinking is well within the scope of this project. We're assisting the MSO/Group planning office prepare its training seminar in April for professional and volunteer rescue personnel and will participate in its presentation. We will then assume responsibility for providing further training throughout the region on a local basis. The training of our own boat crews will be undertaken as a District Operations School at MSO/Group Philadelphia, with assistance from the group's planning and operations staff. They plan to effectively integrate us into the the Coast Guard's operations plan. Two one-day courses on different weekends are contemplated to accommodate everyone's schedule. We'll keep you posted.

Remember, the good you do today will be forgotten tomorrow; do good anyway!

EOT Photos by: Mel Borofsky, Ed. Ivan E. Levin, DSO-OP



D-AD Lee Crossman discussing the new Boat Crew Manual at EOT



DSO-OP Levin and D-AD Crossman preparing their lecture at EOT '98



DSO-OP Ivan Levin discussing Operations changes at EOT '98



RAYSTOWN REGATTA 1997

Raystown Lake, Huntington, PA hosted the second annual Professional Power Boat Races on June 6, 7, and 8. More than 40 racers from all over the United States competed for cash, trophies, and national league standings in two classes of "tunnel" boat racing. These vessels average speeds over 100 mph.

Over 30,000 people attended this event in 1996 and estimates predicted a larger audience this year. More races and classes were added and the public was again treated to a complete program of activities that included entertainment, exhibits and concerts. There were fireworks, craft shows, concessions, and kids stage shows, including Ronald McDonald. Many bands performed, including the U.S. Navy Commodores Jazz Band.

Our U.S. Coast Guard Auxiliary 5NR was substantially involved in this Regatta providing essential safety patrols and picket line duty to control spectator traffic along the race course perimeter.

Division 9 was the Auxiliary host for this event and Michael Redmond, IPDCP did a superior job as coordinator and PATCOM. Henry Demler, DSO-CM and Bill Weihbrecht, DCP 5 manned the Communications Center. Strategically important race liaison was well handled by Jeanne Brenner. Other wellrepresented Divisions included 5, 14, and 15 and a number of members from other District areas.

DCO Clyde College and Ken Bashore, RCO-W were on safety patrol accompanied by Auxiliary Director LCDR Robert Duld. John Locasale, VCO tasked with Jenny and Harry Petersen, RCO-E acting as safety patrol crew. Janet College, Otis Littleton and Betty Bashore provided a Safety Booth in the concession area. Their primary goal was for public education enrollment and to recruit new members for Division 9.

Jane and Michael Ripton, DSO-VE set up a courtesy marine exam station at one of the launching ramps and worked diligently performing CMEs for the two-day event.

This time at Raystown was truly a cooperative effort by our 5NR Auxiliary membership. The job performance, professionalism and fellowship displayed and enjoyed by our members is what our proud organization is all about. Our sincere "thank you" and "job well done" to all the folks who participated. Unfortunately, we cannot list everyone's name but know for sure that you do make us proud!

Article and photos submitted by John A. Locasale, VCO 5NR



Top to Bottom: TOP- Some of the 14 Auxiliary Facilities raft up at Raystown CENTER- Auxiliarists lending a hand at Raystown ramp. BOTTOM- Pre-race dock activity.



Don Bowes, DCP 15, and his wife Grace launching the AUXILIARY FACILITY "Amazing Grace" for safety patrol duty at Raystown.

REGATTA PATROL **TYPFS**

POWFRBOAT SAILBOAT ROWING MARINE PARADE

Do you know the difference? The answers to this question and a lot more great stuff will be found in AUXPAT, the **Patrols Specialty Course.**



Top to Bottom: TOP- (L to R) Ed Ross, DCP 14, PDCO Bob Wecker, Henry Reser, PDCP 14, Rick Ditterer PDCP 10, getting ready for patrol. CENTER- PA Booth: (L to R) Janet Fluehr reviewing material with Janet College, FSC-MT, 14-3, Ois Littleton, BC-ANN, Betty Bashore, 14-3 BOTTOM- PFDs only work when in satisfactory condition explains Mike Ripton, DSC-VE

AWARDS COMMITTEE

Awards Changes.

Over the years, members who had received plaques in one or more of our activities, Courtesy Marine Examinations, Operations or Instructor activities, have commented that they don't need another plaque when they repeat the award. We will make an effort to resolve this problem by offering a choice, an alternate to the award plaque, a credit at our District Material

Center for those who so

desire.

In order to be able to do this, we will have to change our process slightly, and depend on some assistance from our Division Captains. When we receive our year-end activity reports, each Division Captain will be advised of those individuals who have won an activity award at the plaque level. They will have to determine the individual members choice of award, either a plaque or a credit at the Materials Center, and notify the Awards committee by mid-February to allow for



PDCO John McIntosh at EOT '98 Photo by Mel Borofsky, DSO-PB

ordering and / or preparing plaques / credits in time for presentation to Division Captains at the Spring Conference.

Deadlines will have to be very firm. If the Awards Committee does not get the feedback in a timely fashion, our only alternative will be to provide the member with another plaque.

indicates some shift in numbers is needed to maintain the established award levels. A plaque to the top 12% of our high performers, a certificate with a gold seal to the next 12 %, and a certificate to the next 21%.

The new award levels are:

For the Courtesy Marine examination program---

Plaque for the top 12% awarded to those securing 52 or

more passing or failing Courtesy Marine Exams.

Certificate with gold seal will go to those achieving 31 to 51

Certificate to those who perform 17 to 30 CMEs.

For the **Operations** Service awards--Plaque for those having 99 or more hours in the Operational Service Program.

Certificate with gold seal to those having 59 to 98 hours activity. Certificate to those having 32 to 58 hours.

For **Instructor** Recognition:

A plaque to those having 74 hours activity.

Certificate with gold seal for those having 50 to 73 hours of instructor activity.

Certificate for those having 26 to 49 hours of activity.

Equivalents for the Marine Dealer Visitor program; Plaque for 30 or more visits

Certificate with a gold seal for those having 14 to 29 visits Certificate for those having 6 to 13 visits

PDCO John D. McIntosh, SPO Awards Committee

A review of our award levels in our various programs

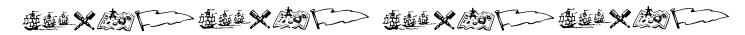
National Board Resolutions (N-TRAIN 98)

During the special meeting of the United States Coast Guard Auxiliary National Board in Saint Louis, Missouri, on 31 January 1998, the following resolutions were passed and approved:

Resolved that, the National Board of the United States Coast Guard Auxiliary supports mandatory boating safety education for all boat operators under the age of 16 years. The National Board encourages participation in such courses by other persons, 16 years of age and older, based on a National Association of State Boating Law Administrators approved boating safety course recognized by the United States Coast Guard. Such course should include classroom instruction and require successful completion of a proctored examination.

Resolved that, the National Board of the United States Coast Guard Auxiliary supports the mandatory wearing of personal flotation devices (PFDs) by all persons 12 years of age and under when present in open boats and on external decks of recreational boats with enclosed cabins.

Everette L. Tucker, Jr. National Commodore



COURTESY QUIZ

Are you a courteous boater? Here's a quiz to help you decide.

- 1. A small vessel is anchored in the water. Occupants appear to be just relaxing and enjoying the day. Do you:
 - a. Speed up as you pass by and rock their boat?
 - b. Circle fast around the boat to see if their anchor will hold?
 - c. Pass at a safe distance and minimize your wake?
- You're heading into a channel and see other boats ahead of you. Do you:
 - a. Pass them so you can dock first?
 - b. Zigzag between them to see how much their boat will rock?
 - c. Fall in behind the last boat and proceed at a slow speed?
- 3. You're approaching a Marina and the vessel ahead of you is docking. Do you:
 - a. Slip behind them so you don't have to wait?
 - b. Back down and wait for them to dock?
 - c. Blow your horn and tell them to get out of your way?
- 4. You're on a leisure cruise and under sail. A small fishing vessel is blocking your charted course. Do you:
 - a. Adjust your course to pass at a safe distance?
 - b. Run over his fishing lines because you have right-of-way?
 - c. Aim for the boat and see how quickly they can move?
- 5. As you're out for a pleasure cruise in your powerboat you see a lot of sails ahead. Do you:
 - a. Aim for the middle of the regatta and see if they scatter?

- b. Skirt as many as you can at a safe speed and distance?
- c. See how big of a wake you can disburse?
- 6. The wind has dropped so you're done sailing for the day. Do you:
 - a. Start your motor but keep a sail hoisted so others give you right-of-way?
 - b. Drop all sails and go under power, continuing as if you had right-of-way?
 - c. Go under power and join other power boaters in a courteous manner?
- You're on a PWC (Jet Ski) and want a good wave to ride. Do you:
 - a. Keep circling around a boat to ride their wake?
 - b. Stay a safe distance from boats as you ride their wake?
 - c. Zip back and forth in a channel as boats are coming and going?

If you answered all 7 correct - GREAT; 6-5 correct - Try Harder; 4-3 correct - Shame on you; less than 3 correct - you'd better take a course on courtesy! We must all keep in mind that no matter what kind or size of vessel someone may have, we're all out there on the water with one common goal and that's to have a good time! Think before you put others in danger.

Continue Boating Safely! Submitted by Jeanne Brenner, ADSO-PB (W)

Answers: 1-c, 2-c, 3-b, 4-a, 5-b, 6-c, 7-b

"PFD PANDA WAS A HIT"

Auxiliarist Cindi Adams of Flotilla 52, Goldsboro, PA, enjoyed the day performing as the PFD Panda. Seen at the Chambers Hill Fire Dept, in Harrisburg, PA. The Panda received many hugs (see photo below) and even received a flower from one of the children. As seen in the photo (right), the Panda is a fearless crusader for water safety. The Panda will "go to any height" to get his message to the public.

Photos and captions submitted by John Adams, FC 52





PFD PANDA is available for your next Public Affairs or Education event! Contact Ron Boice, DSO-PA for reservation information and request form.



HELICOPTER TRAINING OPERATION

HELO-OPS EARNS A GOLD STAR

What a glorious day! I am not exaggerating when I say that I received 30 telephone calls asking "What will we do if it rains, fog, etc., etc.". Being the optimist that I am, my reply was always. "It's not going to rain, blah, blah, blah." When I stuck my head out my door that Saturday morning (5:00 AM), the outdoor thermometer read 50. the sky was virtually cloudless and the wind was but a soft breeze. I looked up to the sky and gave a beholden "Thank you".

The day started at 0600, picking up the bagels, arriving at Station Barnegat Light by 0715. After setting up the mess deck we sat down with BM1 "Bo" Hause and went over the activities for the morning. Weather, flight availability (i.e. last minute emergency. requiring the copter to be elsewhere), enough food and coffee, and whether anybody was really going to show up had beads of perspiration forming on our foreheads. 0800, we heard from the flight ops at Cape May; our copter was confirmed and would be at our site around 0945. 0815, the first of our Auxiliarists started showing up. I guess if you offer up a good activity, people will come. When all was said and done, 58 Auxiliarists filled the Mess Deck waiting for our briefing by Station XPO, Chief Petty Officer Dan Long.

I welcomed the participants and introduced Chief Long. The Chiefs briefing was very complete and excellently presented. There was no doubt in anyone's mind that the deed to be done would be both exhilarating and dangerous. So much so that all on-the-water volunteers had the opportunity to "unvolunteer". No one backed out! Can you imagine?

We retired, en masse, to a neighboring ball field for the arrival of the helicopter. Within minutes the sound of the bird was heard. Up in the sky was the familiar orange craft, on its way to make our day.

The chopper was of the "Dolphin" class, stationed at Air Station, Cape May. Our pilots for the day were Lts. Bevilaqua and Emory. I overheard one of the ladies in our throng saying that Mr. Bevilaqua looked very much like George Clooney. I think the snappy flight suit had much to do with that mystique. The pilots and crew gave us another thorough briefing on both

the helicopter itself and the mission that was to follow. We were shown the many pieces of apparatus carried on the chopper, just for air/sea rescue evolutions. We even received an "in basket, hey, he fits!" demonstration.

The time had come for the "observers" and "participants" to split up and go to their predetermined stations. The on-thewater participants went back to the Station to be fit into their gear and the observers went to "Old Barney", the Barnegat Lighthouse, to observe the action in Barnegat Inlet

Once the training operation started it became obvious why practice of this type was required. The task at hand was to retrieve the rescue basket as it was lowered from the helicopter. The first few tries were very apprehensive and even a little awkward. After a few tries, the boats and crews became champs at the task. Lined up under the helicopter, into the wash, lower the basket, dip the basket (into the water to remove the static charge), retrieve the basket, free the basket, raise the basket, boat breaks off to starboard, chopper breaks off to port. Crew after crew performed like clockwork. A job well done by all.

GOOD SHOW!

A very special thanks to PDCP Barney Dial who joined me on some of my flotilla meeting visits and sat in on a few of our planning meetings. All the while, he was in the midst of planning for our next big task.... BCQP TRAINING.

As you can see, Membership Training is very much alive and well in Division 7. Alive and well because of the eagerness and participation of the men and women of Division 7.

Article submitted by Mel Borofsky, VCP 7 Photos by Edith R. Hopkin, SO-MS 7



(L to R) CPO Dan Long, Sta. Barnegat Light, Mel Borofsky, VCP 7, Paul deFerrari, DCP 7, Barney Dial, PDCP 7, Lt. Bevilagua, GP. Cape May,



Teamwork in action..... Regular "Coasties" from Sta. Barnegat Light working hand in hand with Auxiliarists from Division 7.

DIVISION 1

REBIRTH OF WILMINGTON'S WATERFRONT



The following is a reprint of the letter to Ralph A. Gilgenast, Wilmington Auxiliary Search and Rescue Detachment Coordinator.

Kalmar Nyckel

Ralph A. Gilgenast, US Coast Guard Auxiliary

Dear Ralph,

The launch of the Kalmar Nyckel was a great day for Delaware and for people the world over who believe in hard work and courage and generosity of spirit! The Kalmar Nyckel story has continued for 360 years, and, through your effort and participation in Sunday's launch, you have helped to make another important chapter in that story come true.

Today, the Kalmar Nyckel is a proud symbol of the rebirth of Wilmington's waterfront. Your support for this endeavor is a gesture of support for the future, as the Kalmar Nyckel begins her life in the Christina River and charts her course as Delaware's seagoing ambassador of good will.

Your energy and support for our launch meant a great deal to us. The Kalmar Nyckel is in proud company with you, and we appreciate all that you do to help make her story such a positive one!

Thank you again for caring and believing, and for helping to keep the Kalmar Nyckel story alive. The next important chapter will be the Commissioning on March 29, 1998. We'll look forward to seeing you there.

Peg Tigue Fillos, Executive Director



□Flotilla 18 in support of the launching of the Kalmar Nyckel on the Christina River, Wimington DE. (L to R) James Bifferato, FC 18, August Muzzi, FSO-CM 18, Brenda Bifferato, VFC 18

Flotilla 18 patrol vessel on the Christina River at the launch⇒

> Letter and photos submitted by Brenda Bifferato, VFC 18



DIVISION 3

A IS FOR ACRONYM

To the Editor:

Since I tentatively took my first steps through that drab portal into what I now call my Flotilla I have been hacking my way through a forest of acronyms.

My journey started so simply with just the purchase of a little floating vessel and ended with a new found knowledge which I will never again take for granted.

The meeting began easy enough with the National Anthem (said without any acronyms, in deference to the new guy). The meeting pressed on under the tutelage of the PC assisted by the VFC who then called for all SO's to render their reports. I was then introduced to the person FSO-MT and he administered the BQ test. I found out later the FC took the BQ test, CG Aux I,

CG Aux 2, and CG Aux 32 and gave these to the P50-IS who sent these to DIRAUX. T guess he must have liked them because he then made sure that he sent some copies to DSO-FN, DSO-MR, PC, PERSREC and then sent a copy to the SO-IS who processed the entire thing through AUXMIS II rendering me a BQ. Everything was then sent to the FSO-IS by way of FC.

I must admit most of this was done on the QT and ASAP I'm going to find out if UUOAA (unauthorized use of an acronym) is OK or not.

Submitted by Eugene J. Morris, SO-SR 3



"Curl up with a good book tonight...."





COMOTIVIST MINISTRALIZA

AUXNAV (A & B)

BASIC CREW

OUALIFICATION

DIVISION 4

Page Not Available in Archive

DIVISION 5

CRUISE WITH THE CG CUTTER RED BIRCH

On 6 September I was part of the group from Flotilla 56 that visited Curtis Bay Coast Guard Station, Baltimore, MD. While visiting the Station, we toured the USCG Cutter Red Birch (WLM687). During the tour of the buoytender, we were invited to return on the following Friday for a day cruise and to observe the work of the crew.



Friday, 12 September, I arrived at the Curtis Bay guard shack, I provided my Auxiliary I.D. and made my way to the Red Birch.

Once on board, I walked into the galley and day room, where I was offered breakfast with the rest of the crew. The talk over breakfast was a discrepancy report of a sinking buoy that was now priority for the day. Just before getting underway, there was a meeting on deck to discuss the plans for the day.

My interest in being a machinery technician led me to spend the rest of the day with Fireman Apprentice Rosario. We ventured down into the engine room, hearing protection in this part of the cutter is a must. The noise is overwhelming because of the twin 900 horsepower Caterpillar diesel engines, which powers the 525 ton 157 foot vessel. While in the engine room, I was briefed on the life and job of an MK.

The spent my day watching from the buoy deck, the operation and expertise involved in checking and raising the buoys from the water. We checked on the reported sinking buoy and it appeared to be fine. The crew then continued on their mission to remove the Francis Scott Key Buoy from the water. This buoy is located off the Key Bridge in the Chesapeake Bay.

We broke for lunch and then proceeded in to port to end the days' mission. After saying thanks and goodbye to the Captain and crew, I left the Red Birch for my trip home.

My excursion on the Red Birch was something I'll never forget. I feel privileged to have had this opportunity of a lifetime.

Photo and article by Matthew Strubhar, Flotilla 56

DIVISIONS 5 & 9 TEAM UP TO TRAIN

Division 9 hosted an on-the-water training session on 11 Oct 97 at 7-Points, Raystown Lake, Huntingdon, PA. Rod Miller, District 5 MUTT Team Coordinator, worked with Mike Redmond to organize this event. Members and facilities of Division 5, Flotilla 56, also played a part in this session.

Training began at 0900 with three QEs, Henry Reeser, Bob Wecker, and Mike Redmond, eager to get the events underway. Over 25 people were on hand to either instruct, assist, provide safety patrols, or demonstrate their acquired knowledge to be signed off by the QEs in attendance.

While on-the-water skills were being demonstrated, other trainees were being checked-off by the QE at Oak Peninsula. Bill Gardner, FSO-MT (Flotilla 56) was also there to provide member training. Groups of Auxiliarists were clustered around

picnic tables answering questions and demonstrating skills.

At noon a delicious lunch was provided for the enrolled participants, compliments of



DIRAUX and District 5. This finally brought the on-the-water trainees back to land.

Following lunch a group was heading towards the docks for a pump demonstration, when suddenly an Auxiliarist shouted that a boat was on fire. My first thought was that it was a drill but the second shout confirmed that it was real! Auxiliary crew and coxswain all ran to their vessels, donning life jackets as they ran. With great haste, they made their way to the distressed vessel. In minutes they were at the scene and were glad to find the engine fire had gone out but their assistance was needed to tow the boat back to the docks. After rendering assistance, the Auxiliarists returned to Oak Peninsula to plan their afternoon scenarios.

Numerous tasks were signed off furthering the training for many. Some even completed their requirements. A good day of fellowship was continued throughout the day and into the evening. Milo Hudson, VCP 9, had a dinner available for those wishing to attend following the training.

Flotilla 56 had 17 members at this training. Great turnout for us and Division 9.

Photo and article by Jeannie Brenner, ADSO-PB, FSO-PA 56

DIVISION 6

"YE OLDE EDITOR"



is the nom de plume of editor George F. Brobyn. George was honored at a banquet on December 14th 1997. He has written and produced the newsletter of Flotilla 85 for the last 20 years.

The award he received was a plaque, unique, George Brobyn and certainly apropos, since the publication he produces is called "THE BENT PROP".

Considerable imaginative thinking by the membership was involved in the production of the award. First we resurrected a real 10 inch, bent, dinged and battered prop from the scrap pile. Then we cleaned, refinished and mounted it on a polished walnut board. Below the prop is a metal plate with the following inscription:

> Presented to George F. Brobyn

in recognition of your 20 years of outstanding service

> "YE OLDE EDITOR" 1977 to 1997 of

THE BENT PROP December 12, 1997

George has produced and sent out 206 consecutive monthly issues of the newsletter. Eager recipients include the members of Flotilla 65 and to the many others, from Maine to Florida, who have requested it.

Included on his mailing list are members of the National and District Boards plus some members of the Coast Guard,

both presently serving and retired. He treasures one comment he received from a retired Chief Petty Officer, now living in North Carolina, who wrote "If you ever stop my BENT PROP, I will personally come to Philadelphia and break your quill and put sand in your inkwell".



Brobyn has estimated that he has written between 600,000 and 700,000 words in those 20 years.

He is a retired Director of Employment and Training from SKF Industries Inc whom he served for 44 years. It seems that longevity in a job is no problem for him.

We look forward to a minimum of 206 more issues. Thank you, George.

Article and photos submitted by Carson Shephard, IPFC 65

..... "THAT'S NOT MY JOB"

This is a story about four people named Everybody, Somebody, Anybody and Nobody. There was an important job to be done and Everybody was sure that Somebody would do it. Anybody could have done it, but Nobody did it. Somebody got angry about that, because it was Everybody's job. Everybody thought Anybody could do it, but Nobody realized that Everybody wouldn't do it. It ended up that Everybody blamed Somebody when Nobody did what Anybody could have. Submitted by Carson

Shephard, IPFC 65

DIVISION 7

TEAM COAST GUARD HONORS USCG SPAR

It was 18 February 1944, World War II was in full swing, and the nation was unified as never before to achieve victory over the Axis powers. It was a period of intense patriotic fervor and cohesiveness. Grace Gladys Ward, whose father was a major in the U.S. Army serving in the South Pacific, felt the

need to be of service to her country, and enlisted in the U. S. Coast Guard. Grace, then 23 years old, received her notice of acceptance into the U. S. Coast Guard Women's Reserve (SPARS).

On 16 March 1944, Grace reported for active duty and was assigned to Coast Guard Training Station, Palm Beach, Florida, where she received her basic training. She was proud to serve in the U.S. Coast Guard, and took great pride in her uniform. Between March 1944 and March 1946, Seaman 2/C Grace Ward was stationed at various duty stations on the east coast



Grace Gladys Ward Photo circa 1945

including the CG Supply Depot, New York and the Coast Guard Base in St. George, Staten Island. She served beyond the end of the war, and was given an honorable discharge on 18 March 1946.

The U.S.C.G. Women's Reserve was created on 23 November 1942 to answer the need to free men from shore duty to serve overseas and on ships. It was essentially patterned after the Navy's WAVES, and the women wore a similar uniform. The establishment of the "SPARS" showed legislative recognition of a woman's right to directly participate as a member of the armed services in the war effort. The average age of enlisted SPARS was 22 years old. "SPARS" was an acronym for SEMPER PARATUS, which was an improvement over the earlier designation of "WARCOGS".

Like their male counterparts, SPARS arrived at an embarkation point on their way to basic training. With tearful good-byes and well wishes from family and friends, they departed and the training began. SPAR officer candidates were the first women trained at the Coast Guard Academy. Enlisted SPARS trained at various places including Manhattan Beach, NY, Oklahoma's A&M University, Hunter College, NY as well as the Biltmore Hotel in Palm Beach, Florida (where Grace trained). The Biltmore, known as "the Pink Palace", underwent extensive renovation from its original pink, posh, tourist décor. Walls were knocked out and rich decorations removed. The Pink Palace had changed to Coast Guard blue. Most SPARS trained for clerical and storekeeper jobs, although some were trained as radiomen, parachute riggers, chaplain's assistants, drivers, coxswains and even in the then very secret new specialty called loran. This new long-range aid to navigation came into being on October 1942, and it wasn't long before SPARS were replacing men at loran stations. One loran station at Chatham, MA, was eventually crewed completely by women. Although SPARS performed many useful jobs during World War II, demobilization began at the end of the war, and all SPARS were separated from the Coast Guard by June of 1946.

Grace Ward died on 28 September 1997, and it was her sister, Carolyn Royce, a Division 7 Staff Officer in the U.S. Coast Guard Auxiliary, who requested that her ashes be buried at sea from Coast Guard Station Barnegat Light, to honor her memory. On 11 November 1997 at 1100, UTB 41360 from Barnegat Light Station left the dock and proceeded to sea for the burial of the ashes.

On board as crew were P.O. Payne as coxswain, who read the service, Seaman McWhorter, Seaman Dove and MK3 DiLorenzo, with the charting done by P.O. Goley. As part of the burial party were Grace's sister, Carolyn Royce, USCG Auxiliary, as well as Frank Totten, Myra Cooper, Jennifer Cooper, Barbara Evans, Lorali Totten, Rhyan Sharkey and Joseph Barcelo, USCG Auxiliary.

As the ashes were scattered at sea, one could not help but think that this was a fitting memorial to one of our own, by this gathering of family and Team Coast Guard.

Article and below photos Submitted by Joseph L.Barcelo, ADSO-MV, SO-MV 7



Conducting the burial service; (I to r) MK3 Lorenzo, SM Dove, PO Payne



Ending the memorial service with a symbolic bouquet of flowers. Carolyn Royce, SO-FN 7 (L), Grace's sister, Lorali Totten (C), Grace's niece watch Myra Cooper, longtime friend, throw the bouquet.



DIVISION 8

DIVISION 8 AT THE ATLANTIC CITY CONVENTION CENTER

"TEAM COAST GUARD" was apparent as Division 8 twice set up and staffed Public Information Booths at the New Atlantic City Convention Center during February. Both the PowerBoat Show and Sail Expo '98 offered opportunities to boaters to gain a variety of information both through printed



Division 8 Boating Safety Booth at SAIL EXPO '98 at the Atlantic City Convention Center, Feb. 4, 1998. (L to R) Jeanne Stretch, DCP 8, Sue Wade, DSO-MA and MK3 Joseph Langdale, USCG.

material and conversation with Auxiliarists and members of the United States Coast Guard. Appropriately, the question repeatedly asked was, "Where can I take a Boating Course?" Throughout these well attended Boat Shows, USCG Personnel from Station Atlantic City joined with Flotilla Members of Division 8 in enthusiastically promoting our Mission of Boating Safety.

To facilitate qualifications and re-qualifications for our Operations Program in Division 8, all involved members are invited to take part in two available weekends of training offered at SARDET Townsends Inlet, April 18 & 19 and April 25 & 26. This Division Plan will incorporate "TEAM COAST GUARD" and also our Cornerstones of Member Services and Fellowship. From Townsends Inlet, Division 8 will go into the Operations Program well prepared for the challenges to come.

Photo and article submitted by Jeanne Stretch, DCP 8



DCO 5NR College presenting AUX of YEAR award to Inez Troiano,

HAPPENINGS IN DIVISION 8

Captioned photos by Bud Troiano, IPDCP 8



Calvin Hines (L), Crewman from Flotilla 86 and Bud Troiano, IPDCP 8 on the AUX Facility "Half 'N Half" patrolling area 6A.



Proclaiming SAFE BOATING WEEK 1997 in Division 8. (L to R) Bud Troiano, DCP 8, Congressman LoBiando, Jeanne Stretch, VCP 8



CAPT. Dale Goodreau, Commanding Office, Air Station Cape May, (center at podium) welcoming Congressman LoBiando to CG Station Atlantic City.(L to R) Division 8 National Safe Boating Week Chairman Mike Hause, Bud Troiano, DCP 8, Captain Goodreau, Congressman LoBiando, LCDR Mosier, Commanding Officer, USCG Station Atlantic City, Ned McDermott, SO-PA Division 8.

DIVISION 9

BOATING IS SEASONAL - PUBLICATIONS AND PUBLIC AFFAIRS ARE CONTINUOUS

PA (Public Affairs) and PB (Publications) are both included in Member Services, which is one of the four cornerstones of the Auxiliary. Both are highly essential in the Coast Guard Auxiliary. PB keeps members up to date on what,

when, where and how we may be active members. Without PB we wouldn't know about changes in existing policy and directives or new policy and directives.

Public Affairs keeps our customers, the boating public, informed as to what services we are offering and, also, that the Auxiliary even exists. Without PA we would have few, if any enrollees in public education courses. Boaters might think that our patrol vessels were law enforcement and hesitate to ask for assistance. Boat owners wouldn't know the location of, or the schedule of, Vessel Examination Stations.

Public Affairs isn't just sitting in your offices writing news releases. PA includes talking, in person, to news media people. Importantly, it also includes personal appearances before civic groups, lodges, sports organizations and anywhere two or more people gather.

PA includes getting your members involved with the local military and participating in their activities. Armed Forces week is big in some communities. Ask the Commanding Officer of a nearby military unit if there are any Armed Forces Week activities planned. That's what my wife, Nancy Blough (ASO-PA 9), and I did thirteen years ago. Every May since then, members of our flotilla have been involved with the Armed Forces Committee. The committee plans who will do what, when, and where. The week starts off with static displays at the mall. Featured in our display are a Safety Booth and, sometimes, an operational vessel and/or mobile communication vehicle.

One evening is set aside for the Commanders Social, held at one of the armories. The judging for Miss Armed Forces is held that evening. Our flotilla has had a Miss Armed Forces

Queen entry for some years now and one was a

On Saturday afternoon our downtown streets are filled with an Armed Forces parade. Division 9 participates with vessel facilities towed by our communications vehicles. Our Queen rides in one of the vessels. That same evening is the Armed Forces banquet. Miss Armed Forces, first and second runner-up and all queen candidates are presented. This is all part of PA. Being seen. Letting the public know we exist. One parade was telecast nationally. One vessel facility came from a flotilla 80 miles distant. We also participate in the Veteran's Day parade.

PA can and should be fun. If you think you aren't needed, please think again. You are needed! During 1997, Division and District PA workshops were given, no PA candidates attended.

Publicizing the Coast Guard is another of many functions of PA Officer and best of all, they

don't come to a screeching halt when you winterize your boat. Article by Glenn and Nancy Blough, SO-PA 9 Photo by Glenn Blough, SO-PA 9



Jenny Jordan Crowe, Miss US Coast Guard Auxiliary, 2nd Runner Up for Miss Armed Forces

THE OLD NUMBERS GAME

When it comes to Flotilla Numbers, Division Numbers and even Member Numbers, there are more variations on this theme then you could possibly imagine. At every level of publication or communication, National, District, Division and Flotilla, you will see the "old style", the "new style" or just "I think this is right, I'll just guess" style.

The current Auxiliary Manual, COMDTINST M16790.1D, including Change 1, dated 3 April 1997, clearly specifies the manner and format for all of our numbering. See Chapter 4, B-3, for flotilla format and Chapter 4, C-4 for the division format. I summarize these formats as follows:

- a) Roman numerals are not used.
- b) Flotilla numbers use Arabic numerals, without hyphen if both the Division and Flotilla Unit number is a single digit, i.e. Flotilla 26, Flotilla 72. If either the Division number or the Flotilla Unit number is double digit, then a hyphen is inserted for clarification, i.e. Flotilla 7-10, Flotilla 15-2, Flotilla 11-12.
 - c) Division numbers are an Arabic numeral, i.e. Division 5, Division 12.
 - d) To assist AUXMIS II data entry, member numbers should prefix with "053" instead of "05N", i.e. 053-07-02-1234.

Editor

DIVISION 11

DIVISION 12

DIVISION 11 ADDS FIFTEEN MORE PA STATE CERTIFIED INSTRUCTORS

Pennsylvania is following the lead of many other states by moving to require more boaters to have boating safety education. Almost certain to become law shortly are some significant changes that will affect PWC operators. The changes, according to the Bureau of Boating and Education, will cause from 60,000 to 90,000 PWC operators to seek a Boating Safety Education Certificate during the next 27 months. That is an increase of from six to nine times the current education volume.

Included in the pending changes is the requirement for a PA resident, boating within the State, to hold a certificate issued by the PA Fish & Boat Commission. No other certificates, including USCGAUX and US Power Squadron, will be valid for PA residents while boating in PA. For residents of other states, USCGAUX and USPS certificates will be valid while boating in PA waters.

In anticipation of the new rulings Division 11 requested the Bureau of Boating & Education to certify more of our instructors. In January of this year the area representative of the Bureau conducted a qualification session at our Base in Reading. As a result we now have fifteen more instructors with PA State certification.

Noteworthy is the fact that Pennsylvania has a separate course for PWC operator certification. Instructors for that course must be separately certified as a PWC course instructor in order to legally teach that course. We are awaiting the materials to prepare for another session to certify our instructors as PWC Course Instructors.

We realize that the new rulings will result in a change in attitude of many students. The change from "I want this education" to "I am required to have this education", will present a challenge we have not yet experienced in this state. When the time comes, our instructors will work together to find the best ways to cope with the change.

We look forward to the challenge.

Submitted by Richard Rothermel, DCP 11



DIVISION 12 SAFE BOATING WEEK PREPARATIONS

Division 12 is working with the US Coast Guard and the Delaware Division of Fish and Wildlife to sponsor an open house. It is scheduled to be held at the USCG Station Roosevelt Inlet, in Lewes, DE, on 16 May. The rain date is 17 May.

The Auxiliary will have a safe boating booth, safety tables, patrol boats, Sea Partners, PFD Panda, a puppet show, and lots more.

The Coast Guard plans include a helicopter, a marine safety detail, a recruiter and a display of vessels. The State of Delaware displays includes similar features, but it also includes an anti-drug "DARE" exhibit.

There will be many vendors and other "official" booths at the show. The University of Delaware is expected to feature a marine studies exhibit.

The Governor of Delaware will sign a proclamation declaring Safe Boating Week and will participate in a ribbon cutting ceremony. It is expected that a contingent of senior officers from Cape May and surrounding stations will attend.

We want to make this a big event, this is our day to shine. Everyone of Topside's readers are invited to attend.

Submitted by John P. Bernath, SO-PA 12

DIVISION 12 CHANGE OF WATCH

Division 12 celebrated it's change of watch on 14 November 1997 at the Firehouse in Felton, DE. We swore in the new Officers from the six flotilla of Kent and Suffolk Counties, Delaware.

The over 100 guests in attendance listened to the keynote speaker, Captain Dale Goodreau, Commanding Officer of Air Station Cape May. DCO 5NR Clyde College delivered the oath of office to the new Division Captain, Robert Kepfer and Vice Captain, Alfred O. Grimminger. VCO 5NR John Locasale swore in the newly elected Flotilla Commanders and Vice Commanders.

The Division 12 Auxiliarist of the Year, 1997, was awarded to Brian C. Powell of Flotilla 12-5. The Auxiliarist of the Year for USCG Station Indian River was awarded to James Albrand of Flotilla 12-9. Walter Brown of Flotilla 12-2 received his coxswain device.

Submitted by John P. Bernath, SO-PA 12

AROUND THE DISTRICT DIVISION 14

Page Not Available in Archive

AROUND THE DISTRICT DIVISION 15

Page Not Available in Archive

DIVISION 16

PROPER UNIFORMS

The proper wearing of uniforms was the subject of the November training meeting for Flotilla 16-7 of the 5th Northern District. "Do's" and Don'ts" of the wearing of the uniform were emphasized. Flotilla members modeled the various types of uniforms, displaying them correctly from head to toe. In addition, it was explained which uniform should be worn for different situations.

Also discussed was the accurate order and arrangement of ribbons and medals that are to be worn on the uniform. Exactly where to place the insignia, name tags, and awards was displayed on specific garments.

The highlight of the meeting was Flotilla member, George Leuck, DSO-AN, who modeled his Dinner Dress White Jacket uniform, complete with bow tie, cummerbund and medals.

This topic served as a review for the regular members, especially at this time when Auxiliarists are changing into the winter uniform; and gave the new members the information they needed to prepare to purchase a uniform.

Article and photo submitted by Brenda Moscatiello, FSO-PA 16-7

NEW BRIDGE AT JERSEY SHORE DIVISION 16 OF THE U.S. COAST GUARD AUXILIARY

At the Change of Watch Dinner held at the Ramada Inn, Toms River, Robert P. Myers was installed as Captain of Division 16 and Ronald S. Schnack as Vice Captain. Division 16 encompasses eight flotillas along the shore from Toms River to Shark River Hills. In addition, the Flotilla Commanders, Vice Commanders, and Division staff officers were installed.

Honored guests at the affair were CWO Ted Short USCG, Assistant DIRAUX 05N; Capt. Dale E. Goodreau USCG, Commander Group Cape May; BMC Thomas Horan USCG, Commander Station Manasquan; COMO Clyde E. College, DCO 05N; John A. Locasale, VCO 05N; Harry Petersen Jr., RCO (E) 05N.



Robert P, Meyers, DCP (L) and Ronald S. Schnack, VCP

Article and photo submitted by William F. Bedle, SO-PA 16

Model Auxiliarists???
Of course they are! (L to R) Standing: Robert Meyer, DCP 16
George Leuck, DSO-AN, Jack Witemeyer,FSO-AN,
Brenda Moscatiello, FSO-PA, Betty France, FSO-PE;
Seated: Harry Moscatiello, Flotilla Commander, Robert France, FSO-OP

Seated: Harry Mos

Summer Topside Deadline May 1

Articles received too late for the Spring issue will be published in the Summer issue. Join the presscorps today!

DIVISION 16 TRIVIA CORNER

Match answer to question.

Submitted by Joe Bayer, SO-MT 16

1. Name of Guy Lombardo's boat. a. Honda

2. 1948 5.4 hp 4 cylinder outboard. b. Chris Craft

3. Most common 4 stroke outboard. c. Evenrude Zephyr

4. Outboard featuring "Bailmatic". d. Force.

5. Who made the "Sea Horse". e. Sea King

6. Chris Smith of Holland, MI built f. Scott Atwater this brand of boat.

7. Montgomery Ward featured what g. Shamrock

8. Keel drive boats.

9. Sears sold the i. Johnson

10. Chrysler is now j. Ventnor

Answers: 1-j, 2-c, 3-a, 4-f, 5-i, 6-b, 7-e, 8-g, 9-h, 10-d

h. Elgin





The Grass Roots Gleaner



In biblical times, the gleaner went out into the fields, to gather that which was left after the harvest. It was an honorable task and a task not to be forgotten. Hence, this page is dedicated to the mountains of quality information compiled in the publications of 5NR's Divisions and Flotillas. Publication not here? I never received it & I can't share it with our

DIVISION/ FLOTILLA	PUBLICATION NAME	EDITOR	SIGNIFICANT NOTES EVENTS OR FEATURES
Flotilla 72	"72 NOGI"	Mel Borofsky, DSO-PB	Pizza Party next meeting. Calendar of events.
Division 7	"MT7"	Mel Borofsky, VCP, SO-MT	BCQP program ready to roll. NAVRULES class and workshops scheduled for April.
Flotilla 48	"Flotilla 48 Newsletter"	Bud Campbell, FSO-PB	BS&S class schedule. CME award to Bud Campbell. Water-n-Kids scheduled. Active public affairs.
Flotilla 14-4	"Anchor Dipper"	Lucille G. Wright, FSO-PB	Workshops & PE classes scheduled. Lively "Channel 16" column with lots of local tid bits. Meeting minutes included. Full flotilla roster.
Flotilla 85	"Bridge Chatter"	Matt Derfler, FSO-PB	Good weather article. Report on a winter trip to the Chesapeake Bay. Article on battery life.
Flotilla 86	"The Beacon"	Lewis Hause, FSO-PB	Change of watch and member awards. New member, Bernard Armstrong introduced. Uniform article.
Division 12	"Newsletter"	Richard Hays, SO-PB	Meeting notice and Bridge report.
Flotilla 12-9	"The Twelve Niner"	Jim Albrand, FSO-PB	Nice biographies on the new staff. New member Tom McGrath introduced. Change of watch report.
Flotilla 56	"The Mariner"	Walter Brenner, FSO-PB	Full schedule of events. Meeting minutes. A neat "to do" list for the winter months. Local Notice to Mariners included in the issue.
Division 4	"The Flagship"	William E. Reimer, SO-PB	Lots of education articles (Auxiliary stuff!) "Around the Fleet" reports from each flotilla.
Division 15	"News from the Frontier"	Astrida V. Miller, SO-SR	Biographies on staff officers. Division awards featured. Short reports from each flotilla "Happenings".
Flotilla 7-12	"Rhumb Line"	F.G. MacDonald, FSO-PB	Membership growth article. Calendar of events.
Flotilla 74	"Scuttlebutt"	Ralph T. Penevolpe, FSO-PB	PE class schedule. Nice article on cornerstones
Division 8	"Mariner"	Gil Finkelstein, SO-PB	VE article featured. Report on Change of Watch. Workshops schedule and articles on membership and public affairs.
Flotilla 2-76	"Lifeline"	Muriel G. Lewis, FSO-PB	Volunteerism article. PE class schedule. Concise reports from all of the staff officers. A complete breakdown of member activity for 1997. Included are mailings from National staff officers.
Flotilla 34	"Buoy 34 News"	Jenney Petersen, FSO-PB	Change of watch report. Breakdown of 5NR goals, 5 year plan. Complete calendar of events. Schedule of meeting topics and speakers for the year.
Division 1	"Beacon"	Annette R. Keating, SO-PB	Lists of Division PE classes and new staff officers. Article on Lighthouse keeper at Fort Gratiot by Joe Bower. Article on AUX Radio Facilities.
Flotilla 65	"The Bent Prop"	George Brobyn, FSO-PB	Article on "Bent Prop" award to George Brobyn for 20 years of service to the flotilla (this was in the 206th consecutive issue edited by George.). Informative article on St. Albans. Meeting schedule included.

Editors, scan the above list of significant items. Some hints for your publication are laying in wait.



United States Coast Guard Auxiliary Fifth Northern District - 1998 Calendar of Events

	APR		MAY		JUN		JUL
1	Summer Uniforms Begin	S	Topside Summer Issue Deadline	1 5	EXCOM Central Area	4	Independence Day
3 4	5NR Spring & Awards Conf.	1 A	AIM Candidate		EXCOM	6	EXCOM
5 5	Valley Forge, PA EXCOM		Deadline	14	Flag Day	15	<i>Topside</i> Fall Issue Deadline
5	DST Begins		EXCOM	19	Western Area EXCOM	15	Unit Meeting &
10	Good Friday		Mother's Day	21	Father's Day	40	PA Reports Due
11	Passover		Jnit Meeting & PA Reports Due	26	Conference Reports Due At	18	District Board Meeting - Group Philadelphia
12	Easter Sunday		National Safe Boating Week		DIRAUX	20	AIM Week
15	Unit Meeting & PA Reports Due	18 E	Eastern Area	30	Facility Inspections Due		CG Academy New London, CT
			EXCOM Memorial Day			26	AIM Week Ends
		31 [Deadline DST Workshops	Ţ			





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