

t pside

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



**Vol. 99, No. 1
Winter 1999**



**Congratulations to John Locasale
District Commodore, 5NR**



in this issue.....

**fall Conference '98 Photo Essay
Elected Officer's Training '99
Meet the New District Bridge**





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topside spring issue
NEXT DEADLINE
30 April 1999

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On the Cover: National Commodore Everett Tucker (left) offers his congratulations to new District 5NR Commodore John A. Locasale (right) while Immediate Past District Commodore Clyde E. College (center) looks on. The photo was taken during the 1998 Fall Conference formal banquet at Frazer, PA.

Photo by M. Philip Stamm, Topside Staff Photographer

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The Place to be...

on April
16, 17
18



1999 Spring
Awards
Conference

Eden Resort Inn
Lancaster, PA

*

Workshops
for
Vessel Examiners
Operations
Marine Visitors
Public Education

*

Awards Luncheon
Formal Banquet
Pool Party

Registration Form on Page 19

Deadline is 10 April 1999

PLEASE JOIN US!

DIRECTOR OF AUXILIARY

New Year's Day is always a special time, usually filled with hope and optimism about the upcoming year. This is especially true for the Auxiliary as our newly elected and appointed staff officers take office on 1 January. From the District Commodore to the Flotilla Commanders, these individuals have graciously volunteered their talent and time to provide the leadership and work needed to maintain a productive unit. Their new positions will carry quite a burden and demand a great amount of their personal time. Please thank them for stepping forward and provide the support and cooperation they need to make your unit the best there is.



Reflecting back on 1998, it looks like the members of the 5th Northern had another banner year. You provided the Coast Guard and the boaters in our area with outstanding support. Just a few of your feats for 1998 were:

- 18 Lives Saved
- 1,835 Patrols
- \$2,968,000 Property Value Saved
- 19,046 Courtesy Marine Exams Conducted
- 231 Commercial Fishing Examinations
- 4,310 Public Education Sessions Held
- 1,182 News Stories

I'd like to thank you for all the hard work and effort expended in 1998 to accomplish all that you did. The Coast Guard could not possibly do its' many missions without the support and hard work that Auxiliary members provide.

June 23rd of this year marks the 60th anniversary of the Coast Guard Auxiliary. Throughout the years many changes have occurred. One thing is for certain though, your role in the Coast Guard has continued to grow. New members can now become involved in almost every mission the Coast Guard does. Your success in responding to new needs and properly training Auxiliarists to perform new missions throughout the years has been outstanding. Congratulations!

As Director I have only made one resolution for the New Year. I promise to write a new Fifth Northern Policy Manual for distribution sometime in the 1st quarter of the calendar year. As you are all probably aware, the current edition is obsolete and needs to be replaced.

That's all for this edition. Look forward to seeing you as we travel around the Fifth Northern.

*Submitted by LCDR Brian J. McCarthy
Director of Auxiliary, 5NR
Philadelphia, PA*

DISTRICT COMMODORE

Dear Fellow Auxiliarist Fifth Northern District,

I am deeply honored by your trust and confidence for allowing me the privilege to serve as your District Commodore 1999-2000. The next two years will truly be significant as we proudly celebrate the 60th Anniversary of our Coast Guard Auxiliary and enter the New Millennium.



Despite the many and ongoing changes of Coast Guard SOP our 5NR membership has performed in a professional manner with dedication, devotion to duty, and by fulfilling their pledged responsibilities assisting Team Coast Guard and the boating public. We have experienced an increased need for our Auxiliary services the last few years and now have the opportunity to develop and strengthen our organization and really, become part of the action.

Recruiting and Retention must clearly be our first priority but open and honest member communication is just as vital. Our plan is to strengthen our Divisions and Flotillas by inter-unit activity, increased training and escalating our traditional and new recreational boating missions. We will endeavor to foster a climate of teamwork, integrity and mutual respect for our assignments and each other. We must continuously encourage new leadership on all levels to provide energy, new ideas, innovative methods, and the enthusiasm to maintain a viable and successful Auxiliary. Leadership is constantly needed and is the heartbeat of any organization. Our Auxiliary is all heart and we are always in need of competent leaders.

Progress is synonymous with change. We must realize and be willing to discard some of our familiar and comfortable methods of operation that are now outdated, ineffective, and less than successful at this time. It is imperative we constantly search for means to improve our administrative, member training, and operational missions. Let us work together to avoid conflicts and discord and make a concerted effort to encourage teamwork and fellowship to achieve our objectives.

As we approach the new millennium I pledge to provide clear objectives, assistance and support to accomplish our 5NR goals. The interest and concerns of members will be our highest EXCOM priority. With your agreement and usual outstanding cooperation we will chart and maintain a course of success and proud accomplishment for Fifth Northern in 1999/2000.

I see abundant opportunity for the Auxiliary and our district the next two years and I look forward with confidence and pleasure serving with all of you. Be assured as always, "you do make us proud". My best wishes to all for a healthy, happy and successful year.

*Submitted by John A. Locasale, DCO 5NR
Ocean City, NJ*

VICE COMMODORE

I would like to first congratulate all of the elected and appointed officers who will lead us to the successful execution of our goals and objectives. You were all undoubtedly selected for your previous efforts and willingness to serve. Welcome aboard!

We are now deeply involved in the planning and training necessary as we begin another year of increased activity in the many tasks assigned in support of Team Coast Guard.



Our elected officers have just completed a most successful and productive training conference during which all of the Division and Flotilla officers in attendance were presented with a wealth of information ranging from District Goals to suggestions and direction on the proper administration of their units.

These presentations also provided numerous handouts and a newly organized Elected Officer Handbook, unique to the Fifth Northern and indexed for ease of future reference.

Most importantly, however, is the continuing need for improvement in communication throughout the chain and especially to the members. The best training in the world is of little use if the information learned is not put into practice and communicated to those with whom we work.

When staff officers are appointed, it is the unit leader's responsibility to review with that officer the duties of the office, the objectives or goals expected and suggestions as to how to accomplish the goal. It is hoped that the information made available will assist the leader with that review and orientation of his staff.

It is the responsibility of the unit Vice, as Chief of Staff to monitor the activities of the staff and to report their progress or any problems encountered to the unit leader.

A "no report" or "no activity" is not an acceptable report from any staff officer. If we are to accomplish our District tasks and attain our goals, we must all be accountable for the performance of our elected or appointed tasks so the best of our ability.

The District staff is committed to be available and to provide guidance whenever and wherever needed to assist their counterparts, not only with problems they may encounter, but also in the performance of their duties.

Let's all cooperate, communicate and work together to keep the momentum going in the Fifth Northern and keep it on the top in accomplishments.

Remember, have fun in what you are doing and above all, be safe in all that you do!

*Submitted by Robert J. Perrone, VCO 5NR
Hockessin, DE*

REAR COMMODORE EAST

I would like to thank the District Board for having enough confidence in me to have elected me RCO-East for the year 1999. I will do my best to live up to your expectations.

This is the year of our 60th birthday. I'm sure all of you have heard this before, but I believe it is worth talking about again. A few of the Divisions, whose meetings I have been able to attend so far this year, are planning some very interesting PUBLIC AFFAIR events. However, it seems to me that most of the work is being done by a select few. PUBLIC AFFAIRS is a job for all of us. Every time we interact with the public we are participating in Public Affairs. When we are instructing ala a Public Education class or dockside doing Vessel Exams, even when we are on a Safety Patrol, we are in the public eye. It is important that we look and act professional. That means we should make sure our uniform is clean and being worn correctly from head to toe.



There are many things in life that can be comprised but uniforms are not one of them. The word uniform means always the same, not varying or changing in form, so if one person is wearing a light blue shirt, but it isn't a regulation light blue shirt, that person is out of uniform. There are many new members who are getting the wrong information about where to buy their uniforms. Don't tell them to go to Bills clothing store or Sam's haberdashery because they have something that looks similar, tell them where the proper place is to buy their uniform, and give them the phone number. Better yet, take them, so they will be able to go on their own in the future.

If you are not sure yourself about where to get them or how to wear them, look in the Auxiliary Manual. It's a great book with a lot of information, but you have to take off the shrink-wrap. Let's all try to make an effort to do better this year; for our 60th birthday. We control our image and we should come across showing it with pride. We not only represent the Coast Guard Auxiliary but when we are in uniform, we are representing the Coast Guard as well.

I'm looking forward to a productive year. I hope to see all of you at the Spring Awards Conference, to be held at the Eden Resort Inn, Lancaster, PA.

*Submitted by George F. Leuck, RCO-E
Toms River, NJ*

Join The Birthday Party

"our 60th"

make your Division and Flotilla plans now!!!

June 23, 1999

REAR COMMODORE CENTRAL

As the Rear Commodore for the Central Area for 1999 I wish to express my appreciation for the opportunity to serve in this position. I will certainly do my best to provide the leadership that our members deserve and I realize the commitment of time required.

During 1999 we need to put great emphasis on "Job One", member recruitment and retention. We are all getting older and the veterans of World War II, the Korean War and the War in Vietnam joined the Auxiliary in the past. Now the veterans of WW II are reaching an age when they may consider retiring from the Auxiliary or are developing medical problems limiting their activity. Unfortunately, some have already "crossed the bar". Many of the younger generation find that they must maintain two, or even three jobs to make ends meet. As a result, there is a tendency to avoid volunteering and joining volunteer organizations. They just don't have the time. We Auxiliaries must actively recruit at our public education courses, when performing Courtesy Marine Exams, when staffing booths at boat shows or in the malls and when talking with our friends at the marina. We must utilize our available tools, such as "Minute for Membership" at Public Education classes and various handouts.

I believe we can improve our recruitment if each of us works hard at the job. Equally important is member retention. We should have a plan for retention. Particularly important is a plan at the flotilla level. One device to use is to assign a mentor to each new member as soon as he or she joins. The mentor should be an enthusiastic, active, knowledgeable person in the flotilla with a pleasant personality. He/she should call the member several days prior to the flotilla meeting reminding the new member of the meeting. The mentor should assist the new member in selecting the proper uniform items to fit the budget and encourage the wearing of the uniform at meetings and when meeting the public. The mentor or the Member Training Staff Officer (FSO-MT) should assist the new member in getting qualified to participate in the various programs of the Auxiliary such as vessel examination, public education or operations. The mentor should advise the new member regarding available courses, such as Coast Guard Institute courses and AUXOP.

Another tool the flotilla should use for member retention is an active member-training program to be utilized at each meeting. Some of our most active flotillas have such a program in place. People have joined the Auxiliary to enhance their boating knowledge; if we don't provide the training they lose interest and become inactive or quit. In summary, member retention is as important as recruitment.

*Submitted by Eugene A. Bentley, Jr., RCO-C
Newtown Square, PA*



REAR COMMODORE WEST

Hello to all, and a happy and prosperous 1999. I am one of the new kids on the block this year and would like to take this opportunity to introduce myself. My name is Bill Weihbrecht. Please don't let the spelling of my last name intimidate you. While it might be spelled a little strange it is pronounced (Wy-brekt).

While my area of responsibility is the western area, consisting of Divisions 5, 9, 11, 14 and 15, I will be working with the other members of the Bridge to make this year a very successful one for 5NR. There are many opportunities for us to serve the U.S. Coast Guard and the Auxiliary, and I sincerely hope you take advantage of them.

It might take a little time to get my feet wet in this new position, but I assure you I will be working for you at all times. I am firmly committed to the goals and policies of the U.S. Coast Guard Auxiliary and my job is to serve you the best I can especially the folks from the Western Area. Until next time, good luck and the best for 1999.

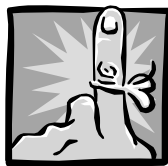
*Submitted by William E. Weihbrecht, RCO-W
Harrisburg, PA*



The Bridge takes the oath.... (L) District 5NR Commodore John A. Locasale and District Vice Commodore Robert J. Perrone, Sr.

Photo by M. Philip Stamm, VCP 10

Spring Conference April 16, 17, 18, 1999



Awards - Workshops
Eden Resort Inn
Lancaster, PA

5NR VISION STATEMENT

VISION STATEMENT 1999

- To continually improve Auxiliary effectiveness and contribution to Boating Safety by innovation, alignment, increasing and retaining membership.
- To initialize the current operation of our District and contemplate plans for the future direction of 5NR and our Coast Guard Auxiliary.
- To perpetuate our plan of accomplishment by continuance of 5NR District (5) year Goal Plan and the "Job One" initiative.
- To successfully attend Auxiliary mission assignments and abide by the governing policies of the Commandant of the United States Coast Guard.
- To support participate and assist Team Coast Guard to the full extent of our Auxiliary and memberships capabilities.
- To endorse a program of stewardship and empowerment and by example inspire our members to be the best they can be personally, and in all Auxiliary business.
- To instill our members with a feeling of accomplishment and personal satisfaction by publicly acknowledging our deep appreciation for their time, dedication and devotion to their pledged responsibilities.
- To recognize and reward individual member and unit production creating a sense of personal pride and camaraderie.
- To foster a 5NR. team spirit of mission purpose, focusing on our Auxiliary cornerstones and emphasizing principle core values.
- To inspire pride of accomplishment, friendly competition, promote great fellowship and challenge our members to be number one.

*Both submitted by John A. Locasale, DCO 5NR
Ocean City NJ*

GOALS AND OBJECTIVES

1999/2000 SHORT AND LONG TERM GOALS AND OBJECTIVES

- Cultivate strong 5NR team spirit promoting Recreational Boating Safety with focus on our Auxiliary cornerstones. Emphasize principle core values of trust, integrity, commitment and rewarding individual and unit accomplishment.
- Encourage remedial production to put our 1996 (5) year Goal Plan back on track.
- Early this fall organize a participated planning team to prepare for our Elected Officers Orientation class 8-10 Jan 1999.. Referencing prior students EOT critiques and with the advice from knowledgeable and experienced members we will attempt to surpass previous years success in this vitally important training.
- Define the urgency our District Emergency Response Plan and the need to partner with the Coast Guard and other agencies. Implement procedures to continually update, train and increase our overall proficiency in this strategic mission.
- Forward every opportunity for member recognition and personal satisfaction so they may enjoy and have fun doing whatever they do for our Auxiliary.
- Continually improve our District effectiveness by innovation, alignment, communication and most importantly, increasing and retaining our membership.
- Initiate a program of stewardship and empowerment, and by example, inspire our members lobe the best they can be.
- Encourage pride of accomplishment, friendly competition, promote great fellowship and challenge our members to be number one.



1999 5NR Bridge receiving the oath of office.

Photo by M. Philip Stamm

→ Newly elected District 5NR Commodore (L) John A. Locasale receiving congratulations from the National Commodore Everette L. Tucker at the 5NR Fall Conference.

*Photo by
M. Philip Stamm*



USCG GROUP-AIR STATION ATLANTIC CITY

AIR GROUP WELCOMES IT'S NEW COMMANDER

Captain Thomas C. King Jr., graduated from the U.S. Coast Guard Academy in 1973 with a Bachelor of Science degree. Commissioned an Ensign, he served aboard the CG Cutter Gallatin and began flight training at Naval Air Station Pensacola in 1975.



Designated a Coast Guard Aviator in 1976, CAPT King was assigned to Coast Guard Air Station (CGAS) Chicago, IL and then, in 1980, to ATC Mobile, AL Polar Operations Division where he made deployments to the Arctic and Antarctica aboard Coast Guard icebreakers. In 1982, he was assigned to CGAS Cape May, NJ where he served as Air Operations Officer. In 1986 he was assigned to the Aviation Staff at Coast Guard Headquarters in Washington, DC where he was the helicopter HH-65 Facility Manager, responsible for transitioning Coast Guard Air Stations to the HH-65A from the aging HH-52A and providing general guidance of the Short Range Recovery Program. He was also the last Facility Manager for the HH-52A, rescuing many from scrap by donating them to major aviation museums. CAPT King then served as Operations Officer and Executive Officer at Air Station New Orleans, LA from 1990 to 1994. From 1994 to 1996, Captain King served as the Commanding Officer of Coast Guard Air Station Brooklyn, NY. He was the Chief of Search and Rescue for the First Coast Guard District in Boston from 1996 to 1998.

CAPT King's awards include the Meritorious Service Medal with Operational Device, Coast Guard Commendation Medal, two Coast Guard Achievement Medals with Operational Device, Coast Guard Unit, Meritorious Unit and Bicentennial Unit Commendations, National Defense Service Medal, and Antarctic and Arctic Service Medals, three Humanitarian Service Medals, Sea Service Ribbon, and the Coast Guard Expert Rifle and Pistol Medals.

CAPT King was born in Harrisburg, PA. He is married to the former Karen Louise Ulsh, also of Harrisburg. They have one son, Jared, Age 22, who is an Ensign aboard the USCGC Rush, homeported in Honolulu, HI.

GROUP ATLANTIC CITY

Group Atlantic City performs a wide range of missions under the operational and administrative control of the Commander, Fifth Coast Guard District. Mission areas include search and rescue, law enforcement, maritime safety, and environmental protection. The Group's area of responsibility extends from Toms River, New Jersey to the Delaware/Maryland state line, including the Delaware Bay. Group Atlantic City relies on various tools for the completion of its missions, including one Air Station, four large boat stations, six small boat stations, four patrol boats and one Aids to Navigation Team (ANT).

Group Atlantic City small boat stations and patrol boats provide seamless law enforcement and search and rescue coverage. They conduct over 2,000 SAR cases a year and countless law enforcement and safety boardings. Group Atlantic City's law enforcement efforts focus on such diverse regulations as offshore fisheries, environmental protection, and drug enforcement. The small boat stations and patrol boats provide support to both federal and local authorities, including Customs, DEA, the National Marine Fisheries Service, and local police. ANT Team Cape May maintains over 727 aids of all types, including 462 in the ICW as well as 7 lighthouse structures.

Air Station Atlantic City located at the FAA William J. Hughes Technical Center, was formed from Air Station Brooklyn and Air Station Cape May. The new state of the art facility maintains seven HH-65A aircraft. During the summer months one aircraft is stationed at AIRFAC Long Island, providing rapid response to the Long Island Area. Coast Guard Air Station Atlantic City provides air coverage for both the First and Fifth Coast Guard Districts, from Watch Hill Point, Rhode Island to Cape Charles, Virginia. Air Station Atlantic City aircraft perform a variety of missions including search and rescue, law enforcement, and environmental protection. Air Station Atlantic City has a close working relationship with local law enforcement agencies and provides assistance on a regular basis.



← 9 July 1998, awaiting the colors at the Change of Watch, CG Group Air Station Atlantic City. (l to r) USCG Chaplain, CAPT T. C. King Jr., VADM R. T. Rufe, Commander 5th Coast Guard District, CAPT D. E. Goodreau, outgoing Commander, USCG Group Air Station Atlantic City.

*Photos by John A. Locasale, DCO 5NR
Ocean City, NJ*

PUBLICATIONS

Hello Topsiders,

How many of you know the names of members in your flotilla **that you have never met**? Are you aware that such a situation exists?

Sorry to say, that the situation does indeed exist and that every flotilla has at least one or two and as many as twenty five "members" who are never seen. By the very nature of their tenuous membership, we will most certainly lose many of this type of member every year. This individual will just get tired of writing out the check or find a new "charity" to send the once a year contribution. My numbers may be a little off for your flotilla's particular situation, but I'll bet you have about 20-25% of your membership solely as "charity contributors".

You now ask, what has this got to do with publications? The mere fact that you are reading these words is part of the answer to that question. Using the 20-25% figure I cited above, this could also represent the number of members who **never** show up for a meeting, a training program, or even a social event. Because of this, these folks know little if anything about your Flotilla, Division and District activities. The only link you could possibly have to these members would be your Flotilla and Division newsletters.

Your publication is the key to the rebirth of their Auxiliary interests. Obviously, if no such newsletter exists there is no way such a rebirth can even get started. And, if you do have a newsletter, and that newsletter is *just* filled with dull business, copies of meeting minutes and the like, your newsletter will do little to inspire and excite. Look hard and close at *TOPSIDE*. It certainly contains it's necessary business. It also contains feature articles concerning the activities of many individuals and Auxiliary units, articles that could just spark the interest of one of your dormant members.

So where do we go from here. I am as much the professional editor as the next guy. Most of my "editing" experience has been on-the-job, hit or miss, and experiment with this and that. **You can do the same.** I'm even willing to help you in your efforts. We can talk about it over the phone, e-mail or even semaphore. Spend a dime and let's talk about it!

I am pleased that I am carrying over two ADSOs from last year. My lovely wife **Michele** is my ADSO-PB(E) and my "conscience" in the west is **Jeannie Brenner**, ADSO-PB(W). Both have been stalwart aides who have "kept me on track" from my day one with TOPSIDE. **Phil Stamm** will continue his fine work as our conference photographer. We have added **John Bernath** to our staff. John has been a constant contributor so we have decided to harness his energy to the benefit of TOPSIDE. When John was appointed ADSO-PB(C) his Division (12) was a part of the Central Area. With the area realignment, John has moved over to the Eastern Area. John will be considered the ADSO-PB(at large).

"Thank you" to all of the talented and creative people in the 5th Northern who support TOPSIDE. Your articles and photos make my job a very pleasant task.

*Mel Borofsky, DSO-PB, Editor
Little Egg Harbor, NJ*

PA AUX LICENSE PLATE

Pennsylvania
Auxiliarists
show your
Colors!
(on your car)



The cost of the plate would be a one time \$20.00 fee for a replacement plate.

The plate would be available for vehicles up to 9,000 GVW, exempt trailers and motorcycles. The color would be standard PA blue with yellow background. (We are trying to customize colors, no promises). To obtain such a plate you must be a Pennsylvania Auxiliarist, and you must remain an Auxiliarist.

If you are interested, send a post card or rapid draft to:

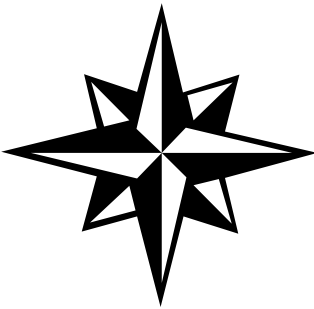
Ron Boice, DSO-PA
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King of Prussia, PA 19406

AIDS TO NAVIGATION

COAST GUARD USES ANTS TO KEEP THE SHIPS MOVING!

The Coast Guard is utilizing ANTs to relieve the customary buoy tenders of a lot of work. ANT is the acronym for Aids to Navigation Team. These ANTs accomplish their work on land as well as on boats. In an effort to reduce the work load and expense, the Coast Guard will be moving to more modern, efficient and faster state-of-the-art vessels to do the work. The newer vessels can be programmed to move forward, backward, sideways and diagonally. The new "Z" drive propulsion systems provide the capability to turn the propellers 360° in order to accomplish this. Because the vessels will be smaller and faster, fewer will be used to cover a larger area.



The workload will be the same so something has got to give. Some of the present workload will be relegated to ANTs. The main mission of the ANT is to install and maintain ranges and aids to navigation in shallow waters.

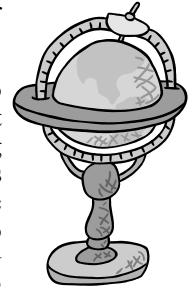
In the Coast Guard's efforts for cost reductions, the Coast Guard Auxiliary is being tasked for more support to do a variety of new and interesting jobs. Auxiliarists have always been sought to do the traditional Aids to Navigation (ATONs), Private Aids to Navigation (PATONs) and Chart Updating (CU) programs. These traditional programs have been performed well by Auxiliarists, except many do not do the paperwork to give themselves, or their flotillas or the CG Auxiliary the credits that are so well deserved. Quite often the Auxiliarists report the discrepancies to the CG units, but they do not realize that the paperwork must follow for proper recognition. When notifying the CG, the choices on the forms are by: radio, telephone or mail; please don't indicate mail if you are only mailing your notification to the District ATON Staff Officer (DSO-AN). If the DSO-AN receives a report indicating one of the three choices, he or she knows that a CG unit has been notified. If none of the three choices are noted, then the DSO-AN will notify the Coast Guard unit.

Every Auxiliarist should be checking the charts, ATONs & PATONs and reporting the discrepancies. Only qualified Private Aids Verifiers will be tasked to check PATONs and report verifications. Let me make this perfectly clear: Any Auxiliarist can and should report discrepancies on PATONs. They will get credit for all PATON discrepancy reports but not verification reports. Utilize the CG-5474 (Aux) (Rev 5-95) or 5NR 5474-EZ (Rev 2/2/98) forms only. Notify the Coast Guard by one of the methods above and mail a copy of the form to the DSO-AN as follows:

OIC ANT Phila. - PATONs
One Washington Ave.
Philadelphia, PA 19147-4395
or FAX it to (215) 271-4955.

PATONs are purchased, installed and maintained by individuals, organizations, companies, or states. Since they are not required to be installed and maintained by the Coast Guard, we often do not know where they are located or who they belong to if no permits were given. PATONs do require a Coast

Guard authorization if they are deployed on the navigable waters of this country. About ten years ago the PATON verification and documentation was made a Coast Guard Auxiliary responsibility under the supervision of the Coast Guard.



Today the Coast Guard is offering to train and qualify Auxiliarists to troubleshoot and repair ATONs. Auxiliarists are being invited to join the Aids to Navigation Teams (ANTs) at Groups Philadelphia and Atlantic City. Auxiliarists are also being sought to assist in a bridge verification program. CG Marine Safety Office at Philadelphia is seeking someone to develop a bridge computer database. If you are interest in participating with the ANT contact the DSO-AN. Keep those reports coming and form your own ANT ashore or afloat. Thanks for your support. You can count on the support of the Aids to Navigation department.

*Submitted by John "Andy" Kratzer, DSO-AN
Delran, NJ*

AUXMIS CATEGORY 26 & CURRENCY MAINTENANCE

A problem with crediting member activity in Category 26 Missions - COAST GUARD CREW AUGMENTATION has been raised and resolved for the present. Any member crewing on a Coast Guard facility that needs hours for their currency maintenance should report the underway time as CATEGORY 01-SAFETY PATROL, LINE 2 ASSIST. Reporting this way will credit crew time to the individual member and show in AUXMIS as patrol crew time which is needed for currency maintenance. Reporting the time as CATEGORY 26 CG CREW AUGMENTATION will result in the hours going into the Operational Support bucket which is not considered crew time and is not considered for currency maintenance. Reporting it as crew time will benefit the member only; no patrols are credited to the flotilla. The next version of AUXMIS should correct this problem.

*Submitted by Bill Herman,
Department Chief-Operations
Severna Park, MD*

INFORMATION SYSTEMS

Our Public

Our Information System officers have struggled with early versions of AUXMIS to input your data timely and efficiently. They have succeeded in mastering a system, both electronic and manual, which was at many times confusing and difficult. Only a combination of efforts at every level (National, District, Division, Flotilla and Coast Guard) could overcome the system they inherited in 1997. For 1998, they are now in control of our information system.

But even the best company, organization or internal service department will fail in its mission unless external factors dictate that they should succeed. The internal accomplishments of Auxiliary departments alone are not enough. External elements, and how they view us, all dictate whether we ultimately achieve our goals. For the Auxiliary, these external elements include the Coast Guard, the boating public, taxpayers, Federal, state and local governments, competing service organizations, and others.

☑ The best Auxiliary Instructors can accomplish little unless students show up in class.

☑ The most competent Auxiliary Vessel Examiners can accomplish nothing unless boaters desire to have their vessels examined.

☑ The most capable and qualified Auxiliary Crew and Coxswains are wasted if they are not respected and valued by the Coast Guard and boating public.

Our Information Systems department, also, is dependent on its own "external" elements, but their greatest "external" element is you, the members of the Fifth Northern Region.

As ready, willing and able as they may be, the Information Systems Department cannot succeed without your collective support and desire. You are the ones who:

- generate the hours and missions the IS department compiles;
- fill out the forms and convey them to the FSO-IS, and then to the SO-IS for input;
- review the data entered;
- use the data to determine the results of your efforts; and
- receive the awards and recognition you've earned.

You, above all else, determine the ultimate success of our IS department.

Use your IS staff. Challenge them to do an even better job for you. Let them know your concerns. Question them, praise them, and, if necessary, criticize them. Would you do any different for an Instructor, VE, or Crewmember?

Send in your forms all your forms. Not just the "important" ones, but also forms like the Member Activity Reports (ANSC #7029, formerly CGAUX-3 1.)

You are our public, help us to serve you better.

*Submitted by Jan Robert Munroe, DSO-IS
Wayne, PA*

The 5NR Materials Center is the source for obtaining both educational materials, #10015 - #20170, and uniform insignia, etc.

Let's review a few points that will facilitate ordering of the two categories. First, refer to the *5NR DISTRICT PRICE LIST* which, along with the *DISTRICT ORDER FORM*, is provided by the District Materials Officer (DSO-MA) to all Division Material Officers (SO-MA) for distribution to Division

MATERIALS

Captains. Flotilla Commanders and Material Staff Officers (FSO-MA). The 1998 Price List will remain current until notification of significant price changes from the Auxiliary Center, St. Louis. Minor changes are sent in a timely manner to SO-MAs from the DSO-MA for distribution as noted.

EDUCATIONAL MATERIALS (#10015 - #20170)

Prices are found in the 5NR DISTRICT PRICE LIST. Fill in an order for books, etc. on the DISTRICT ORDER FORM. Follow additional instructions listed on the back of this form. Return labels are appreciated but if these cannot be typed, DO NOT SEND A LABEL. As of 1 June 1998, payment of shipping costs for educational materials IS NOT REQUIRED. Books cannot be ordered without an enclosed pre-payment made payable to the order of USCG AUX 5NR. Please anticipate your course needs and allow three weeks for delivery from St. Louis.

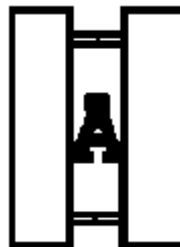
UNIFORM INSIGNIA, ETC. (Remainder of District Price List)

List all of the items requested and include the cost of shipping, as noted on the back of the District Order Form. Make all checks payable to USCG AUX 5NR.

Books will be ordered on the day your order is received. Store items are shipped ASAP if in stock. When an order is received via phone, your payment is expected on receipt of the merchandise. A "courtesy" return envelope, addressed to the DSO-MA, is enclosed noting the balance due.

As always, "The Merchants of 5NR" are here to be of service. Just give us a call.

*Submitted by Sue Wade, DSO-MA
Brigantine, NJ*



TAX INFORMATION AND DEDUCTIONS FOR AUXILIARISTS

A deduction from Auxiliarists income tax, for those Auxiliarists who itemize deductions, may be taken for:

A. Cost of uniforms and insignia with no utility except for use when performing authorized U.S. Coast Guard Auxiliary activities.

B. Cleaning and maintenance of such uniforms in paragraph A, preceding.

C. Dues and other contributions to the U. S. Coast Guard Auxiliary. In this context, care must be exercised in determining what is, in fact, a contribution. Where a ticket is purchased or payment is made and there is received in exchange for the ticket or the payment, merchandise, services rendered or some other reflection of the receipt of value, there is no charitable contribution deduction available. Accordingly, a ticket received upon payment tendered for a meal would not represent a tax deductible contribution since the recipient is expecting to receive a meal in exchange for payment. The same would be true for the price paid for raffle tickets and other games of chance for which the purchaser has the opportunity to win a prize.

To the extent the payment made for any ticket purchased exceeds the cost of whatever is expected in exchange, the excess payment may be considered a charitable contribution and therefore deductible. In the event the payment made is in excess of Seventy-five Dollars (\$75.00), the Auxiliary Unit receiving the payment must provide a written statement to the person making the payment. The statement informs that person that the amount of the payment deductible for Federal Income Tax Purposes is limited to the excess of the amount of any money (and the value of any property other than money) paid over the value of the goods or services provided by the Auxiliary Unit. The statement must provide a good faith estimate of the value of whatever is expected in exchange, i.e., meal, etc. In those instances where a ticket is issued in exchange for the payment of a fee and the ticket entitles the holder to attend some educational or entertainment program, the cost of the ticket would be deductible if the function were necessary to the accomplishment of the member's auxiliary service. Tickets issued to indicate payment of a general registration fee for attending an auxiliary function should be deductible. In each case, the determination of deductibility will depend upon the unique circumstances in each individual member's personal situation and should be discussed with each member's personal tax advisor before the deduction is taken.

D. Reasonable out-of-pocket expenses incurred in the performance of authorized U.S. Coast Guard Auxiliary activities, including those in excess of "per diem" or other expenses reimbursed by the U.S. Coast Guard. Such expenses are considered "contributions" for Federal Income Tax

purposes. Care must be exercised when deciding whether it is appropriate to deduct out-of-pocket expenses incurred in the performance of authorized U.S. Coast Guard activities. Otherwise deductible traveling expenses may not be deductible if a member engages in activities other than U.S. Coast Guard Auxiliary business while traveling. Internal Revenue Code Section 170(k) bars any charitable deduction for traveling expenses, including expenses for meals and lodging while away from home, unless there is no significant element of personal pleasure, recreation or vacation included in the travel.

E. Contributions of property to the U.S. Coast Auxiliary, if such property is accepted by the U.S. Coast Guard Auxiliary.

Members cannot claim "personal services" as a deduction. Depreciation on facilities, normal maintenance, slip rental, etc. are not deductible contributions to the U.S. Coast Guard Auxiliary.



DSO-LP John Bellenzeni pondering a question at Elected Officer's Training.

Photo by Mel Borofsky, Ed.

In all events, proper records must be created, at the time of the transaction and retained, to substantiate any proposed deduction. These records include canceled checks, receipts, agreements, orders, mileage logs and any other supporting evidence of the activity involved. The information retained should include dates, amounts (or values, established by appraisal if gifts to Auxiliary), the purpose of expenditure or travel and reimbursement received. The Internal Revenue Code provides that a taxpayer must be prepared to substantiate any deduction claimed, failure to do so will result in the deduction being denied.

In context of substantiation of expenditures, the Revenue Reconciliation Act of 1993 has added a complicating provision. The Internal Revenue Code has been amended to provide that no charitable deduction will be allowed for a separate contribution of Two Hundred and Fifty Dollars (\$250.00) or more unless the taxpayer has written substantiation from the recipient of the contribution. The language of the Code amendment would seem to be applicable only to contributions of cash and other

property and not out-of-pocket expenses.

Under the Code amendment, for each separate contribution totaling Two Hundred Fifty Dollars (\$250.00) or more, the taxpayer must obtain from the recipient of those contributions some substantiation that the contributions were actually made. In this context, the committee reports note that separate contributions will not be aggregated for purposes of applying the Two Hundred Fifty Dollar (\$250.00) threshold. In other words, each individual activity in which there are separate contributions made, only those that actually exceed the Two Hundred Fifty-Dollar limit would be of concern. The provision requires that the substantiation be in the form of a written acknowledgment of the receipt of the contribution sufficient to substantiate the amount but the acknowledgment itself need not take any particular form. Thus, for example, acknowledgments may be made by letter, post card or other similar statements.

(Continued on page 13)

LEGAL

(Continued from page 12)

Further, while the organization may, it need not prepare separate acknowledgments for each contribution but may provide donors with periodic acknowledgments. Again, in the event any particular service or item of value is returned to the person making the contribution, the acknowledgment must state that fact and provide a reasonable estimate of the value that service or item provided by the recipient of the contribution.

PLEASE BE REMINDED THAT THE DEDUCTIBILITY OF ANY ITEM OF EXPENSE INCURRED BY A MEMBER OF THE U.S. COAST GUARD AUXILIARY IN PURSUIT OF U.S. COAST GUARD AUXILIARY ACTIVITIES CAN ONLY BE FINALLY DETERMINED BASED UPON THE FACTS AND CIRCUMSTANCES UNIQUE TO THE MEMBER PROPOSING THE DEDUCTION. BASED UPON THE PARTICULAR FACTS IN ANY GIVEN SITUATION, IDENTICAL ITEMS OF EXPENSE MAY BE DEDUCTED FOR ONE MEMBER BUT NOT ANOTHER. ACCORDINGLY, THE FOREGOING DISCUSSION IS INTENDED ONLY AS A GENERAL GUIDELINE OF FEDERAL TAX PRINCIPALS AND NOT AS SPECIFIC LEGAL ADVICE TO MEMBERS OF THE AUXILIARY. ANY MEMBER HAVING ANY QUESTION CONCERNING WHETHER THE MEMBER MAY APPROPRIATELY TAKE ANY FEDERAL TAX DEDUCTION SHOULD BE REFERRED TO THE MEMBER'S PERSONAL TAX ADVISOR BEFORE TAKING THE DEDUCTION IN QUESTION. IT IS ALSO IMPORTANT TO KEEP IN MIND THAT THE FOREGOING DISCUSSION HAS REFERENCE ONLY TO FEDERAL INCOME TAX AND DOES NOT INCLUDE AND IS NOT INTENDED TO INCLUDE ANY DISCUSSION OF THE VARIOUS STATE TAXING CODES. WHILE STATE CODES MAY BE IDENTICAL OR SUBSTANTIALLY SIMILAR TO THE ABOVE, MEMBERS SHOULD CONSULT THEIR PERSONAL TAX ADVISOR TO DETERMINE THE APPROPRIATE APPLICABILITY OF STATE TAXING STATUTES.

*Submitted by John A. Bellenzeni, DSO-LP
Media, PA*

MARINE VISITOR

As I sat down to write this, my first Topside article as your District Staff Officer for Marine Dealer Visits (DSO-MV), I wasn't sure what to write about. There is so much going on. Well, I decided to just put down some ideas for improvement of our program, and also to introduce our very capable ADSO-MV staff so that you may be able to contact them as needed.

First, we need to restate our purpose, the real purpose of our program, and that is TO PROMOTE BOATING SAFETY THROUGH THE AID OF THE MARINE DEALER. Our objective is to use the marine dealer as a contact point in order to disseminate boating safety information and to introduce the Coast Guard Auxiliary and its programs to the boating public.

What makes our MDV program so vitally important is that this may be the boater's first contact with the Coast Guard and the Auxiliary. The MDV program can be the avenue by which boaters find their way to boating safety classes, vessel exams, and even membership. This program is key to the success of all our other programs. It is our line of communication to our potential boating customer base. We need to use it productively.

Well, once we've established that, things start to fall into place. How can we improve that line of communication? By improving our communication up and down the chain, to and from the top, to the flotilla level and back. We need this exchange of information to be pertinent, correct and timely. Since communication is the key, we plan to increase the visits of our ADSO-MVs and DSO-MV to the division meetings.

In order to improve the flow of timely information about boating safety developments and our events and programs we are in the planning stage of putting out a small pamphlet, (which will fit into our display rack). This publication will feature information about the latest boating safety equipment and other pertinent subjects on the first page or two and then (and this is the important but more difficult part) a schedule of Boating Safety Classes and Courtesy Marine Exam stations as well as flotilla meeting dates and contact telephone numbers for that particular area. This should go a long way towards getting our message out to the boating public and involving them in our boating safety activities, as well as being a powerful tool for recruitment, and that together with retention is our number one priority.

Obviously, this is a big project with a number of complicated hurdles, but the sooner we start, the sooner we will achieve a big gain in our program. We will need a lot of help, particularly at the local level to make a success of this, so if you're asked, please pitch in.

And now to introduce our MV district staff. Our ADSO - MV(East) is Arthur Miller, our ADSO - MV(Central) is Ronald Long, our ADSO-MV(West) is John Adams.

Give them a call and say hello! Good luck in your efforts for 1999, we can make it a great year for the 5th Northern and the Auxiliary.

*Submitted by Joseph L. Barcelo, DSO-MV
Forked River, NJ*

Membership applications not exactly piling up? New enrollees not keeping pace with the retiree's, transfers and dis-enrollees? Membership dropping like the temperature in January? Welcome to the group! What group? Today it's just about any group. All volunteer organizations - from fraternal and service to religious and hobby groups - you name it - the odds are that they are losing ground fast. And the Auxiliary is not exempt. What is happening? Don't people go boating anymore? Of

MARINE SAFETY

Many new Marine Safety Officers are being appointed this year on the Division and Flotilla levels. In an effort to stay current with the directives being handed down from National, our District strives to be on the front lines for new programming and missions. A large percentage of the new Marine Safety officers are looking towards 1999 with one question in mind, "So, what is my job?" In the past two years since I was appointed as the District Staff Officer for Marine Safety (DSO-MS), I have been trying to develop a program for the Fifth Northern that encompasses the National directives as well as stays within the operating guidelines of our District. The word has been slow in getting out. I began with short articles in TOPSIDE to inform the general membership of what was going on. I developed a job description, which was disseminated to Division Captains. I held three workshops, two in conjunction with the District Public Affairs Staff Officer (DSO-PA), and one at the 1998 Fall Conference. This year, with the help of my new ADSO-MS, Janet College, we hope that the question in most of your minds will be answered. An appointment letter



DSO-MS Linda Boice conducting a Marine Dealer Visit and explaining environmental products to the store manager

was sent to every unit officer in the District in December to explain the National parameters for Marine Safety officers. This letter gave a rather lengthy overview of how the MS officer in each unit should be coordinating with the Public Education, Vessel Examination, Marine Dealer Visitor, and Public Affairs officers to incorporate environmental messages into our already existing programs. At Elected Officer Training in January, details on reporting and training were discussed. All MS staff officers will be getting a packet of resource information when the 5NR Directory is printed.

It is my hope that in 1999 we will be able to provide area workshops specific to the development of children's and adult programs that can be taken into our communities. These workshops will also provide a wide range of activities and exhibit ideas that can be taken to boat shows, fairs, CME stations, and public events. Designed to fit into an eight-hour format, these workshops would be open to any and all Auxiliarists who have a desire to spread the environmental word to the public, not just current MS officers. My ADSO and I are willing to come to any area for a minimum of 15 people who would be willing to take part in such a workshop. Since the beginning, I have tried to focus on what Marine Safety *IS* for our District. Unfortunately, I also have to focus on what it is *NOT* at this time.

Other Districts have started successful programs in conjunction with their area Marine Safety Offices (MSO) and Coast Guard Commands to train Auxiliarists to help in the reconnaissance and reporting end of port safety and traffic. These Auxiliarists are trained to know what to look for in regards to hazardous spills or leakage and how to report it to the Coast Guard. They may also be trained in how to set up patrol barriers to keep the public away from any hazardous areas. What they are not trained in is response. As Auxiliarists, it is beyond our scope of duty to be on the front lines of an oil or chemical spill. A program such as described is being discussed with MSO Group Philadelphia for the Fifth Northern District. More information will be forthcoming. At this time, our MS missions are related to Public Awareness and Public Education, not Operations.

I would like to end with an hands-on activity that is easy to set up and use at boat shows, boating safety exhibits or at civic lectures.

"Trash Time Line"

Objective: To make people aware of the actual time needed for certain materials to completely biodegrade and be useful again to the environment.

- Props: Pieces of "clean" trash (Styrofoam cup, plastic juice bottle, glass jar, aluminum can, newspaper), apple, etc.
- Length of rope or string approximately 6' to 8'
- Time signs with the words: 10 years, 50 years, 100 years, 500 years, 1,000 years, and 1 million years respectively.

Explain that the term "Biodegrade" means to be broken down in to harmless products by the action of living things (such as microorganisms). Almost all of the products in our lives are made of combinations of natural components. Many, though, also have synthetic components that are made specifically not to break down. We can learn to make wise choices as consumers if we know a little bit more about just how long some of these products are going to "stay around" in our environment.

Lay out the time line with the signs spread out along the length in order. Make sure that the "1 million years" sign is placed at the far end away from the group. Ask for volunteers to take one piece of trash at a time and to place it along the time line where they think it should go to completely biodegrade. After all pieces of trash are placed, reveal the approximate times from the list below.



DSO-PE Hank Demler is explaining Time Trash

MARINE SAFETY

(Continued from page 14)

Aluminum Cans	500 years
Glass	1 million years
Heavy Plastic Jugs	70 years
Steel Cans	50 years
Light Plastic Bags	12 years
Paper	3 years
Orange Peel or Apple Core	3 months
Styrofoam	Indefinite

Points of Discussion:

- Microorganisms must have plenty of air and sunlight to help break down materials. What happens in a landfill?
- Glass takes along time to biodegrade, but what are its components? (Sand, silica)
- Styrofoam was made specifically to not break down and to keep food stuffs fresh. Do we want to be throwing it into our landfills?
- What are our alternatives to throwing things away? (Reuse, recycle)

This activity can be done in a variety of formats and can be adapted to fit on a table top or on an exhibit back drop. If a large group of children are present, a relay race can be set up with each team trying to place duplicate garbage pieces on the time line before the other. Don't assume that adults know everything. This activity spans all ages. Have fun!

*Submitted by Linda Boice, DSO-MS
King of Prussia, PA*

PUBLIC AFFAIRS

January of each new year starts the ball rolling for the public affairs department. With the winter months come boat shows, spring (?) education classes (some start in February), boat shows, and more boat shows. It is public affairs heaven! Boat shows offer captive, interested audiences who want to know who we are, how we can help them and in ideal scenarios, how they can help us. Please put some thought into your boat show exhibits. Professionalism and "sparkle" will catch the public's eye, not a long table full of hundreds of



ADSO-CM (Communications) Ross Lorup interacting with the public in front of a Coast Guard Auxiliary recruiting exhibit, at Search and Rescue Detachment (SARDET) Wilmington, DE

brochures. Think of yourself as a member of the public who doesn't know what the Coast Guard Auxiliary is all about. What would attract you? What kind of an image are you, as an Auxiliary member staffing a booth, presenting? Your exhibits don't need to be limited to standard boating safety information. Include boating safety requirements, brochures to back up what you are presenting, information on local and non-local education classes, information on joining the Auxiliary and marine environmental information. Have enough information to help the public but be careful of overwhelming them. Brainstorm with other Auxiliarists who will be hosting the booth. Are there activities for children and/or adults that can be demonstrated? Is everyone aware of "customer service" such as greeting passerby's and making eye contact with individuals? It's nothing new, it's not hard, and the rewards of a truly professional exhibit will show in increased class and flotilla sizes. Sell the Auxiliary as if you were a retailer on commission!

A great way to entice members to professionally "sell" the Auxiliary is by nominating their PA projects or programs for a National PA Award. Each year, three awards are given at the National Conference to the District, Division and Flotilla whose PA program for the previous year showed creative and innovative activity in getting our messages into the public eye. This award is not for a single one-time activity such as NSBW but is intended to reward organized approaches to public affairs that are long lasting and continue on throughout the year. NSBW activities may be a part of the approach, but not the only activity. The nomination process is easy. Public affair's staff officers should write the nominations with a description or overview describing the program or projects pursued in 1998. Photos and videos can greatly support the description and are welcomed by the judges. These items can be returned as long as

(Continued on page 16)



DSO-MS Linda Boice in front of a joint Marine Safety/Public Affairs exhibit "Waterwise". The exhibit was featured at the Pollution Exhibit, Philadelphia Boat Show.

*All photos on this page, the prior page and the next page by
Ron Boice, DSO-PA
King of Prussia, PA*

PUBLIC AFFAIRS

a self-addressed stamped envelope is sent as well. Please include the name and address of your District, Division, and Flotilla PA officer depending on what level your nomination is for. All nominations are to be sent to:

Lois Ann Hesser DVC-AS 11922 SW 12 Court Davie, FL 33325 by July 1, 1999.

Plans are in full swing to offer a special Anniversary Ball in honor of the Auxiliary's 60th anniversary in 1999. This ball is tentatively slated to happen on June 26, 1999 to coincide with the actual anniversary date of June 23. This formal event would be a true celebration of the Auxiliary with complete cooperation with Coast Guard and Coast Guard Reserve personnel. More



DSO-MS Linda Boice in front of multiple exhibits at the Kimberton Fair

information will be forthcoming as plans develop.

I would like to remind Flotilla Public Affairs Officers (FSO-PA) and Division PA Staff Officers (SO-PA) that reports can be sent to the ADSO-PA for their area. Ann Marie Wells will serve as ADSO-PA (W), Mary Catherine (Kay) Rzucidlo ADSO-PA (C), and Edna Frederick as ADSO-PA (E).

Here is an idea to begin to ponder for the spring. In cooperation with the Marine Safety department, a joint public affair/environmental blitz would be great for Earth Day 1999. This day, and often week long series of events, happens on April 20 of each year. It would be a wonderful opportunity to publicize the Auxiliary and what we are currently doing to help the environment. The District Marine Safety Officer (DSO-MS), Linda Boice, and I will be publicizing more ideas for Earth Day before spring begins.

Let's make 1999 the year that the Coast Guard Auxiliary stops being the best kept secret!

*Submitted by Ronald J. Boice, DSO-PA
King of Prussia, PA*

VESSEL EXAMINATIONS

This year, we are going to get back on full track with the Vessel Examination program. We set up our staff and got the program organized last December and presented an outline of the objectives to the flotilla and division leaders at the Elected Officers Training weekend in January. The message is moving by our attendance at the three Area Meetings in February and our next big push in the program will come at the Spring Conference in April. Now this is where you come into the picture. Turn to the Spring Conference Registration page in this issue of TOPSIDE and, if you have not done so, fill out the form. This year, on 17 April (Saturday) we are going to conduct a Vessel Examination Summit and we want 450 vessel examiners there. There is limited seating, so sign up now. There are three chances to take the VE WORKSHOP that day and to be a part of the new wave of examination successes.

Commodore Locasale and the EXCOM have made the Workshop mandatory in our district this year. What that means for us is that he supports the Vessel Examination program 100 percent! It means that our "bridge officers" want the best people and highest qualified examiners out on the ramps this year. (Incidentally, you will see the "best of the best" at the Summit on April 17.)

At the Spring Conference, you will have an opportunity to learn the materials in the Workshop and get requalified on the spot. Done, over with! You will meet the district staff who can support and assist you throughout the year. There will be prizes. We can check your Vessel Examiner's manual for you. You can meet the Century Club examiners who will tell you how they did it and maybe a few secrets of the trade. You will get the latest National information from headquarters.

We will have an Operational Facility there to examine and a Personal Water Craft as well. An expert in the field will examine each vessel. Handouts, the newest equipment will be there, subject matter experts will sit down with you on a personal basis and talk about any problems you have. There are some other surprises we have in store for attendees, but you'll just have to be there to see what's going to happen. Look at the next District 5N Vessel Examination Newsletter to find out last minute information.



All you have to do is (1) register for the Spring Conference and mark on the form that you need to attend the VE Workshop, (2) get to the Eden Resort in beautiful Pennsylvania Dutch country, (3) bring your VE Manual with you to the Workshop. Leave the rest to us. We are planning to make this Summit a vessel examining experience that you will never forget!

*Submitted by Michael J. Ripton, DSO-VE
Mechanicsburg, PA*

OPERATIONS

Our planning this year is focused on additional and sometime different activities to improve our operational readiness and performance. ADSOs Bud Troiano--East, Carol Owens--Central, and Paul Mackes--West have returned to help make this year more interesting, challenging and satisfying than ever before.

To ensure our maximum preparedness, we plan to conduct separate District one-day refresher programs in each of our three areas before the start of the patrol season. This will enable us to provide a standardized operations seminar (required by National), a forum to review local issues and concerns, and the opportunity to discuss other matters of general interest.

We'll be working with Coast Guard and State officials to ascertain their needs and expectations for the coming season so that we can be prepared to support them. We also want to know more about your needs and expectations so that we can satisfy you, as well. To expedite communications and problem solving, the ADSOs will be the points of contact in their respective areas. They'll work closely on a regular basis with the division operations officers to exchange information, keep in touch with local needs and experiences, and maintain current reports on

program status. So pass the word and keep them busy, that's what they get paid for!

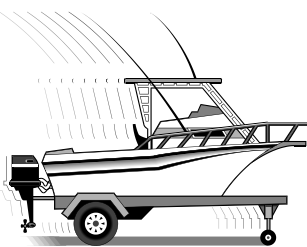
This should be an exciting year. The policy manual will be rewritten in a simplified and more usable form. Members patrolling the Delaware River will participate in a tri-state search and rescue exercise on the water;

training will be enhanced; we'll coordinate more closely with Aids to Navigation, Communications, and the staff working on the Disaster Contingency Plan to ensure it's viability; and much, much more. If this sounds like a sales pitch, it is. I'm so enthused about the prospects for program improvement, and the potential interesting and exciting opportunities that lie ahead in the boat crew program, that I can hardly contain myself. I hope this spirit is contagious!

The ADSOs and I thank you for your past activity. We encourage you to rise to the challenge, and pledge to support you in every way that we can.

Keep your tops'ls flying....

*Submitted by Ivan E. Levin, DSO-OP
Laurel Springs, NJ*



PUBLIC EDUCATION

Greetings from the 1999 & 2000 Public Education Department, I have been asked by Commodore Locasale to assume the District Public Education Staff Office for the years 1999 and 2000. Many of you know me, I am Hank Demler, I have worked with the District Member Training Team, was DSO Communications for 1997,98 and a Past Captain (Div. 5). The PE Team is made up of three ADSOs and me. ADSO East is Kathleen C. deFerrari, ADSO Central is Marshall E. Blume and ADSO West is Aline M. Harrison.

There will be some changes this year, change one is the "Intent to Teach" form, a new form and new routing. To save time and to get the information direct to the source the routing is direct to me, by any of four methods, Regular (snail) mail, e-mail, fax or telephone. I will mail forms to on request, and I will take old forms but be sure to include Zip code. The important thing is that they are submitted in a timely fashion. This is free publicity in Boat/US, Local Notice to Mariners, and by the States of Delaware, and Pennsylvania. We hope to include New Jersey in that list very soon. I will also send these lists to all Division Captains, Flotilla Commanders, SO-PE's and all District Staff Officers. The lists will be published in December, April and August.

The ADSOs in each region are responsible for the Public Education program in their areas. Should you have a Public Education question or problem first go to your Flotilla Staff Officer and then up the "Chain of Communication" to the Division Staff Officer, to the ADSO in your area, lastly to the DSO.

Remember; to get the credit for teaching a course you must submit the "Course Completion Report" through the FSO-IS, One "Course Completion Report" for each Course taught, "State Courses" taught with any Auxiliary course require a separate report form. Do not send "Course Completion Reports" to me because I will simply return them to you, with instructions to turn them in to your Flotilla Information Systems Officer (FSO-IS).

To all Flotilla Staff Officers: it is important to keep your Division Staff Officer informed about your activities. To Division Staff Officers: please pass the Flotilla information along to your area ADSO.

Speed Grams are posted on the web often within hours of their creation. Each Flotilla should have a web watcher to download the Speed Grams and other vital Auxiliary information to their unit. While the Speed Grams will continue to be distributed through normal channels the web gives you today's news today.

I would like to thank Larry Whiskeyman for a fine job as your DSO-PE for 1997 & 98, and for his help in making the transition smooth. Thanks also to Lindy & Mickey the two ADSOs that stayed on the team.

*Submitted by Hank Demler, DSO-PE
Lebanon, PA*

PERSONNEL SERVICES

WANTED

A few new. good members I like you - and you - and you!

Actually, more than a "few" are needed. A LOT more! There are several reasons why.

First, new members are always welcome. They "bring something to the party" - new ideas, new talents, fresh faces, enthusiasm, help for Flotilla missions and activities, assume a share of the work, and so on.

Second, a lot more new members are needed this year because in the past two years more members have been lost than gained. Stated another way, the number of new members in those years was out-weighted by losses - resignations, disenrollments, deaths, retirements and a relative few transfers out of the District. Clearly, no organization can long exist in that kind of a downward spiral. It must be stopped and the trend reversed!

To start doing that, the 1999 goal has been set at 500 new members. This is a fair-size increase over 1998's performance. It's ambitious. It represents a significant challenge. But it can be done. It will take some extra work, time and planning by every Flotilla and Division. It will require the attention of every elected officer in the organization - from Flotilla Commander to District Commodore.. .of every Personnel Services Staff Officer.. .and of a bunch of other Staff Officers as well: Vessel Examination, Marine Dealer Visitor, Public Education, Public Affairs, Publications, Member Training and Materials. Not only staff officers must help. But every member as well.

While taking in 500 new members can indeed be viewed as a distinct challenge, it also affords a fantastic opportunity to strengthen every unit in the District. Equally important, is the opportunity to meet new people, to enjoy the recruiting activity, to have fun while we're working at it, and ultimately to savor the satisfaction that comes when those new members have been trained and are working their way into the Flotilla as valued, contributing members.

Two other "side" goals have been set for '99. One is to have every Flotilla recruit at least two new members by the end of the year. Last year there were about 20 Flotillas that did not take in a new member. Some worked very hard, but just couldn't hit paydirt. Others, perhaps, didn't try quite hard enough. This year, every Flotilla is expected to meet the challenge. And second, every Flotilla is challenged to conduct a minimum of 15 minutes member training at every Flotilla meeting . (Three such sessions of a lot more than 15 minutes are already required through the 1999 Operations, VE/MV and PE/Instructor Workshops.)

Recruiting and Retention have for this year again been named "Job One" by the National Commodore. They're definitely "Job One" for the Fifth Northern. They can be no less than that for every Flotilla and Division.

*Submitted by William Reimer, DSO-PS
Berwyn, PA*

OPERATIONAL ACTION

Editor's Note: These photos were sent in to TOPSIDE over the past year. They represent the work of many Auxiliarists. Rather than caption each (some are unnamed & anonymous) we are providing them for your enjoyment. How many faces can you recognize?



CONFERENCE COORDINATOR

SPRING '99 AWARDS CONFERENCE

In our attempt to change the venue of the conferences, the April 1999 Awards Conference will return by popular request to the Eden Resort Inn in Lancaster PA. Many of the "old timers" will remember the conferences that were held here and the good times we had. After the Saturday Banquet, we will have a pool party, the theme will be bathing suits of the 1890's. Dig into your trunks and see if you can come up with a novel idea. There will also be the annual "New Members Workshop" for members who have joined the Auxiliary during the past year. Watch for the announcement of this and submit your name early.

Also at the April Conference we will conduct the three



Conference Coordinator Jean David with COMO Harry L. David, PDCO

workshops for Operations, Instructor and Vessel Examiner/Marine Visitor for 1999. In order to retain qualification in these fields, you must have received a workshop either at the Conference or at your local level prior to May 31, 1999. We stated previously that any Auxiliarist conducting one of the workshops at a local level, (i.e.) Division or Flotilla, must attend the District conducted workshop. The Commodore has now stated that this will not be required. The leader of a Flotilla or Division workshop will only have to follow the District approved outline that will be distributed shortly. Whether or not these three workshops are required by National, they are required in our District.

The reservation form states that each of the three workshops will be conducted three times each. You will need to check the appropriate box and when you arrive at the conference, you will receive a ticket for the times that you wish. The times of each workshop will be 0800, 1000, and 1330 on Saturday, 17 April 1999. As we can only seat 150 for each, it will be on a first come basis. Each member will have to present his or her conference registration card in order to sign up for each workshop.

I am beginning to receive registrations for the Spring Conference. I can't emphasize enough about the registration fee of \$5.00. This fee applies to everybody, whether you are attending every session or just going to enjoy the Banquet.

*Submitted by Jean David, Conference Coordinator
Doylestown, PA*

SPRING AWARDS CONFERENCE

16-18 APRIL 1999
EDEN RESORT INN, Lancaster, PA

Schedule of Events

FRIDAY, 16 APRIL 1999

1600-2100	Registration
1800-2000	Commodore's Dinner (Invitation Only)
2000-2130	Division Captain's Caucus
2000-2130	District Staff Officer Meeting
2100-	District Materials Center
2130-2400	Welcome Aboard

SATURDAY, 17 APRIL 1999

0730-1100	Registration
0800-1600	District Material Center
0800-1130	District Board Meeting
0800-1600	Trade Show
0800-1600	Training Aids Contest
0800-0930	Mandatory Workshops (3)
0830-1600	New Member Workshop (by reservation)
0900-1100	Spouse Program
0945-1000	Board Coffee Break
1000-1130	Mandatory Workshops (3)
1145-1330	Awards Luncheon
1330-	Board reconvenes (if necessary)
1330-1500	Mandatory Workshops (3)
1730-1830	Cocktails
1830-2130	Awards Banquet
2200-2400	Pool Party (look for theme)

SUNDAY, 18 APRIL 1999

0830-1000	Past Captains Breakfast (Past Captains & their guests only)
1000-	EXCOM Meeting

LUNCHEON MENU \$15.00

Deli Buffet		
Coffee	Tea	Assorted Deserts

AWARDS BANQUET MENU \$27.00

	Pineapple Quantro	Tossed Salad
	Potatoes and Chef Choice of Vegetables	
Choice of	Stuffed Breast of Chicken	
	Poached Salmon	
	Petite Filet and Baked Chicken Breast	
Rolls	Beverage	Chocolate Mouse

UNIFORM OF THE DAY

Friday	Casual
Saturday	(before 1800) Tropical Blue Long or appropriate Civilian Attire. (after 1800) Dinner Dress White Jacket or Dinner Dress Blue (White Shirt, Bow Tie, Miniature Medals) or Appropriate Civilian Attire
Sunday	Casual

U.S. Coast Guard Auxiliary
Spring Awards Conference
16 - 18 April 1999
Room Reservation Form

Eden Resort Inn
222 Eden Road, Lancaster, PA 17601
Phone (717) 569-6444 Fax (717) 569-4208

Name: _____

Address: _____

—

City: _____ State: _____ Zip: _____

Please reserve: ☐ Single ☐ Double ☐ Non-Smoking

Rate: \$74.00 Single or Double
Check in time: 1500

Deadline for Reservations: 23 March 1999

One night deposit required to guarantee room

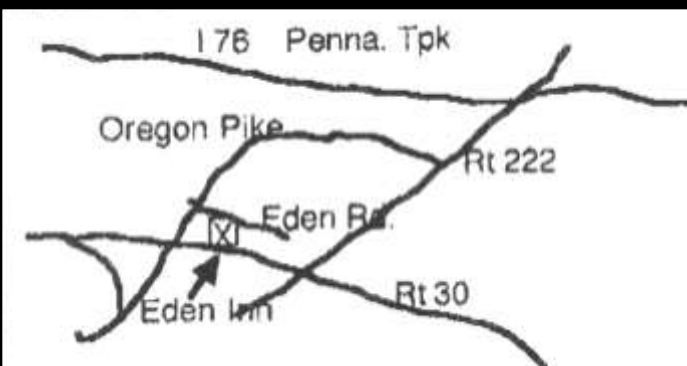
Make check payable and mail to:
Eden Resort Inn at above address
or call with Major Credit Card.

State that you are with the U.S. Coast Guard Auxiliary

Arrive Date: _____ Depart

Date: _____

Credit Card: A/E _____ DISC _____ MC _____ VISA _____



Directions: The Eden Inn is located just off of US Rt. 30 in Lancaster, PA. **From the North and East**, take any Route to US Rt. 30W and exit at Oregon Pike (PA Rt. 272N), at STOP sign turn right, at traffic light, turn right on to Eden Rd., you are there....

From the South and West, follow to US Rt. 30E. Follow Rt. 30E to exit for Littiz/Oregon Pike Exit, at 1st traffic light, go straight, at 2nd light turn left, proceed to next light and turn right, you are there...

U.S. Coast Guard Auxiliary
Spring Awards Conference
16 - 18 April 1999
Eden Resort Inn 22 Eden Road
Lancaster, PA

Use this portion to make your Conference and meal reservation.

Name: _____ Mem. #
053 _____

Name: _____ Mem. #
053 _____

Registration Fee (for each person over 17 years) @ \$5.00 per person # _____ \$ _____

Awards Lunch @ \$15.00 # _____ \$ _____

Saturday Night Awards Banquet

Beef @ \$27.00 # _____ \$ _____

Chicken @ \$27.00 # _____ \$ _____

Fish @ \$27.00 # _____ \$ _____

Past Captain's Breakfast

Members of PCA or Guests # _____ \$ _____
(Must be made by PCA member)

TOTAL AMOUNT \$ _____

WORKSHOP RESERVATIONS

Please indicate the number of people that will be attending each workshop.

☐ New Member Workshop- - - *Must have a letter of acceptance from the DSO-MT.*

☐ Operations Workshop

☒ Instructor Workshop

☐ Vessel Examiner/Marine Visitor Workshop
Each workshop will be conducted 3 times during the day - - Times will be assigned at the Conference.

☐ Spouse Program

REGISTRATION DEADLINE

10 APRIL 1999

Reservation requests arriving after this date will be returned.

SEND THIS FORM AND A CHECK PAYABLE TO USGCA 5NR TO:

Jean W. David, Conference Coordinator
Pine Run Community 15 Beech Cluster
Doylestown, PA 18901

1998 FALL CONFERENCE - FRAZER, PA

1998 District 5nr
fall conference
frazer, pa
September 18 - 20,
1998



1998 FALL CONFERENCE - FRAZER, PA

workshops
Meetings & awards
formal banquet
casino Fun nite

*Photos by M. Philip Stamm, Topside Staff
and Mel Borofsky, DSO-PB*



1998 FALL CONFERENCE - FRAZER, PA



1998 FALL CONFERENCE - FRAZER, PA



WELCOME TO 5NR

Welcome to the US Coast Guard Auxiliary and the 5th Northern District. The following list is effective 31 Dec 98.

AUXILIARIST

Bambrick, Joseph T. Jr.
Batdorf Harold G. Jr.
Batdorf, Rosemarie A.
Beyer, Joseph G.
Biesiadecki, Theodore F.
Bossone, Larry D.
Brown, James C.
Brown, Jeffrey L.

Cahill, Michael T. Jr.
Carpin, Leroy S.
Carson, Elsie D.
Carson, Gus E.
Cerutti, Stephen R.
Clapper, Martin K.
Codner, Robert W.
Conroy, John F.
Coma, Bart J.
Conroy, Maureen E.

Dahill, Robert T.
Daniels, John H.
DeBow, Charles A. Jr.
Defelice, Jill E.
DeGennaro, Anne
Detoro, Nicholas Jr.
Dickey, James R.
Duncan, Darren

Fernandez, Armando F.
Foster, Nick A.
Franceschini, Verna M.

Gambucci, Jennifer L.

Hazzard, Debra L.
Homer, George B.

Jarrell, Mary E.
Jones, Alvin C.

Kitchens, Larry W.
Kosinski, John
Kreider, Robert A.
Kurtz, Christopher P.

Mackie, Frank A. Jr.
Matteson, James O.
McCaffery, Michael T.
Melka, Richard F.
Mika, Justin R.
Moore, Melissa A.
Morgan, Stephen T.

O'Donnel, Vincent J.

Redding, Thomas L.
Riddle, Brett

S'Fer, Kathleen G.
Scazafofo, Theodore T.
Schecker, Jerome H.
Shipe, Robert L. Sr.
Simmons, Evelyn E.
Smith, Donald T.
Stoner, David L.

Trexier, Harry C.

Walker, Jerry L.
Watson, Mark W.
Wood, Henry A.

FLOTILLA

85
32
32
16-1
7-12
42
7-12
32

12-2
15-6
7-10
7-10
32
11-8
7-10
7-10
16-1
7-10

7-10
10-2
2-76
12-2
7-10
12-2
42
56

38
52
33

15-4

12-2
7-12

83
15-7

32
15-4
14-3
79

34
15-6
14-3
15-6
6-10
14-2
32

13-6

12-2
16-7

16-8
15-4
12-2
12-2
12-1
10-2
52

10-2

2-76
2-76
81

*Prepared and Submitted by Linda Spayd, DSO-FN
Reading, PA*

PDCP ROBERT A CARSON

8/30/35 - 11/30/98

Born in Dover, Delaware on August 30, 1935, Robert A. Carson attended Wesley College in Dover and was employed as General Manager of Eastern Shore Concrete Products from which he retired in 1997 after 37 years of service.



Commodore Carson joined the U.S. Coast Guard Auxiliary in 1970 and held numerous positions at Flotilla, Division and District level serving as District Commodore of the Third Coast Guard District (SR) during 1979 1980. Subsequently, the Third Southern Region was redesignated the Fifth Northern Region.

He received many awards for his service to the Auxiliary; most notably, the Coast Guard Meritorious Public Service Award in 1980. Bob became a permanent member of the Auxiliary in 1995 after twenty-five years of dedicated service.

During his years of membership he was active in all Auxiliary missions, but most enjoyed being active in Operations. He was a key factor in establishing what is presently the Auxiliary Search and Rescue Station, Bowers Beach, Delaware, which includes the "Commodore Robert A. Carson Communications Center".

Bob will also be remembered for his numerous accomplishments and activities including the Delaware Boating Council, which he helped, organize, serving as its President in 1980-1981.

He was Kent County Chairman of Ducks Unlimited in 1982 and 1983 and had served as a National Trustee of the organization since 1988. Bob was appointed by former Governor Michael Castle to serve as an advisor to the Committee on Tidal Fin Fisheries and continued as such from 1988 to 1998.

An avid sporting clay shooter, Bob won the National Sporting Clay Senior Championship in San Antonio, Texas in 1996. In 1997 he was a member of the team which won the 8-man Senior Team Championship and was selected to the All-American First Team. As Captain he traveled to South Africa to compete in the World FITASC Championship representing "Team USA". In 1998 he was selected to the All-American Senior Second Team.

Commodore Robert A. Carson will be long remembered and sadly missed by everyone who knew him. We all owe him a debt of gratitude for his many contributions especially in support of the U.S. Coast Guard Auxiliary.

*Submitted by Robert J. Perrone, VCO 5NR
Hockessin, Delaware*

IN MEMORIUM



It is with sadness that we must report that the following Auxiliarists passed over the bar. We extend our most sincere condolences to the family and friends of these Auxiliarists. This list is effective 15 December 98. Please advise the editor of any errors or omissions.

Sailors rest your oar.

Albers, Robert R.	72	Massaro, John E.	7-11
Berger, Charles S.	47	McCabe, James	10-8
Boyer, William	84	Meighan, Andrew	48
Brown, John	14-12	Meyers, Neil	13
Crim, Mulford	13-3	Paul, Connie J.	15-3
Defoe, Melvin	18	Pope, Winifred	84
Dennis, Clyde	91	Ristine, James	86
Fairheller, Robert	21	Roop, Joseph	82
Groeber, Bruce F.	13-6	Rosen, David	53
Grube, William A.	16-5	Smyth, George	53
Haines, Roger	13-3	Wakler, Howard P.	16-3
Hardy, Robert	22	Zabko-Potapo, Bogan	28
Herzog, Arthur G.	32		
Hevalow, Clifford	11-8		
Knopp, Andrew	82		
Lefczik, Stephen	13-3		
Maher, John E.	47		

RODNEY SEIGFRIED PAST NATIONAL COMMODORE

It is our sad duty to report that PNACO Rodney Seigfried crossed over the bar 22 December 1998. Commodore Seigfried served the Auxiliary as National Commodore during the years 1977-1978. We extend our most sincere condolences to the family and friends of the Commodore.

THE ROAD TO AUXOP

ABOUT AUXOP

The AUXOP, or Operational Auxiliarist, program is an advanced training program available only to members of the Coast Guard Auxiliary. An AUXOP member has completed the seven advanced specialty courses and is entitled to wear the special AUXOP device on the uniform. The seven advanced specialties are:

AUXMIN: Administration

AUXCOM: Communications

AUXNAV: Navigation

AUXPAT: Patrols

AUXSAR: Search and Rescue

AUXSEA: Seamanship

AUXWEA: Weather

Originally, the AUXOP member represented the most highly trained Auxiliarist, and is focused on surface vessel operations. The Boat Crew Qualification program replaced the need for AUXOP and specialty qualifications for participation in surface operations with a comprehensive craftsman approach. A COXSWAIN in the Boat Crew program is a master craftsman. The AUXOP member is the "Ph.D.". Individuals who have completed the AUXOP program are indeed experts in Auxiliary operations. They have little difficulty in completing the requirements of the Boat Crew program, and are well qualified to participate in the public education program.

The Director of Auxiliary controls the examinations for the AUXOP Specialties. All of the examinations are closed book, with a passing score of 75%.

AUXMIN

The AUXMIN Specialty is focused upon Auxiliary administration. It provides essential knowledge to advance in the Coast Guard Auxiliary as an elected and appointed officer. The AUXMIN course material is based upon the Auxiliary Manual.

AUXCOM

The AUXCOM Specialty is one of the few specialties cited as a requirement for other Auxiliary activities: ownership of an Auxiliary Fixed Land, Land Mobile, or Direction Finding radio Facility. It is also required by Communications Officers who conduct radio facility inspections. AUXCOM is also the entry-level requirement for communications watchstander training at Coast Guard units.

AUXNAV

An Auxiliarist who is qualified as a Navigation Specialist is a genuine asset to the Auxiliary operations activities. This individual knows where their vessel is at any given time and keeps it from danger. The Navigation Specialist is also well prepared to participate in our Public Education program, teaching the piloting portion of our basic courses and participating in the Basic Coastal Navigation (BCN) and Advanced Coastal Navigation (ACN) courses.

AUXPAT

The AUXPAT Specialist is another genuine asset to the Auxiliary operations activities. This individual fully

understands the complete spectrum of operational patrol activities both on the water and in the air, such as: Safety Patrol, Search and Rescue (SAR), Regattas spectator safety control, Chart Updating/Aids to Navigation Patrols, to name a few. Practical knowledge achieved by the AUXPAT Specialist engenders a keen awareness of, and response to, emergency situations, without jeopardizing the crew and facility.

AUXSAR

An AUXSAR Specialist is well qualified in search and rescue and a genuine asset to the Auxiliary operations activities. The AUXSAR training is designed to present a thorough understanding of the policy, organization, and procedures involved in the search and rescue process as generally practiced by the U. S. Coast Guard. The AUXSAR Specialist is aware of the overall structure of the search and rescue organization, is able to plan search operations, and has an understanding of towing principles, towline properties, and recognition of the effects of sea state, to ensure a safe and successful search and rescue.

AUXSEA

The AUXSEA Specialist is a particularly valuable asset in Auxiliary operations as knowledge of vessels and proficiency in their operation is a major Auxiliary interest. An AUXSEA Specialist has extensive knowledge of vessels and their propulsion systems as well as detailed information on how vessels are constructed, founded, and operated. The AUXSEA Specialist understands marine engines, knows how to perform minor repairs, is knowledgeable on vessel handling in normal and heavy weather, and how to approach distress situations. These attributes, when combined with the studies and practical training of the Boat Crew program, will make the member a competent and reliable crewmember of an Auxiliary vessel.

AUXWEA

The AUXWEA Specialist is a genuine asset to Auxiliary operations activities. This individual understands the weather, its importance in the marine environment, and to the conduct of safe and effective operations. The AUXWEA Specialist is able to make accurate and valuable short range (several hours) weather forecasts to enable crewmates to avoid dangerous weather conditions while performing their patrol activities. Long range (two or more days) forecasts are also developed to assist in planning operations activities. The AUXWEA Specialist develops a keen sense of weather processes, including those which have an element of danger: thunderstorms, squall lines, fog, tornadoes, and other severe phenomena. A comprehensive knowledge of weather processes and effects is essential to the competent mariner, whether on the high seas, the coastal areas, lakes and rivers, or local reservoirs.

HOW TO OBTAIN AUXOP TRAINING

Obtaining AUXOP training is easy:

1. See your Flotilla Staff Officer for Member Training, FSO-MT, about an AUXOP Specialty course in your area. The FSO-MT can inquire about upcoming District or Division courses or courses that the flotilla is planning in the near future.
2. AUXOP Specialty courses may be taken either as formal courses, or by self-study.
3. Examinations are ordered through your Flotilla Commander, the FSO-MT or the Division SO-MT.

(Continued on page 29)

THE ROAD TO AUXOP



(Continued from page

28)

Examinations for AUXOP Specialty Courses must be proctored by a Coast Guard Officer or Petty Officer, or designated Auxiliarist (an AUXOP Auxiliarist). The examination is closed book, with a passing score of 75%.

If you take the formal course, your instructor may provide the materials, check with the instructor to make sure of the procedure for that class. If you wish to do the course by self-study, then you may order the course materials through your Flotilla Staff Officer for Materials, FSO-MA. The materials consist of the student text, student study guide, and the instructor guide.

AUXOP TRAINING MAINTENANCE

The Department of Training maintains AUXOP training. Comments on the course materials are welcome and can be provided by sending them to:

Department Chief, Training
C/o U. S. Coast Guard Auxiliary Center
9449 Watson Industrial Park
St. Louis, MO 63126

*This article is reprinted, as modified, from the Internet
AUXWEB, Department of Training Newsletter
Flyers of this nature can be downloaded from the website
<http://www.cgaux.org.memframe.htm>*

GO
AUXOP
IN
1999

5NR AT NATIONAL



5NR IS PROUD OF ITS national staff members

The Auxiliary has created a new national staff position, the National Directorate Commodore. This is the first time the Auxiliary has an *appointed* flag rank officer. The Uniform insignia for this position is a single silver star with a red "A". The acronym for this position is NADCO, and there are three such appointed positions.

We are pleased to announce that Dr. L. Daniel Maxim has been appointed to the position of NADCO, Recreational Boating Safety (NADCO-RBS). COMO Maxim has served the National Staff as Department Chief for Education (DC-E) and 5NR as a Rear Commodore-East. Dr. Maxim authored the text that is used in Auxiliary Basic/Advanced Coastal Navigation public education classes.

TOPSIDE wishes Commodore Maxim great success in his new position.

The following 5NR Auxiliarists are serving on the National Staff. They serve the Auxiliary at the highest level and represent the members of our District with high honor and esteem. Congratulations on your appointments and thank you for your service.

Ira R. Dolich, DC-E
Department Chief, Education
PDCO John D. McIntosh, DC-Pd
Deputy Department Chief, Personnel Services
Robert P. Myers, N-L
Special Projects Office, Long Range Planning
John Bellenzeni, DVC-LP
Division Chief, Legal
Lionel F. Crossman, DVC-OS
Surface Operations Division Chief
Ronald J. Boice, BC-AMP
PFD Panda Marketing Branch Chief
Aline Harrison, BC-EYW
Youth Education Branch Chief
John T. Lincoln, BC-AHA
Historian-Archives Branch Chief
Otis Littleton, BC-ANN
Newsletter Editor Branch Chief
Walter Rapka, BC-VWP
PWC Education Branch Chief
PDCO Robert Wecker, BC-PSP
Placement Branch Chief

COLD WATER KILLS

*The following article is reprinted from the Atlantic City Press
November 25, 1998 issue*

Boaters, remember: Cold water kills

Regarding the Nov. 16 story, "Tragedy in the water," concerning the fisherman who lost his life off Beesleys Point in 51-degree water:

The article said the gentleman had a life jacket but was not wearing it. This unfortunate incident prompts us to repeat the warning messages that we, as members of the U.S. Coast Guard team, have collectively pledged to communicate.

On average, approximately 800 people die nationally in boating-related accidents each year. Also, nearly nine out of 10 victims who drown were not wearing a life jacket

As seasons and temperatures change, there is a serious peril that goes hand-in-hand with boating. It's cold water.

Half of drowning victims die from the fatal effects of cold water, or hypothermia, not from water-filled lungs. Loss of body heat is one of the greatest hazards to survival in the water.

Cold water robs the body of heat 25-30 times faster than air. Sudden immersion into cold water cools one's skin very quickly; within 10-15 minutes, the core body temperature (brain, spinal cord, heart and lungs) begins to drop. One's arms and legs become numb and completely useless.

One may lose consciousness and drown before the body temperature drops low enough to cause death. Cold water need not be icy; it just has to be colder than we are.

We ask all who choose to take their boats out into cold water to heed this simple safe-boating message: Cold water can be a quick killer. Life jackets save lives when worn -boat smart from the start. Wear your life jacket.

*E. H. "NED" McDERMOTT, U.S. Coast Guard Auxiliary
Marmora, NJ*



MUTUAL ASSISTANCE

BENEFITS & RESPONSIBILITIES

Auxiliarists are eligible for CG Mutual Assistance. Coast Guard Mutual Assistance is an independent, non-profit, charitable organization, providing financial assistance to the Coast Guard community. It is separate from the USCG and is funded through the tax-deductible contributions from all members of the Coast Guard family.

CGMA offers a wide variety of assistance including: interest free personal loans, personal grants, scholarships, low cost student loans, free confidential financial counseling and referral service. Its programs include the Emergency Loan Program, General Assistance, Educational Assistance, Housing and Medical Assistance and a Debt Management Program.

An information brochure can be obtained from your local CG Station or for assistance from CGMA contact:

Office, District Director
ISO Cleveland
1240 East Ninth St.
Cleveland, OH 44199-2060
(216) 522-3918 or
1-800-881-2462

The mission of this program is to "look after our own". Active Duty, Civilian and Retired members make contributions through payroll deductions. Reserve and Auxiliary members can send check or money order donations to the address listed above.

*Reprinted from "The Interchange"
National Department of Personnel Newsletter
Article written by PDCO John McIntosh, DVC-PF
Newfield, NJ*

WEAR IT WITH PRIDE

ATTENTION OFFICERS - ELECTED AND APPOINTED

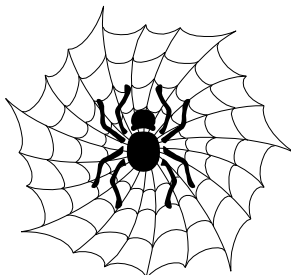
As officers, wearing your Auxiliary uniform neatly and correctly to all flotilla meetings and activities sets an example for your members and sends a message of pride to the Coast Guard and the general public.

"In keeping with the true spirit of a volunteer organization, the possession and wear of the Auxiliary uniform by members should be a matter of personal pride. When in uniform, the Auxiliarist is a representative of the Auxiliary, the Coast Guard and the United States government. Appearance and grooming should reflect the pride in that representation.

Elected members are expected to wear the uniform properly to set an example. They should help others to develop proper habits of personal appearance and grooming when wearing the uniform." Auxiliary Manual page 10-4.

CG AUXWEB

Want to get
on the web?



Read on....

I DIDN'T KNOW THAT??

Those four words won't be heard much around the Auxiliary in 1999 and beyond. It's all because of many new information resources coming online and starting to make a difference in our organization!

Hundreds of Auxiliary Websites lead by CGAUXWEB the National Site at: <http://www.cgaux.org> dot the World Wide Web. AUXNET has been sending important information electronically on a monthly basis to all members listed in the National CG E-mail Directory for over a year. The new-moderated specialty NETs (ITNET, OPNET & VENET) are reaching thousands of qualified members with the latest news and information.

Of special interest to Districts is the new AUXMail system. AUXMail is designed to get District level information to you in minutes, instead of traditional means taking days or weeks! AUXMail is currently being used by DIRAUX in many Districts to transmit monthly updates to members in addition to what is being distributed manually through the conventional methods. With the ever-increasing cost and time associated with the older methods, AUXMail is proving to be a very effective supplement! Members are better informed and find the convenience of E-mailed information far superior. It's not only easier to receive and read, but also is very easy to archive, taking up virtually no space and can be easily searched for future reference! AUXMail saves time, money, effort, space and a lot of trees!

A brand new service called WEBCentral will be coming soon. It will be a collection of Information Centers, including the Image Center, the Publication Center, the Education Center, the Website Creation Center, and the Archives Center. You'll be hearing more about this exciting new resource in the coming weeks.

How can you participate in all these new services? It's easy! The place to start is to simply go to the National CG E-mail Directory: <http://209.41.115.186/uscgaux/directory.html> and select "Add me to the list". You'll find an electronic fill-in-the-blank form, making enrollment a breeze. If you don't have WEB access (like some JUNO users), simply send a request for a manual application to JeffMahl@aol.com. You DO NOT need WEB access to participate in AUXMail.

Take a moment today to become part of the future! You'll be glad you did.

*Submitted by Jeff Mahl DVC-IE
JeffMahl@aol.com*

ROYAL NATIONAL



WHAT IS THE RNLI?

The Royal National Lifeboat Institution is a charity which exists to save lives at sea. It provides, on call, the 24 hour service necessary to cover search and rescue requirements out to 50 miles from the coast of the United Kingdom and the Republic of Ireland.

There are more than 210 lifeboat stations and their lifeboats launch more than 6,000 times a year, saving on average 1,300 lives. They are manned by highly trained volunteer crews, and every penny required to maintain the lifeboat service is raised from voluntary contributions. The Institution is proud of its independent status, but works closely with the Coastguard (British spelling) and other organizations to provide a coordinated sea rescue service.

HOW IT WORKS.....

- Lifeboat stations are divided into six operational divisions. Each division is supervised by an Inspector and his deputy.
- Every station with an all-weather lifeboat has a full time mechanic, who is a crew member and can be the coxswain or second coxswain. The rest of the crew are volunteers who earn their living in other ways, but they do receive a few pounds each time they are called out. This covers their expenses and acts as small compensation towards loss of earnings.
- An honorary secretary authorizes the launching of the lifeboat.
- A committee of local volunteers looks after the day-to-day running of the lifeboat station.
- Each station also has honorary medical advisors who may go to sea aboard the lifeboat if medical assistance is likely to be required. They also help with first aid training.
- Over 2,000 branches and guilds, in 10 fundraising regions, work to raise the money needed to run the lifeboat service.
- The RNLI's headquarters is at Poole in Dorset. It provides administrative back-up to the lifeboat stations and fundraising regions. The new lifeboats are also designed and developed there.
- A Committee of Management, formed from all walks of life, directs the overall policy of the RNLI

*The above information was reprinted from a brochure
furnished to TOPSIDE by D. George Peperyas, Flotilla 72
Little Egg Harbor, NJ
for further information contact the RNLI at their Headquarters
West Quay Road, Poole, Dorset BH15 1HZ
United Kingdom*

1999 ELECTED OFFICER ACADEMY - FRAZER, PA

THE 5TH NORTHERN EOT INSTRUCTOR CORPS



Linda Boice
DSO-Marine Safety



Michael Ripton
DSO-Vessel Exam



Mary Claire Bowlus
DSO-Member Training



LCDR B. McCarthy
DIRAUX, USCG



Henry W. Demler
DSO-Public Education



Lionel Crossman
D-AA (5NR)



Ivan E. Levin
DSO-Operations



David O. Becker
ADSO-Member Train.



Mel Borofsky
DSO-Publications



Joseph Rzczidlo
DSO-Communications



Harry P. Petersen
Past RCO-E



Joseph L. Barcelo
DSO-Marine Visitor



William E. Reimer
DSO-Personnel Svc.



"Jake" Lincoln
Historian



Weldon C. Harris
ADSO-Member Train.



CWO Tim Donovan
Asst. DIRAUX



Jan Munroe
DSO-Information Svc.



Ronald J. Boice
DSO-Public Affairs



Harry L. David
Past Dist. Commodore



Regina Stretch and Sue Wade
ADSO and DSO
Materials



(l to r) John Bellenzeni,
DSO-Legal and ADSOs
Donna Hammaker and
PDCO John McIntosh
"5NR Legal Team"

The annual gathering of newly elected officers of the 5th Northern Region took place the weekend of January 8, 9 and 10, 1999. A lot of new, shiny collar devices and a greater number of open minds braved the snowy weather and nasty drive to learn the ins and outs of Auxiliary Leadership. Techniques, rules and guidelines were shared by the individuals whose photos you see on this page.

New Flotilla Commanders, Division Captains and their Vice counterparts sat in on sessions ranging from the latest legal regulations and requirements to how to conduct a meeting and keep order. The discussions were animated and intelligent. The instruction techniques used were from the latest state-of-the art computer projectors down to the old standby, whiteboard and magic marker. All effective in their own right. By the end of the weekend there was a lot of tired but educated Auxiliarists checking out of the hotel.

Our congratulations to Vice Commodore Bob Perrone for coordinating a great weekend.

*Photos and article by Mel Borofsky, DSO-PB
Little Egg Harbor, NJ*



1999 ELECTED OFFICER TRAINING - FRAZER, PA



1999 ELECTED OFFICER TRAINING - FRAZER, PA



PFD SAFETY SURVEY

Your input, if in the affirmative, is requested on any of these important questions:

In your experience, have you seen personal flotation device (s) that have had a foam flotation panel shift from it's intended position in the jacket to another position or panel in the PFD?

Have you seen a foam panel roll up inside it's PFD panel rather than lay flat, as intended?

These questions apply to PFDs that use foam flotation panels, rather than the Kapok bags for flotation. Such shifting or curling will change the design integrity of the PFD. We want to determine if this is a significant problem.

If you can answer "yes" to either of these questions, please reply by e-mail or in writing to the address below.

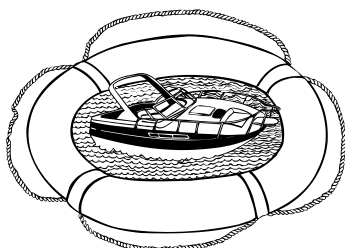
In your answer, indicate as much of the following as possible, or send a message giving as much information as you can remember.

- a) Location where you live, boat, or saw the PFD.
- b) Type PFD noted (Type I, II, III or V).
- c) PFD manufacturer name.
- d) What panel shifted and to which location. (i.e. right front to rear, etc.)?
- e) Could you determine why the panel was able to shift?
- f) Which panel did not lay flat?
- g) Did you observe more than one PFD in this or these conditions?
- h) Your name and address, in case we want more information.

The Standards Technical Panel for Personal Flotation Devices, a consumer advisory council of Underwriters Laboratories, Inc., is interested in your findings. Your input could influence changes to the PFD manufacturing standards of the Coast Guard and particularly those tested by Underwriters Laboratories, Inc.

Please reply to:
Don Smutz, DC-V
1208 Spar Court
Carlsbad, CA 92009-2500
or
e-mail: dsmutz@earthlink.net

Thank you for your assistance.



GPS: Y2K CHANGEOVER

Two excellent Internet sites are available from the Coast Guard GPS unit, for information about updating your GPS, if necessary, for the Y2K date conversion and week conversion.

General information:

<http://www.navcen.uscg.mil/gps/geninfo/y2k/default.html>

List of GPS manufacturers for direct contact:

<http://www.navcen.uscg.mil/gps/geninfo/y2k/gpsmanufacturers/manufacturers.html>

Source: Don Smutz, DC-V
Carlsbad, CA

FACILITY INSPECTIONS

A Facility decal, non-operational, is STILL AVAILABLE to any Auxiliary member's boat that qualifies. There has been some misinterpretation after publication of COMDTNOTE 16795 titled "Auxiliary Vessel Facility Inspections" and several other notices reporting that a CME decal was now available to those FEW members of the Auxiliary that did not want to comply with the requirements for a Facility inspection. The COMDTNOTE was only reporting the change to the Auxiliary and Vessel Examiner Manuals to now allow a CME decal on a member's powerboat 14 ft. and over or sailboat 16 ft. and over.

It was NEVER the intent to do away with the HONOR of having a member's boat display the Facility decal. For some reason a few members resist outfitting their boats as a Facility. It is better they are examined for a CME than NOT be examined at all. If all they want is a CME, then their boat is just like any other boat with a CME decal and is not eligible to fly the Auxiliary flags. To fly the Auxiliary flags the member's boat must meet the requirements for a Facility and is thereby eligible to represent the Coast Guard.

WE RECOMMEND that every member's boat be inspected as a Facility. BE PROUD of your Auxiliary membership. Also, why not go the next step and make the boat an OPERATIONAL FACILITY? Use the boat for operations and enjoy the fellowship while being of service to the boating public. Isn't offering service to the boating public one of the reasons most of us joined the Auxiliary?

Reprinted from "Saftee Seal says...."
National Vessel Examination Department Publication



"THE GOOD OLD DAYS"

The following is reprinted from the Division 3 newsletter COMPASS ROSE. The author, PDCO John McIntosh relates in the first-person in his narrative. He was there! We thank the COMPASS ROSE, Editor Jenny Petersen, and of course Commodore McIntosh for permission to reprint. Enjoy!

THE "GOOD OLD DAYS"

By John McIntosh, PDCO

We, in our Coast Guard Auxiliary, are all so involved in today's activities and problems that we forget that those of us in the Auxiliary, and particularly in the South Jersey area, are the custodians of a significant part of the Auxiliary's history. With this year recognizing the sixtieth anniversary of our organization's establishment, this is a good time to look back on history particularly in relation to our own Division's contribution. There is some sort of an obligation, even though missions may change, to be aware of those who were the pathfinders in establishing and building this special organization to which we belong.



Commodore McIntosh

Everyone who has gone through Basic Qualification knows that the Auxiliary was established in 1939. Does anyone think it came into existence full blown with divisions and flotillas all over the place, no way. In 1939 even the Coast Guard organization was different. This area was under the general direction of the Third Coast Guard District and the first Auxiliary flotilla established in the Third District was in New York City on November 9, 1939. There were no thoughts of divisions and this first flotilla was listed as S-i. These folks held a number of meetings and training sessions with some New Jersey residents that resulted in another flotilla being chartered in Atlantic City at the Atlantic City Tuna Club in March 19, 1940 as S-2. Shortly after, S-3 was formed in Philadelphia and S-5 in Ocean City, New Jersey. This was the local Auxiliary of 1940.

By 1942 there had been several other flotillas formed and there was recognition of a need for an additional administrative level so divisions came into being. As then constituted, they became Division 1 that included Atlantic City and north along the coast; with Atlantic City as a base, renumbered as Flotilla 11. This whole division went out of existence in January 1956 but was reborn during the sixties as Division 7.

Division 2 covered both sides of the Delaware River and Delaware Bay. Flotilla S-3 was the keystone of this division and was renumbered as Flotilla 21 and is still in existence. As a footnote to our history, Division 2 over the years has generated not only a large number of flotillas, but contributed to the birth of whole divisions.

Division 3 was established from Atlantic City south to Cape May. Ocean City, Flotilla S-5, was the core of this group and was renumbered as 31, it's still in existence as Flotilla 81. In 1943 the boundary was changed to include the New Jersey

side of the Delaware Bay.

Division 4 covered the State of Delaware and at the time of its establishment it had one flotilla at Wilmington. The Pennsylvania flotillas outside of the Delaware River area were grouped into Division 5, which consisted of Reading Lancaster, and Harrisburg. Division 4 and 5 were the responsibility of a single Division Captain.

So here we are in 1942 with five divisions in what has become the 16 divisions of the current Fifth District Northern Area.. This background information sets the stage for us to concentrate on Division 3. It also gives a feel for the growth in the Auxiliary as a whole. For members who are reluctant to travel and attend meetings, think a bit about the quantity of travel and meetings that went into that growth.

Back to our own Division. With the need for tremendous expansion of the Coast Guard during World War II, most Auxiliary members became members of the Coast Guard Temporary Reserve. One of the first assignments was the offshore patrol that started in May 1942 and operated continuously until mid December 1942 when the Navy assumed the responsibilities of the patrol. Meanwhile, sailing facilities moved up to Long Island from where they operated under sail in their own offshore listening and observation patrol.

Other assignments included patrolling the fish docks at Wildwood and Cape May, insuring that radios were sealed, checking food and fuel loaded and expended, security duty at Coast Guard Radio, then at Atlantic City, assignment to Coast Guard Stations at Great Egg, Avalon and Townsends Inlet. Keep in mind that this was during the days of 24-hour tower watches at Coast Guard stations. Security duty at what we knew as Coast Guard Base Gloucester, then an internment center for enemy aliens, security duty on the Wilson line and anchorage patrol at both the upper and lower anchorage's. Just as a point of information, we had an excellent variety of assignments and other divisions were organized into Port Security units and worked in the Port of Philadelphia.

On September 14, 1944 a detesting hurricane hit the South Jersey coast during which Division 3 members put in over 5300 hours of assistance and security duty.

The composition of the division during this period was as follows:

Flotilla 31, Ocean City, -mentioned earlier as one of the first flotillas had 119 members with Harry Vandergraft as Commander.

Flotilla 32, Stone Harbor, founded in April 1941, had 68 members with Eric Strandberg as Commander.

Flotilla 33, Wildwood, founded in May 1942, had 72 members with Russ Higgins as Commander.

Flotilla 34, Maurice River, founded in November 1943, had 47 members with Lee Renner as Commander.

Flotilla 35, Cape May, was founded in the fall of 1943, had 16 members with Donald Lear as Commander. Earl Huston of Flotilla 32 was the Division Captain. All of these officers were members of the Temporary Reserve with DCP Huston and Harry Vandergraft as Lieutenants (USCGR(T)), Eric Strandberg as Lieutenant (JG) and Higgins, Renner, and Lear serving as Ensigns. As far as the Coast Guard organization was concerned, it was realigned to match the Navy organization and we became the Fourth Coast Guard District with a District

(Continued on page 37)

"THE GOOD OLD DAYS"

(Continued from page 36)

Coast Guard Officer in command.

With the advent of peace everything turned to worms. Members picked up on other interests and activities. With the restrictions on private use of boats released, the cruisers went cruising, some of the fishermen went into the charter business and the Auxiliary suffered.

Stone Harbor (32) was the first to disestablish, then Wildwood (33), and finally in 1953 Maurice River (34) was disestablished. Lack of available activity wasn't the problem. During this period Division 3 was called on to augment Coast Guard personnel at Great Egg and Corsons Inlet Stations. The Coast Guard originated a safety patrol using two 83 ft. Cutters out of West End Station at the end of the Cape May canal (the present location of the ferry landing). The Coast Guard provided the cutters and the skippers and Division 3 provided the crews. Flotilla 33 had a very active communications group, which spent a lot of time and effort into converting war surplus tank radios to operate on VHF. Allan Thomas, Donald Sheard, Walt Nicholson, and the writer were active in this program. Don and Allen built a trailer, installed radios, batteries, and a generator providing a complete mobile system. With Johnson Pepper, then the Flotilla Commander and Jack Pernet we joined all of the District Mobile units, at extensive drills held in the Pinelands. There were some trials of this equipment, at Coast Guard request, in a ship to shore mode. We had one set at Matts Landing and the other was installed on Jess Vanaman's boat, the "ALMA".

In another activity some five of the members contracted for the design of a small day sailer big enough to be a facility. The District Commander, Rear Admiral Smith (who had won the nickname Iceberg for his work as Commander of the Greenland patrol during the war) was asked if he would name the class. When he attended the Flotilla Change of Watch, the Admiral took delight in announcing that the hull shape led him to compare it to a Platypus. I'm sorry to say that there were only three built, but for the longest time they sailed Union Lake.

More to come in the next issue of Compass Rose!! (and TOPSIDE)

MARINE SAFETY WORKSHOP

Over 20 members participated in the Marine Safety (MS) Workshop held 19 Sep 98, during the U.S. Coast Guard Auxiliary, 5th Northern Region Fall Conference. Linda Boice, DSO-MS, with the District Training Team (Mary Clare Bowlus DSO-MT, Ronald Boice DSO-PA, Henry Demler DSO-PE, Alexandria Laird ADSO-MT, and Weldon C. Harris ADSO-MT) had a full schedule planned, which began at 0800 and ended at 1700. As Marine Safety is a new program for the Auxiliary, the workshop was designed to "train-the-trainer". Members trained at the workshop can return to their flotillas and give the training to other potential instructors.

The goal of MS is to educate people of all ages on Marine Environmental Protection. The course is structured to give visual and hands-on training to students ranging from age 5 years to adult. Various curriculums were presented and demonstrated to the workshop attendees. Experiments were performed to show PH levels and the amount of ammonia in the water. A demonstration was given to show oil slicks and the best method of cleanup. Games were devised for use in classrooms that would give students a better understanding of the results of littering. A demonstration was also given on environmentally safe cleaning products.

A complete reference workbook describing all the curriculums presented was distributed to the students at the end of the session. The District Training Team has again completed another excellent training workshop.

*Article by Jeannie Brenner, ADSO-PB(W)
Fayetteville, PA*



Marine Safety workshop instructors, (l to r) Ron Boice, DSO-PA, Hank Demler, DSO-PE, Weldon Harris, ADSO-MT, Sandy Laird, ADSO-MT and Mary Clair Bowlus, DSO-MT. Missing from the photo is Linda Boice, DSO-MS.

*Photo by Wally Brenner, VCP 5
Fayetteville, PA*

Marine Pollution Awareness

Recognize + Protect + Assess

If you spot a mess call

USCG National Response Center

1-800-424-8802

AUXILIARY FORMS SIMPLIFIED

What Auxiliary forms should the average member be aware of?

Our commonly used forms are:

- ANSC #7028**, Change of Member Information, (formerly CGAUX-33)
- ANSC #7029**, Member Activity Report, (formerly CGAUX-31)
- ANSC #7030**, Mission Activity Report, (formerly CGAUX-26)
- ANSC #7038**, Vessel Examination (formerly CGAUX-29)
- ANSC #7046**, Marine Industry Partnership Program Visitation Record, (formerly CGAUX-43)

Why the two different numbers?

The old "CGAUX" numbers are being replaced by their corresponding Auxiliary National Supply Center (ANSC) numbers. This numbering change is necessary in order to better implement the ordering and processing of forms orders electronically.

What are these forms used for?

Changing your personal information, such as address, phone numbers and the like, is accomplished using the simple Change of Member Information (ANSC #7028).

Reporting hours is easy. We only use 2 forms for this.

The Mission Activity Report (ANSC #7030) is used to report mission hours spent on any Auxiliary missions that are listed on top half of the form. Always remember, only one mission per form.

The Member Activity Report (ANSC #7029) is used to report all hours not reportable on the Mission Activity Report.

If you are a Vessel Examiner, you will use the Vessel Examination Report

(ANSC #7038) which lists the Courtesy Marine Examinations you have performed. Remember that you still need to complete the Mission Activity Report in order to record the mission and hours. Multiple CMEs may be performed on a single Vessel Examination mission, however, and therefore combined on a single form.

A Marine Dealer Visitor completes 2 different forms also. Up to seven visits are listed and submitted on the Marine Industry Partnership Program Visitation Record (ANSC #7046). The MDV forms process differs from the CME process in that this Visitation Record data is not entered into AUXMIS. Instead, each dealer visit is a separate mission and must be recorded on a different Mission Activity Report, showing the hours spent as usual, of course. AUXMIS counts the number of Mission Activity Reports submitted as the total number of visits. Don't worry about what hours are included on which Mission Activity Reports. Just make sure that the total mission hours reported and forms submitted equal the total hours spent and number of visits performed, respectively.

That's all? What about all the other forms?

You will learn to use other forms as you get involved with other Auxiliary tasks and offices. There are forms specifically for use by, Master Instructors, Elected Officers (i.e. enrollment, meeting, and appointment forms), Appointed Officers (i.e. Monthly Public Affairs Report), Pilots and others. You will get to know these reports as you get more involved in these areas. If you have any questions on any form, you may refer to the Member Forms Guide or ask your Flotilla Information Services Staff Officer (FSO-IS).

How do I report my missions and hours on the Mission Activity Report?

This report is easier than it looks.

1. Date the form (upper right corner) with the date of the mission.
2. Choose one mission type among the boxes in Section 1. The instructions for this form in the Members Form Guide will help you choose the proper mission type.
3. Enter the location of the mission in Section II. Only complete the rest of this section if this is an Operations mission.
4. Enter your member number, last name, role, and hours in Section III. The role is "Lead" only if you serve as Coxswain, Lead Instructor, Vessel Examiner, or some other primary role. There can be only one "Lead" per form. When listing hours, never use the "Night" column (unless you are involved in Air Operations.) Circle whether the member is a trainee or not.
5. Any remarks you make at the bottom of the form are for your own benefit and the SO-IS. They will not go into the computer system.
6. Sign, date, and number the form. Discuss form numbering with your FSO-IS. The Flotilla or Division may have a specific numbering system.

Can I use a blank numbered box at the top to write in a mission type if it doesn't appear on the form?

No, use the Member Activity Report (ANSC#7029) for all other mission types not otherwise reported. The computer will not accept unused mission type boxes checked.

Looking at the Member Activity Report how do I add up Mission, Prep, and Travel hours? These need not be added up. Only the grand total is used for entry into the computer. These categories are for your benefit only.

If I'm on a mission overnight, should I include time sleeping?

You should include time away from home (portal to portal) as long as you were unavailable for other duties. Time spent sleeping only counts if you needed to be available the next day. For example, if you stay overnight after a District Conference and don't attend the next day, do not count time sleeping. Also, never report more than 24 hours in any day. If you are away for three days, show each day separately.

I'm a Vessel Examiner, how is the Vessel Exam form (ANSC #7038) to be completed?

(Continued on page 39)

AUXILIARY FORMS SIMPLIFIED

(Continued from page 38)

1. In section 1, insert the date of the last examination as the report date. (Submit the form within 60 days of the earliest examination even if only one examination is listed.)
2. Use only one exam type per form.
3. Enter your member number, name and check "No" for Trainee. (If you have a trainee with you, enter their name on the second line and check "Yes".
4. Fill out Section II, note that nothing in this section is entered into the AUXMIS computer.
5. In Section III, simply enter the total exams given and passed.
6. Sign and number your form prior to submitting it to your FSO-IS.

Should I keep a copy of forms I submit?

This is very highly recommended. What will you do if the form is lost or misplaced? If you do not get proper credit for your mission and/or hours, you will need to supply proof that the form was properly submitted.

I've read the instructions for a particular form, but I still don't understand or maybe I think I need to vary from those instructions, whom should I ask for help?

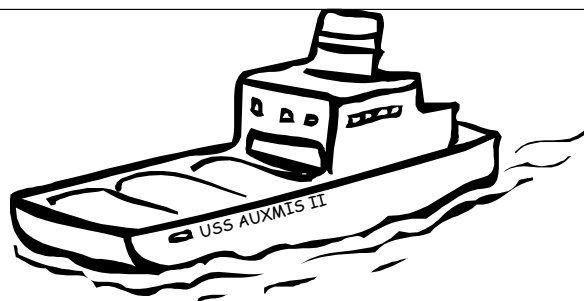
Ask your FSO-IS. If your FSO-IS doesn't know the answer, they will obtain the correct procedure from the SO-IS, your Division's "Forms Expert".

For proper input into the AUXMIS system, and credit to you, it's important that all forms be properly prepared and legible.

*Submitted by Jan Robert Munroe, DSO-IS
Wayne, PA*

Following is a list of forms with the new ANSC number followed by the obsolete CGAUX number. It is requested that the new form numbers be instituted and referenced by you and your unit. The number in () is the latest revision date.

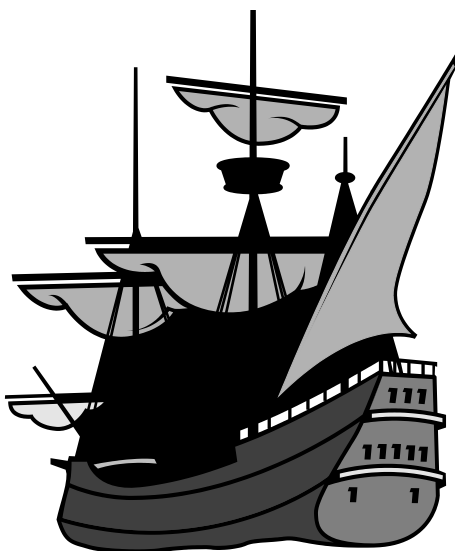
<u>ANSC Number</u>	<u>CGAUX Number</u>	<u>Form Name and (Rev. Date)</u>	
7000A	CG-5132-1	Auxiliary Patrol Orders Continuation	(1/97)
7000	CG-5132	Auxiliary Patrol Orders	(1/97)
7001	CGAUX-32	Enrollment Application	(1/98)
7002	CG-1650	Coast Guard Award Recommendations	(5/94)
7003	CG-2736	Facility Insp and Offer For Use Form	(5-96)
7004	CG-2736A	Radio Fac. Insp. & Offer For Use Form	(3-95)
7005	CG-2736B	Pilot Quals & Aircraft Fac. Insp.	(6-98)
7006	CGAUX-38	Change of Officer(s) Report	(11-97)
7007	OGAUX-15	Annual Unit Officers Report	(12-97)
7010	CG-4886	Auxiliary OSC Exam Answer Sheet	(11-76)
7011	AUX-204A	Personal Watercraft Safety Check	(12-97)
7012	AUX-204	CME Check Sheet	(12-97)
7014	CGAUX-11	Instructor Qualification Record	(4-97)
7017	CG-3615	Auxiliary - Record of Unit Meeting	(6-81)
7022	CGAUX-20	AIM Candidate Travel Worksheet	(4-97)
7023	CG-4691	Notice of intent to teach PE Course	(4-95)
7025	CGAUX-23	Financial Report of an Auxiliary Unit	(11-97)
7026	CG-4887	Aux OSC Exam Req & Transmit Form	(1-73)
7028	CGAUX-33	Change of Member Information	(4-97)
7029	CGAUX-31	Member Activity Report	(11-97)
7030	CGAUX-26	Activity Report - Mission	(1-98)
7031	CGAUX-37	Unit Monthly Public Affairs Activity	(4-97)
7033	CGAUX-28	Public Education Course Report	(4-97)
7034	CG-4612	Auxiliary SAR Incident Report	(10-96)
7035	CGAUX-36	Change of Member Status	(2-98)
7036	CGAUX-2	Prospective Member Interview Record	(11-97)
7037	NOAA 77-5	AUX-NOS Coop Chart Updating	(5-95)
7038	CGAUX-29	Vessel Examination	(4-97)
7039	CGAUX-30	Workshop Attendance Report	(11-97)
7045	CG-5232	CME Action Information Notice	(3-97)
7046	CGAUX-43	MDV Program Visitation Record	(1-98)
7047	CG-5093	Manf. ID Code & Mailing Label Sys	(7-90)
7048	CGAUX-39	SAR Procedures Flight Check	(4-97)
7049	CGAUX-10	Appl For A I M	(4-97)
7051		Auxiliary Uniform Order Blank	(1-97)
7052		Auxiliary Uniform Size Chart	(1-97)
7054	CG-5474	Aid to Navigation Report	(5-95)
7055		Cape May Uniform Price List	(1-97)
7056	CGAUX-4	Member Transfer Request	(11-97)
7057	CGAUX-34	Member Qualifications	(11-97)
7059	CG-5223	Short-Term Resident Training Request	(6-84)
7060	CGAUX-42	Training Evaluation Form	(1-97)
7061	CGAUX-08	National Staff Appointment Request	(11-97)
7062	CGAUX-25	National Staff Application	(1-98)
7104	CG-3883	Rapiddraft Letter	(4-83)



AROUND THE DISTRICT
DIVISION 1
Northern Delaware

2nd ANNUAL

SATURDAY,
MAY 15, 1999
10:00 AM - 3:00 PM
Roosevelt Inlet Coast
Guard Station



Sponsored by:
The Delaware Division of Fish
and Wildlife
Office of Boating Education, USCG
United States Coast Guard
United States Power Squadron

Raindate: May 16, 1999

MARITIME FESTIVAL



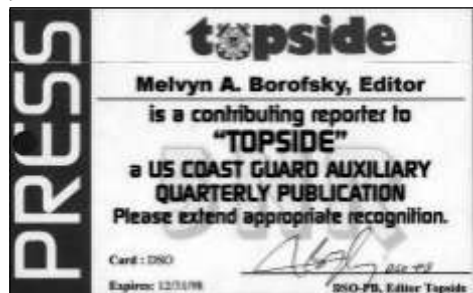
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AROUND THE DISTRICT

DIVISION 1

NORTHERN DELAWARE

LATVIAN NAVAL CIC VISIT

While presently attending extensive military and tactical training courses at the US Army War College, Captain Gaidis A. Zeibots, Commander in Chief of the Latvian Naval Forces, received an invitation to attend a reception given by the Latvian Congregation in Wilmington, DE. I am a member of this group and I was asked to provide the necessary transportation from Carlisle, PA (site of the US Army War College) to Wilmington, DE.

The over two hours drive will remain in my memory as most pleasurable and informative especially when Capt. Zeibots learned that I was a member of the USCG Auxiliary. He had knowledge of the Auxiliary, but it was not extensive. We were able to discuss the Auxiliary's role as an integral part of "Team Coast Guard".

The Latvian Coast Guard is a separate battalion and a part of the Latvian Naval forces under one command, presently



(l to r) Captain Gaidis A. Zeibots, Commander-in-Chief of the Latvian Naval Forces with Alexander "Lex" Svabs, Past Captain of Division 1.



Latvian Coast Guard boats, donated by Sweden.

consisting of some twelve vessels. The tasks are limited to guarding the national coastal borders and to conduct supervision of economical zones and ports. They participate in search and rescue operations at sea as well as damage control. There is no Auxiliary and safe boating instructions or other activities, as we know it, are at a minimum.

Latvia, just like its Baltic neighbors, Estonia and Lithuania, regained their independence at the collapse of the Soviet Union. After fifty years of Soviet occupation, the naval forces had to be rebuilt from scratch. It was necessary to create a new naval force structure, and establish educational and training facilities on land and sea. Realizing the necessity for an integrated European security structure, friendly foreign countries came to the aid with arms, vessels and material, as well as guidance and training. Capt. Zeibots fondly recalled the several visits of the USCGC Galatin, delivering and presenting so much needed supplies and material.

Most commanding officers have undergone training and schooling in various European countries and very extensively in the USA. Presently, about 24 Latvian cadets (future

Lieutenants) are attending naval schools in this country. Latvian naval and CG vessels and crews have participated in various international training missions, such as mine sweeping, high sea maneuvers, search and rescue operations, etc.

Latvia has a coastal border of approx. 300 miles, and more than 30,000 shipping vessels are annually entering or crossing the responsibility zone. This represents a tremendous workload for the yet developing forces. As an example, there are still over 34,000 underwater mines and numerous remnants of abandoned Soviet fleet units in the Baltic Sea, posing almost unbelievable hazards.

Before we arrived at our destination, Capt. Zeibots recalled a never to be forgotten highlight in his experiences with the US Naval and Coast Guard Forces. It was the reception with honor guards, band etc) he had received while visiting the USCG Academy in New London, CT.

I, undoubtedly, will never forget this unexpected and unusual encounter!

*Article and photos by Alexander "Lex" Svebs, PDCP 1
Wilmington, DE*

AROUND THE DISTRICT

DIVISION 2
PHILADELPHIA, PA

Page Not Available
in Archive

AROUND THE DISTRICT

DIVISION 2

PHILADELPHIA, PA

FLOTILLA 2-76 TAKES TRIP TO CAPE MAY & ATLANTIC CITY



A gathering of the "clan" at the front gate to USCG Station Cape May. All are members of Flotilla 2-76.



Enjoying a few moments, (l to r) Bob O'Hara (USCG Ret.), Auxiliarists Carol Owens, Phil Giangjordano, Roseann Giangjordano, Lillian Chin



Members and guests of Flotilla 2-76 at a lecture on the new 47' CG Cutter MAKO, soon to be at Station Cape May.



At Air Station Atlantic City, Pat Cunningham, CG Airman Terry O'Neal, Charlie Lyman and Barbara Wickham.

All of the above photos submitted by Muriel Lewis, IPFC 2-76 Havertown, PA

BOATING SAFETY COURSE



Flotilla 26 awarded certificates to 18 graduates of a Boating Safety class completed at Upper Moreland High School in Willow Grove, PA. A special cake (above, left) was decorated for the occasion, while Flotilla Commander Joe Manusov (above, right) presents the certificate to one of the graduates.

Photo & comments submitted by Edward B. Horahan, FSO-PA Roslyn, PA

Flotilla 21 sadly announces that **Auxiliarist Robert Fairheller** crossed over the bar on May 17, 1988. Bob was a member of Flotilla 21 since March 1943. He was at that time a neighbor of my father, Horace Eltonhead who recruited him for the Coast Guard Reserve.

Bob's family was presented an award from the Director of Auxiliary in recognition of his 55 years of continued service.

Note: Flotilla 21 has been in continuous existence since 1939.

Submitted by Horace M. Eltonhead, Jr. FC 21 Philadelphia, PA

AROUND THE DISTRICT

DIVISION 3

WEST NEW JERSEY

USCG CUTTER "CLEAT"

The day dawned amidst a rainstorm and it didn't improve as the day went on. Together with nine other Flotilla Members we gathered at the Flotilla Meeting Place at the predetermined time and at 0900 hours set off on our mini-adventure.

In just a short time we arrived at Group Philadelphia located in South Philadelphia where we were to participate in a short run aboard the 65 foot steel tugboat the USCGC CLEAT. We were met by Chief Jeff Kerner, a fourteen year veteran who, along with his crew, made us feel quite at home aboard their home. The Cleat was built in 1965 and commissioned in 1967. It has a 400 Horsepower single engine and the original equipment is still in operation. They have two twenty kW generators and the boat itself weighs 72 long tons. After showing us where we would muster (God, I love that kind of talk) in case of an emergency, he showed us the second most important item this cold, damp morning, the coffee pot in the galley.

Shortly after 1000 hours we departed from our berth and proceeded North on the Delaware River with some of our Auxiliarists on deck braving the nasty weather. I was surprised to find out this vessel was and still is an icebreaker and is capable of breaking ice up to twenty-two inches thick. Those duties are still performed in these waters whenever the Delaware River gets nasty and freezes over.

The weather never did get any better and at 1130 hours we tied up back at Group Philadelphia. We sampled the fare at the cafeteria and were treated to an outstanding lunch. Thank you to all members of USCGC CLEAT and Group Philadelphia for their graciousness in allowing us to visit their installations.

*Submitted by Eugene I. Morris, FSO-PB 32
Westville, New Jersey*



Coffee break aboard the USCGC CLEAT. (l to r) IPDCP Tom Cusak, VCP Mike Keegan and Gerry Keegan, FC 32.

Photo by Gene Morris, FSO-PB 32

FLOTILLA 33 IN EXPO 98

EXPO '98 is a program organized by Sheriff James Forcinito and the staff of the Cumberland County Sheriffs Office. Hosted by the New Jersey National Guard, it was held at the Vineland Armory on October 2nd and 3rd. The secondary title gives a better overview of the program and its purpose, "Cumberland County's 2nd Annual Crime Prevention & Health Care Exposition".

Activities and participants included: VFW Bicycle Rodeo



At EXPO '98 (l to r) Mike Jordan, FSO-SR 35 and PDCO John

for the young folks, Police and Military Robots, Crash Dummies, Health Screenings, Police, Fire, Rescue and Military Vehicles and Displays, Veterans Organizations, WIC Mobile Clinic, and finger painting for the little kids. In addition a number of local businesses set up booths. On Friday a Coast Guard Helicopter was scheduled and on Saturday a National Guard Helicopter participated. The Armory proper and the garage were filled with displays and booths, with other displays located on the grounds.

Mike Jordan and the writer covered the booth Friday and Bob Bud and Dan Hanna took care of Saturday.

A high point on Friday was the arrival of the Coast Guard Helo from Atlantic City, the landing, and its set up as a static display drew a lot of attention, even more so when during the day they were called away for a case and returned on completion.

The attendance information we received indicated 6000 people attended over the two days. We answered some questions, passed out material and described ourselves and our organization to a lot of people who had no idea of the existence of the Coast Guard Auxiliary.

*Submitted by John McIntosh, PDCO 5NR
Newfield, NJ*

AROUND THE DISTRICT

DIVISION 4

SOUTHEAST PA

A DAY ON THE WATER WITH THE MARINE POLICE

Being a Coast Guard Auxiliary Flotilla Commander, I recently spent a busy day out on the Chesapeake Bay with Cpl. Jim Richardson of the DNR marine police. I had contacted Capt. Scarborough of the DNR marine police, Central Region, about trying to implement a team approach to boating safety and environmental pollution control on the Bay, and I thought there were ways in which our two organizations could collaborate.

Cpl. Richardson was the contact person, and I spent the day with him discussing boating safety courses and concerns of



interest to both the Marine Police and the Coast Guard Auxiliary. Plus, I thought it would be a good idea to know exactly what a day in the life of a patrol officer's was like.

We started out on the Bohemia River at 9 a.m. on Sat., Aug. 1 on a typical patrol. At 9:30, a routine boat check revealed the boat operator to have the wrong registration and missing safety equipment. Cpl. Richardson issued a ticket and told the boaters to finish their day but make certain they have the proper things next time. One thing I noticed was how congenial and pleasant Jim was with all boaters he made contact with.

The next boat we approached was a 27-ft. craft with a full load of people. We were sure this vessel was a good choice to check for PFDs. Jim asked everyone on board to hold up a PFD, and to our amazement, they all had one and some were even wearing them.

Jim's boat was a 20-ft Boston Whaler with a 150 hp motor. The Bay was choppy this day, and zipping around at 45 mph, I started to really feel it in my legs.

The day did give me a new appreciation for the job

the Marine Police do and the endurance it takes. They do their job, winter and summer, in these open boats. And on rough water, you take a jolt to every bone in your body. I do understand why they have 4-inch rubber mats to stand on, to cushion all the shocks.

Around 10:30, we were stopped by a boater reporting a runaway boat with no one on board. As we approached the boat, we saw it was running full speed in a circle. There was no way to get near it without risking a collision.

First we looked for an occupant in the surrounding water, but there was no one to be seen. Jim called for the DNR helicopter to assist in the search. Just after the copter's arrival, a boat came from in shore to tell us that the occupant had already been rescued and was now at Union Hospital in Elkton.

Now we had to move on the hard part, actually capturing the boat. We tried tying a boat fender to a nylon line and pulling it into the boat's path, but as all boaters should know, nylon sinks. Polypropylene would have been a better choice, but we had none aboard. We had hoped to tangle the line in the prop but had no success, so we just waited it out. Finally, after about two hours, it ran out of gas.

At around 12:30 p.m., we proceeded to the Engineer's Basin on the canal where we met up with Ray Price, a patrol officer, who took over for the day. He used the same procedures as Jim, no waste of time on patrol and always full speed in order to cover a huge body of water in one day.

I commend both these officers for the jobs they perform and the risks they take daily. I am hoping we can set up a program with the Coast Guard Auxiliary to relieve some of the burdens of their job.

*Article and photos submitted by J. Donald Coggins, FC 49
Berwyn, PA*



AROUND THE DISTRICT

DIVISION 5

HARRISBURG, PA

FLOTILLA 56 FLAG RETREAT

Pride in the American Flag is still strong! This fact was evident throughout the entire 21 days of flag retreats, which began 14 June. Cumberland Valley 21-Day Retreat Organization, comprised of 14 Veteran organizations, met every day to participate in the Flag Retreat Ceremony. U.S. Coast Guard Auxiliary, 5th Northern Region, Flotilla 56 of Chambersburg, PA, joined the group as they performed this patriotic function daily at various locations throughout the Cumberland Valley. Each day a different organization acted as host for the flag retreat. Flotilla 56 was the host organization on 1 July at the Marine Corp League, with 13 members in attendance. For 13 years, Flotilla 56 has participated in this organization's flag retreats, with the finale being held on the 4th of July at Chambersburg's Municipal Park. During the day, there were games, food stands, and other crowd-pleasing events to earn money for the fireworks display.

At dusk, the Flag Retreat Ceremony began with all units in formation. The Color Guard, members from each organization, performed the Retreat of the American Flag. Though the Park was filled with hundreds of people, there was total silence. While looking at the crowd of observers, you saw hats removed and hands placed over their hearts. Wayne Appel carried the Auxiliary Flag for display and Steve Marthouse was a member of the Color Guard.

The Mercersburg Community Band then entertained the spectators prior to the fireworks display. With pride, dignity, and honor, the Cumberland Valley Flag Retreat Ceremony for 1998 came to a close.

*Submitted by Jeannie Brenner, ADSO-PB (W)
Chambersburg, PA*

AROUND THE DISTRICT

DIVISION 6

WEST TRENTON, NJ

TO THE YEAR 2000

Division 6 has a new Bridge to take us to the year 2000, and if I must say, it is a good one. Robert Layton is the Vice Captain and our Division Staff has a lot of experienced members as well as some rookies. I'm sure they will be very experienced in a short period of time.

We are fortunate to have Doreen Nemiroff as our Division Marine Safety Officer (SO-MS). She has taken the course held by the District Training Staff and is well qualified. I am expecting our flotillas to follow suit and appoint a Flotilla Marine Safety Staff Officer (FSO-MS).

Teamwork is what makes things work smoothly. If we all work together we can work wonders. We are expecting great things in 1999, such as... Increased membership in **all** flotillas... Get more members involved in more activity... Smooth out our leadership roles.... encouraging more volunteers, asking in the right manner... Strengthening our public education... There are thousands of boaters who could use the quality training we offer... Locally, we aim to reinforce the Bordentown SARDET... We are looking for eager crew members and qualified watchstanders... We are looking forward to expanded activity on the Upper Delaware River, in Burlington, NJ (Similar to the activity held at Penns Landing)... In general we are looking to expand our activity in all of the cornerstones of Auxiliary life.

Keep an eye on Division 6, we will be boating on the water, in smooth waters. God bless.

LET'S GO DIVISION 6

*Submitted by H. William Schmitz, DCP 6
Ardsley, PA*

BOATING SAFETY RESOURCES ON THE INTERNET

There is a cache of information on boating safety on the Internet, which can be used by members of the Coast Guard Auxiliary. This information is useful for public education, member training, operations and communications with other members of the Auxiliary. The following is a list of selected websites you may want to explore. Cast your line, weigh anchor and take advantage of this bounty of information.

Harrisburg, PA

United States Coast Guard
<http://www.uscg.mil>

United States Coast Guard Institute
<http://www.uscg.mil/hg/cgi/index.htm>

United States Coast Guard Auxiliary
[www.http://207.201.180.170/memframe.htm](http://207.201.180.170/memframe.htm)
[www.http://uscgaux.nrlssc.navy.mil.uscgaux/auxweb/html](http://uscgaux.nrlssc.navy.mil.uscgaux/auxweb/html)

United States Maritime Administration
<http://marad.dot.gov>

United States Safe Boating Institute
www.pwcsafety.com

BOAT US
<http://www.boat.us.com>

United States Power Squadron

<http://www.org/usps.html>

Pennsylvania Fish and Boat Commission
<http://www.fish.state.pa.us>

Conservation Officers of Pennsylvania Association
<http://www.pawco.org>

Marine Patrol Association
<http://www.wsii.com/users/marinepatrol>

United States Geological Service River Stage Report
www.vpah20.er.usgs.gov/rt-cgi/gen_ssth?station=01570500

Boating Safety
<http://www.boatingsafety.com/links.htm>

AROUND THE DISTRICT

DIVISION 7

EAST CENTRAL NEW JERSEY

DIFFERENT STROKES

While we are all aware of the many Auxiliarists who volunteer their time to the Coast Guard as watchstanders, there are others who augment the Coast Guard in other less traditional areas, and sometimes some of these go unnoticed in the day to day activities of more visible work. One of these dedicated Auxiliarists is Tom Horan of Flotilla 7-12.

Tom, who is a former Navy Aviation Machinist's Mate 1/c and retired fire apparatus technician, has donated his considerable skills to CG Station Barnegat Light in the Engineering and Damage Control departments for over two years. He has worked in a broad assortment of jobs, whether they be woodworking, electrical, plumbing, equipment repairs, or any other job that needs to be done in every area of the station, including the boat house, government housing, the main building, or even the station's boats.

Tom is a past flotilla commander, and an active qualified coxswain who frequently puts himself and his boat at the disposal of the station for Coast Guard crew training purposes. He has held numerous flotilla staff positions and is active in the vessel examination, operations, and public education programs and has earned his AUXOP designation.

Tom typically arrives at the station early in the morning and puts in a full days work which means something like seven



Tom Horan, PFC 7-12

to eight hours on the job plus the travelling time back and forth to his home in Forked River. Each day's assignment is unpredictable, and can be as varied as erecting a recycling shed or repairing a dewatering pump. Much of the work is done as a team effort, with the other members of what I like to call the DC team (Damage Control Team), but sometimes the day is not long enough to finish the job and Tom has been known to take work home to finish it in his garage work shop.

The crew at the station has come to rely on this help and regularly saves work for the Auxiliarist members of this team.

Tom Horan, a soft spoken, unassuming person, who conscientiously and consistently volunteers his efforts for the Coast Guard in this non traditional role is a prime example of what TEAM COAST GUARD is all about.



The "Damage Control Team" at USCG Station Barnegat Light, NJ (l to r) USCG PO Neil Gibb, Tom Horan, Joe Barcelo, DSO-MV

*Article and photos submitted by Joseph L. Barcelo, DSO-MV
Forked River, NJ*

DIVISION 7 AUXILIARIST OF THE YEAR



Div. 7 Auxiliarist of the Year SO-OP Herbert E. Hoeger (r) receiving his award from IPDCO Clyde College at the Division Change of Watch. Herb is a Past Captain and one of our few Commercial Fishing Vessel

DIVISION 7 NEW BRIDGE TAKING THE OATH OF OFFICE



(l to r) Vice Captain Melvyn A. Borofsky and Captain Paul V. deFerrari.
*This photo and the photo to the left by Jeff Frederick, FL 7-10
Whiting, NJ*

AROUND THE DISTRICT

DIVISION 7

EAST CENTRAL NEW JERSEY

AFTER RESCUE, MORE SIGNING UP FOR THE AUXILIARY

The following article is reprinted from the Ocean County (NJ) Observer, written by staff reporter Susan Evard. The article was forwarded to TOPSIDE by Edna Frederick, ADSO-PA. Ed.

WARETOWN - Months after a heroic rescue outside the Barnegat Inlet, a local Coast Guard Auxiliary (Flotilla) continues to experience the repercussions of the incident. A growing membership and the introduction of personal watercraft to its fleet of patrol boats.

The Auxiliary Tuesday night inducted the most members in its 33-year history. Commanders attribute the additions to what they call the contagious influence of good rescue work.

Last September, four men were honored by Flotilla 7-10 for

Mulcahy said.

"Some of us look at PWCs (personal watercraft) as man-run torpedoes", said Mel Borofsky, Vice Captain of Division 7. "But we're seeing a use and a need for them in our work with the Auxiliary."

Personal watercraft have attributes the average recreational boat does not. "Size and maneuverability make them ideal for use in shallow water", Borofsky said.

On Tuesday, the new members were encouraged to find the one thing they can uniquely contribute to the organization.

"We have one guy who is interested in becoming a part of our crew program and his wife wants to get into radio communication at the Coast Guard station," Mulcahy said.



Heroes all, (l to r) CWO3 Ken Holmes, Commander Sta. Barnegat Light, Dave Schrader, Dave Burns, Keith Hurt, Jim Schrader.

Photo by Edna Frederick, ADSO-PA, Whiting, NJ

their heroics in saving seven people stranded offshore near the Barnegat Inlet.

The men, who regularly operate their personal watercraft in the inlet area, found a man swimming to the jetty rocks, later discovering he was one of seven people who had been stranded when their sport boat flipped outside the inlet.

None of the stranded boaters was injured, although (the) Coast Guard said the men's efforts prevented a possible deadly situation. Instead, the four escorted a Coast Guard rescue boat to the scene and the stranded boaters were brought to safety.

"Several of them were at the ceremony," Flotilla Commander (7-10) Jim Mulcahy said of the new members. "They were snowballed when they heard all the speeches of the rescuers."

For the members of the Flotilla, formed in 1965 by 10 men and women, the influence of the ceremony reflects the true nature of their job, assisting the Coast Guard.

"Their missions includes a variety of duties such as public education, routine boat inspection, service at the Barnegat Light Coast Guard Station and routine patrols in the back bay areas",



New Auxiliarists at the Flotilla 7-10 swearing in ceremony. (l to r) Maureen Conroy, Bob Codner, Elise Carson, Gus Carson, Ann DeGennarro.

According to Mulcahy, all of the inductees are experienced boaters who have knowledge of area waterways. However, they will receive additional training for the Auxiliary.

New members inducted include: Bob Codner, Bayville, Maureen Conroy, Manchester; Ann De Gennarro, Waretown and Elise and Gus Carson, Waretown.

Participants in the swearing in ceremony included Ken Holmes, Commander of the Coast Guard Station at Barnegat Light, Mel Borofsky, Vice Captain of Division 7, Jim Mulcahy, Commander of the Flotilla, Ray Panfile, Vice Commander and "Bo" Hawse, Operations Officer of the Station..

Refreshments were served after the ceremony.

AROUND THE DISTRICT

DIVISION 8

NEW JERSEY

AUXILIARIST OF THE YEAR

Mark Brody, SO-MT 8 was named Auxiliarist of the Year at the Change of Watch held at The Tuckahoe Inn. Mark is an avid boater with extraordinary knowledge of our waters. This year he earned the name "SARMAN" from the regulars at CG Station Atlantic City having chalked up 14 SAR cases with 5 lives saved. His demeanor and action while watchstanding at CG Station Great Egg has also earned him the respect of the Coast Guard. He is always willing to take new members aboard for training and requalifications.



He not only serves as the Member Training Officer for the Division, he also serves as the training officer of Flotilla 85.

He is a role model we can all look up to for inspiration and friendship.

Article submitted by Gil Finkelstein, VCP 8, Linwood, NJ

Photo by Rita Wade, Fl 85, Brigantine, NJ

AUXILIARIST HONORED BY STATION ATLANTIC CITY



CAPT Thomas C. King (r), Commander, Group Air Station Atlantic City congratulates Leo E. Daley, ADSO-VE 5NR, on receiving the Coast Guard Operational Merit Award. The award was presented in recognition of ten years of Watchstanding at Station Atlantic City.

Photo by Rita Wade, Fl 85, Brigantine, NJ

DIVISION INSTALLS BRIDGE



(l to r) Vice Captain Gilbert Finkelstein and Captain Regina P. Stretch
Photo by Rita Wade, Fl 85, Brigantine, NJ

TEAM COAST GUARD

On a recent Safety Patrol out of Cape May, Coxswain Bill Wenker, VFC Flotilla 82 had a truly representative crew. Earl Wilbur, Fl 82, and Patricia Brown, Fl 51 represented the Auxiliary. SN William Bonney was the USCG member. Sea Cadets Christy Fuller and Richard Kuchmay rounded out the crew.

Cruising the lower Delaware Bay on a beautiful day gave all crew members an opportunity to practice man-overboard drills and some basic navigation and boat-handling skills. Adding the Coast Guard and Sea Cadet members to the crew made for a most interesting and informative Patrol.

*Article and photo by Bill Wenker, VFC 82
Cold Spring, NJ*



On multi-unit patrol, (l to r) Earl Wilbur, Fl 82, Bill Wenker, VFC Fl 82, Sea Cadet Christy Fuller.

AROUND THE DISTRICT

DIVISION 8

NEW JERSEY

COMMUNITY INVOLVEMENT



In front of the Brigantine, NJ Community Bulletin Board, Leo E. Daley, ADSO-VE 5NR with the Deputy Mayor of Brigantine, Mr. Scoop Kay.



At the Division Change of Watch, a serious discussion??? (l to r) FI 86 members George Smith, Don Cardwell and Jake Lincoln with LT Tracy Wannamaker, CEO ST Cape May.

Above and below photos by Rita Wade, FI 85, Brigantine, NJ



(l to r) LT Richard Condit presenting awards to PO Scott Richards and Jake Murray for their assistance to Division 8 during 1998.

AROUND THE DISTRICT

DIVISION 9

WESTERN LAKES, PA

DIVISION 9 NOTES

The Pennsylvania Farm Show brought winter weather for the weekend as expected. This in turn wrecked havoc with plans for Elected Officer Training Weekend for Division 9 participants. It is amazing the number of happenings that can alter plans.

Division elections were completed and our Change of Watch was held on 5 December 1998 at the Days Inn at Huntington, PA, with 32 attending. We were honored by the attendance of District Commodore Clyde College and his wife Janet and Rear Commodore West Ken Bashore and his wife Betty. We were disappointed that unforeseen circumstances prevented representation by the Director's office. This is probably the only time in the twenty three years I have been a member. Overall, a pretty good track record.

Raystown Lake had a scheduled drawdown of five feet this fall for repairs along the shoreline and some launches. I believe most of this work has been completed. Additional lowering of the water level has take place as the result of drought conditions in our area. The level has probably fallen ten feet or more at the ramps I observed. The ramp is totally exposed and rocks showing at the ramp's end at Weaver's Falls, Shy Beaver, Aitch, and Seven Points. I am unaware of conditions at the remaining ramps at this time but I doubt that any launch would be open if the lake were not frozen over. A new campground will be open next year near Seven Points.

Plans are proceeding for the regatta for the coming year. Plans are still in limbo but the thoughts are put into deeds we should have another great show. Perhaps we will see you there.

Although we did increase the number of crew members in Division 9 this past season, we will still need assistance from other Flotillas for patrols on Raystown Lake. I hope many of you can share this pleasant task this coming season.

*Submitted by George W. Clapper, DCP 9
James Creek, PA*

WHAT THE WELL DRESSED ADSO-PB WEARS TO A FLOTILLA HOLIDAY PARTY!

Michele Borofsky, ADSO-PB, showing off her foul weather garb at Flotilla 72's annual Christmas/Hanukkah party. "Anybody here feel like a fish stick or two?", she asks.

*Photo by Georgia Dolack, FSO
-SR 72
Little Egg Harbor, NJ*



AROUND THE DISTRICT

DIVISION 10
ALLENTOWN, PA

PFD PANDA AT THE GAMES

The following photos of the PFD Panda were taken at the Bucks County, PA "Kid's Coalition Gear Up Games". Bringing the Panda to life (inside) is Ruth Fuqua, FI 10-8. Also pictured is Jerry Fuqua, DCP 10.

AROUND THE DISTRICT

DIVISION 12
DELAWARE

Marvin N. Ruff **1914-1998** **41 Years of Auxiliary Service**

Born in Delta Pa. 1914, served in the U.S. Navy during World War 2 in the submarine service, in the South Pacific aboard the U.S.S. Macabi. After his tour of duty in the Navy Marvin took up residency in Dover, Delaware working for Farm Credit as a loan officer.

Marvin believed in serving his community and displayed it by volunteering his time for the AARP, the Modern Maturity Center, the AF & AM, in Freeland Md. the Masons and as a Boy Scout Leader. His most cherished time in volunteering was dedicated to the U. S. Coast Guard Auxiliary.

Marvin became a member of the Coast Guard Auxiliary in March of 1957 and served in many capacities during the course of his 41 years of dedicated service. He was an AUXOP (awarded in 1972) had been a vessel examiner, instructor, and Coxswain.. He was the first division captain for Division 12 and was instrumental in the formation of our Division.

Those who knew him will miss Marvin. He gave more than he took from his community and enjoyed what he accomplished. We have lost a good friend and a dedicated Auxiliarist, but his spirit will live on with those that were touched by his wit and guided by his experience.

*Submitted by Robert P. Amort FC 12-5
Dover, DE*

Returning to home after a successful patrol.
(l to r) Richard O. Hays, FSO-CM 12-2 and Ellen M. Danaher, FI 12-2
*Photo by John Bernath, ADSO-PB
Millsboro, DE*

AROUND THE DISTRICT

DIVISION 12

Delaware

INDIAN RIVER COAST GUARD RESCUES 4 PEOPLE AT INDIAN RIVER INLET

Events of Sunday, September 20, 1998.

While on patrol at approximately 11:40 AM just outside of the Indian River Inlet we noticed a small boat (a bow-rider with two couples aboard) about 100 yards away not making headway against the turbulence created by the outgoing tide meeting the incoming ocean (Which created wave action of 4 to 5 feet). As the boat was obviously having a rough time we headed toward it in case we would be needed.

When we were about 50 yards away the boat took a wave over the bow and was immediately head down. The people on board saw us and started waving for help. Another wave hit the boat broadside and it was now swamped, the decks awash.

We came within arms reach of the boat. I yelled "People First" and indicated that they were to come aboard our boat. Andy Assimos (Patrol Coxswain) had his hands full keeping station. As I reached to transfer the first person their boat took a third wave and tilted to port, causing all aboard to fall against the port rail. I yelled "It's capsizing, jump clear." With that, the fourth wave had no trouble flipping the boat over. The people on board all fell straight down. One person, who had been holding a dog, was now under the boat. The other three were in the water and trying to swim clear. Knowing how quickly someone can get tired fighting the waves I yelled, "Stay with the boat" and they did. The man under the boat surfaced and held on, but the dog was gone. One of the women yelled "My baby." I asked her if there was a baby under the boat. One of the men said it was her dog. We all breathed a sigh of relief. For a split second I thought I was going swimming. After the people were all taken care of we searched for the dog, but it was gone.

While all this was happening, it lasted about 1 minute, Andy was calling the Coast Guard station at Indian River. They sounded the SAR horn and within 2 minutes help was approaching. The man who had been under the boat had come up on our side. As he was closest and in the worst condition I threw him a line and directed him to grab on. When he did I pulled him to our boat and hoisted him aboard. I noticed another boat standing by and I motioned them toward one of the people in the water near them. They pulled her up onto their transom ladder.

I again threw the line to one of the people and directed her to swim, holding the line, to our boat. As I was hoisting her aboard she fell back into the water. I managed to get the line to her again and pulled the woman to the ladder and helped her come aboard. People who don't use a ladder over the side in water don't realize exactly how hard this is.

The fourth person was on the west side nearest to the CG boat and they pulled him aboard. DelMarVa Towing arrived about the same time as the CG boat and asked if the people wanted the boat righted and towed to a marina. They said yes. One of the two CG boats and DelMarVa towing attached lines

to the boat and after several minutes righted it. While they were doing this we and the other C. G. boat retrieved debris from the water. Then we, the first CG boat, and the Good Samaritan boat, "The Hammer-Head", took the people to the CG Station.

After unloading the people and debris we returned to the inlet and cleared a path for DelMarVa towing to bring the righted but low in the water boat to the North Shore Marina launch ramp.

From start to finish of the actual rescue was about 4 to 5 minutes. It took another several to right the boat, several more to tow it. The whole time was about one half-hour. It was obvious to all involved that some of the people would have drowned fighting the wave action without the timely arrival of the Auxiliary boat. The only other people present to witness the accident were fisherman on the jetty. It was heartening to see the quick response of the Coast Guard boats. With Elwood Williams on the bridge, Jim Albrand on the 25' RHI, and us. Fully 50 % of the CG personal involved were Auxiliarists. The Coast Guard personal are David Dale (Comms), Slaughbaugh (Cox's of the first CG boat), Meese and Hessler on the second 21' Rigid Hull Inflatable.

The lessons learned in just 2 minutes of life saving are well worth repeating. Preparation is essential. No amount of preparation can fully prepare you for the actual happening. Because this happened within arms reach so quickly we had to react, not get set to act. We train our Coxswains and crew for situations just like this. What we cannot duplicate is the adrenaline both in the rescuers and those being rescued. Thankfully all the people involved knew how to swim. Points to remember are:

When you pull someone out of the water, Don't lean over the gunnel using your ribs as the fulcrum, especially if they weigh 200 lbs., I later found I broke a rib. Don't tie off the line you are using to pull people aboard with. The people have a tendency to try and climb the line. You have to yell at them the whole time telling them what to do as you pull them to the ladder. Remember that they can very easily be in shock, and at times you will need to yell to get their attention.

*Submitted by Wally Brown, VFC 12-2
Bethany Beach, DE*

AROUND THE DISTRICT

DIVISION 12

DELAWARE

NEW BRIDGE INSTALLED



(l to r) DCO Clyde College, Vice Captain Robert Amort, Captain Alfred O. Grimmager

AUXILIARIST OF THE YEAR



Division Auxiliarist of the Year Ruth Sokolowski, FSO-MT 12-2 receiving her award from DCO Clyde College at the Division Change of Watch.



Richard Hays, SO-PB 12 manning the Boating Safety Booth at the "Apple Scrapple Festival". Those are Girl Scouts up front.

Above photos submitted by John Bernath, ADSO-PB, Millsboro, DE

AROUND THE DISTRICT

DIVISION 13

CENTRAL NEW JERSEY

MAN WITH A MISSION

At a recent meeting, Thomas S. Cooper, Jr. was honored for over 32 years of dedicated to the US Coast Guard Auxiliary. Tom, who presently serves as Financial Staff Officer (SO-FN) for Division 13 and as the Information Services Officer (FSO-IS) and Recording Officer (FSO-SR) for Flotilla 13-6. Tom is also a Vessel Examiner and has provided many services to the Auxiliary during his tenure. Tom and his lovely wife currently reside in Cherry Hill, NJ.



Photo and article submitted by "Buzz"

Lombardi, FC 13-6 Cinnaminson, NJ



CPR Training at Flotilla 12-2 meeting. (l to r) Richard Hays, Dave Fariss, Instructor/Trainer American Heart Assoc., LCDR Wayne Stacey, CGHQ Washington, DC, Jack Korbobo, FSO-PS 12-2.



At the "Seawitch Festival and Fiddler's Convention" Boating Safety Booth.

(front row l to r) Wally Brown, VFC 12-2, John Bernath, FC 12-2 (back row l to r) AM2 John Gibson, USCG Recruiter, Richard Hays, FSO-CM 12-2, BMC John Robison and MST-I Pat Reilley of USCG

AROUND THE DISTRICT

DIVISION 14

CROSSING THE BAR HIS WAY



Auxiliarist Paul Shenberger, Sr. loved to spend all of his available time on his boat "Family Time". Paul crossed over the bar on 25 October and his family thought it only fitting that he take his last ride, the ride to the cemetery on the boat he loved so much. The boat and steps were fitted for the occasion and friends from Division 14 sent him on his way with a proper Honor Guard.

Photo and article submitted by Robert Herr, FC 14-1 Mountville, PA

GOVERNOR'S CUP RACE REGATTA



The Governor's Club Race was held on Lake Wallenpaupak 19 & 20 September. Patrols were requested by the sponsors, a local yacht club. Boats were supplied by Divisions 10 and 15. The regatta patrol vessels were David Edinger, 15-2, Richard Lord, 15-2, Jack Borzell, 15-3, Charles Mathews, 15-4, and Donald Merriman, 10-2. A award dinner was held on Saturday night.

Article and photo by Paul Mackes, ADSO-OP Allentown, PA

AROUND THE DISTRICT

DIVISION 15

CHARTER AWARDED TO McKEAN FLOTILLA 15-7

McKean Flotilla 15-7 became an official member of the Coast Guard Auxiliary on November 22, 1998, when its charter was presented by LCDR Brian McCarthy at the Chartering Ceremony in Smethport, PA. The new flotilla is a result of the Auxiliary's recruiting efforts in the western section of Division 15, where there are no existing flotillas, and will primarily serve the Allegheny Reservoir located in the northwest corner of the Fifth District.



Over the past year they have been very successful and acquired nineteen new members for Flotilla 15-7. These new members have been assigned to Flotilla 15-6 for training. So far 3 of the new members have completed Vessel Examiner Qualifications, 1 has been designated a Master Instructor and 3 are in training for Instructor, 2 have qualified as Crew, and 2 have taken the Auxiliary Administrative Procedures Course.

The Chartering Ceremony was well attended and enjoyed by 38 members and guests at the Courtyard Restaurant in Smethport, PA. Many of the guests traveled a great distance. LCDR Brian McCarthy drove 900 miles round trip from the NJ coast to Smethport and back home. Tim and Brenda Donovan were a close second in miles traveled.

Members of Flotilla 15-7 and Division 15 were deeply impressed and grateful; and have pledged to repay with increased hours of service in 5NR programs in 1999.

The election of officers for the new flotilla was held. Joseph D. Dzubak was elected Flotilla Commander and Vice Flotilla Commander is Kenneth E. Mostyn. They will be working with a full slate of Staff Officers.

*Submitted by Astrida V. Miller SO-PB 15
and Darlene M. Covert FSO-PB 15-7*



AROUND THE DISTRICT

DIVISION 16

BARNEGAT BAY

FLOTILLA 16-1 CELEBRATES "PIRATES BALL"



On Saturday evening, October 24, 1998 the United States Coast Guard Auxiliary held a special, unique social event called a "Pirates' Ball", to which members of Flotilla 16-1 attended, with spouses, and everyone was dressed as a pirate. There were three invited guests, Rear Commodore George Leuck, and Division 16 Captain Bob Myers and his wife Kathy.

The Ball commemorates the work and spirit of the "Pirates" of Flotilla 16-1. The "official" flag of the flotilla (center of the above photo), complete with skull & crossbones, an anchor and a lightening bolt, flew over the event that played out with the fervor of a wedding. There were prizes for best costumes, favors, a delicious dinner and much dancing. The disc jockey was on the dance floor leading Y.M.C.A., a conga line and other novelty dances.

*Photo and article submitted by Herb Gomberg, FC 16-1
Freehold, NJ*



Flotilla 16-7 on patrol. (l to r) Jack Witemeyer, FSO-AN, E. Robert Meyer, IPFC, Tony DiTaranto, FSO-MA and "Barney" Dial, 7-11, on board as QE.
The photographer, Donna Schleuss, SO-PA 16, wants to know if you

COLUMBUS DAY PARADE



The PFD Panda and the cheerful Division 16 Auxiliarists preparing to keep in step for the annual Columbus Day Parade, held in Seaside Heights, NJ. The event offered sunshine and fellowship, thanks to the leadership of Harry Moscatiello, FC 16-7.

*Photos (above and below) by Donna Schleuss, SO-PA 16
Freehold, NJ*



Frank D'Antonio, FC 16-5 and his "Tasmanian Devil" at the Columbus Day Parade.




A NEW COXSWAIN →

Brenda Moscatiello, FSO-IS 16-7 earned her Coxswain rating over the summer. She was awarded her Coxswain certificate and uniform device at the October, Division 16 meeting. Congratulations, we wish her fair winds and calm seas always.



United States Coast Guard Auxiliary

Fifth Northern District - 1999 Calendar of Events

FEB	MAR	APR	MAY
<p>1 Division/Flotilla finance reports due to DIRAUX</p> <p>1 EXCOM</p> <p>2 Groundhog Day</p> <p>6 Eastern Area General Meeting</p> <p>12 Lincoln's Birthday</p> <p>14 Valentine's Day</p> <p>15 President's Day</p> <p>17 Ash Wednesday</p> <p>20 Central Area General Meeting</p> <p>22 Washington's Birthday</p> <p>27 Western Area General Meeting</p>	<p>1 EXCOM</p> <p>12 Conference report due to DIRAUX</p> <p>17 St. Patrick's Day</p> <p>20 1st day of Spring</p> <p>28 Palm Sunday</p> <p>Note: Start planning and training CME, MV, OPS for the coming season.</p> 	<p>1 Passover</p> <p>1 Summer Uniforms</p> <p>2 Good Friday</p> <p>4 Easter Sunday</p> <p>18 EXCOM</p> <p>16 SPRING AWARDS 17 CONFERENCE 18 LANCASTER, PA</p> <p>30 <i>Spring Topside Deadline</i></p> <p>Note: Time for NSBW planning.</p> 	<p>1 AIM Candidate deadline.</p> <p>3 EXCOM</p> <p>7 Central Area EXCOM</p> <p>9 Mother's Day</p> <p>14 Eastern Area EXCOM</p> <p>14 Western Area EXCOM</p> <p>31 Memorial Day</p> <p>31 District Workshops Deadline</p> 



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