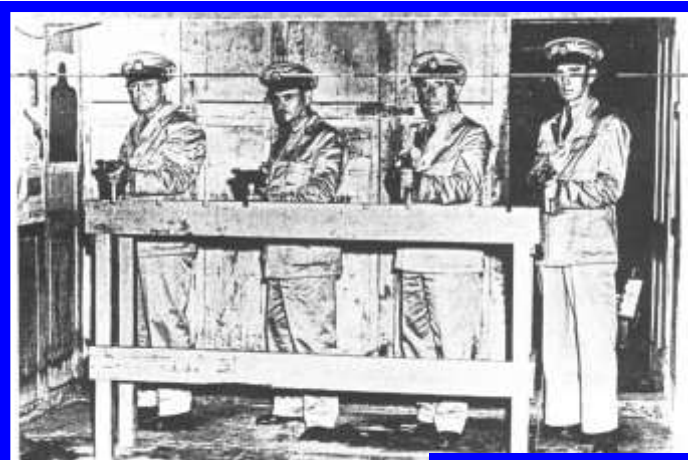


t pside

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



Four members of Flotilla 31, Ocean City, "ready on



illa 31 get some very concrete
their Spar recruiting program.



AT READING FLOTILLA BANQUET
front row, left to right: Lt. (jg) (T) O. L. Williams, Lt. Com-
dante (T) Philip Ziegler (Flotilla commander), Lt. J. W. Brown,
Lt. (jg) (T) Theodore Cuyler, 3rd, vice commander; Ensign



cut. Redgrave and Chief Griffin, U.S.C.G.,
Bonds Coast Guard Station, discuss patrol area
with Commander Gibbons-Neff and Operations
Officer Remington of Flotilla 18.



PROSPECTIVE SARGENTs are invited to look at the decorated lists of these members
of Flotilla 18. We feel sure such an examination will discourage the saboteurs from the

Vol. 99
No. 2
Spring
and
Summer
1999



cut. (T) Hadley, commander of Flotilla 21, Ensign Moss Brown, of the District 1st
of Lt. (T) F. Travis-Gore, chairman of the Pearl Harbor Day War Bond Committee, U.S.
personnel and certificate awarded to Flotilla 21 in recognition of their having sold their
War Bonds on the second Pearl Harbor Day drive.



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Fifth Coast Guard District (NR)
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topside fall issue
NEXT DEADLINE
31 August 1999

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Acting Director of Auxiliary CWO3 Tim Donovan

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Vice Commodore (VCO) Robert J. Perrone, Sr.
Rear Commodore East (RCO-E) George F.

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

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DIVISION 15 Donald E. Bowes
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Vice President (West) Henry Reeser
Vice President (East) John T. Lincoln

On the Cover: A collage of World War II US Coast Guard Auxiliary photographs. Take notice of Auxiliary members taking rifle practice. In this issue of TOPSIDE we feature nostalgia articles and photos from the archives of TOPSIDE and the NAVIGATOR magazine.

Cover photos supplied by "Jake" Lincoln, Historian 5NR
West Cape May, NJ

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TOPSIDE

U. S. COAST GUARD AUXILIARY FOURTH NAVAL DISTRICT

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VOL. 1 MARCH, 1943 No. 1



EDITORIAL BILGE

TO Commodore Nelms goes the hand crocheted windlass for our new calling piece. After due consideration of all the fine names submitted by members throughout the district, until our staff was red in the pan, Mr. Nelms steps forward and in his usual cheery calm suggests that, "As we are boatmen we should have a ship, and every well founded ship has a deck. —On Deck—*Topside!*" Various colored chunks of flotsom will be awarded to member-contributors, upon request and proper identification, for those swell names that just missed the dock. Many of the names submitted were so good that other districts had already copped them.

So we built us a ship under "Topside". The staff has permitted its imagination plenty of scope to make your bulletin shipshape. We trust you are pleased.

Topside is entirely auxiliary manned and with the blessing of Lt. Commander Abbott, our director, the first issue has been launched. If your copy smells—slightly of champagne, it may be taken for granted that the launching was a success.

The staff urges you to throw us a line. The Editor will be happy to establish a column for airing them. We will hold on to the Bitter End.

DISTRICT COMMODORE

My sincerest “thank you” to all our members who contributed so much and in so many ways to our Spring Awards Conference 99. Reports from attendees and guests were extremely positive and complimentary to our district. Members and guests felt their time was productive, well spent and all had fun.. Many activities were available and I am happy to say



enjoyed by most. Incidentally attendance recorded was 350 members translating into one of the largest and most gratifying conferences in many years. Thanks again to our Conference Coordinators Jean and Harry David for their usually exceptional efforts putting this week~end together for us.

We understand all the workshops were outstanding. Kudos and credits to our very knowledgeable and hard working participating DSOs. Special thank you to DSO Harry Petersen appointed to the MT program in the eleventh hour and was able to convene a remarkably successful New Member Workshop.

Space does not allow me to thank all the participants and attendees individually. Please accept my personal appreciation for your time and contributions to the success of our Conference and the many things you all continually do for our Auxiliary. Hopefully we can repeat this success at our Fall Conference this September, in Wilmington, DE. We will schedule MS, CC, PS and New Member Workshops. Please plan now.

Its hard to believe when you read this Topside we will

be halfway through the year. Time is flying and hopefully we *are* having fun. Have you ever had the feeling you have “too much to do, not enough time to do it”? I’m sure we all have. Time is the most important and vital blessing granted us in this scheme of life. One of the most amazing unexplainable facts that sets our Auxiliary apart from other service organizations is the thousands of members who volunteer so freely, and give so much of their most cherished possession, time. Auxiliarists commit time, energy and personal expense solely for the help, welfare and safety of other people. I cannot think of any better or more noble way of spending ones time, can you?

Managing time wisely on a daily basis will produce greater success and added accomplishment for yourself and our Auxiliary. Set time perimeters for all projects, write and require shorter reports, prioritize missions, meetings and tasks. Prudent allocation of time can help obtain goals, meet obligations efficiently and minimize valuable energy sometimes devoted to unimportant or insignificant matters. Time management is vital in our Auxiliary business and in all matters of life. Essentially time is not flexible. There are 168 hours in every week no matter what we do. We need to effectively manage the things we do within the time we have available.

The benefits of time management can be less work, increase our Auxiliary contributions and allow us more personal time. It can also and most importantly provide additional opportunity for *fellowship* and fun. Lets time plan our work, work time our plan and have a good time doing it.

Healthy, Happy and Safe Summer to all

*Submitted By John Locasale, DCO 5NR
Ocean City, NJ*



Commodore John Locasale addressing the District Board at the Spring Conference held at the Eden Resort Inn, Lancaster, PA. Looking on are LCDR Brian McCarthy, Director of Auxiliary 5NR and National Vice Commodore, Chief of Staff, Viggo C. Bertelsen.

Photo by Mel Borofsky, DSO-PB

DIRAUX

As most of you know LCDR McCarthy has been transferred to Air Station Atlantic City, NJ. I will be filling in for him until his replacement, CDR Minutolo, arrives from his Coast Guard liaison duties in the tropical island of Barbados, sometime in early August. LCDR McCarthy came into the office last July and asked each one of the members of the DIRAUX staff to provide the best services we can to you the members of the Auxiliary. I think we did a pretty good job and I can ensure you that there will not be a decline in the services we will provide you in the future.



It is great that the boating season is upon us. I hope that everyone will review the safety procedures before getting underway and "Boat Smart From The Start" as is the theme for this year's National Safe Boating Week.

I just attended the National Auxiliary Planning Meeting in Miami, Florida and I can tell you that the Auxiliary Leadership has many outstanding ideas and recommendations to improve the way our organization does business. I am sure that Commodore Locasale can give you the details better than I.

The District is in the final planning stages for the Coast Guard Auxiliary 60th Anniversary Ball, to be held on June 26, 1999 in Willow Grove, PA. I hope that everyone will take the time to celebrate this special date (June 23rd) and openly communicate the many outstanding accomplishments of the U.S. Coast Guard Auxiliary.

I joined the Coast Guard almost 27 years ago and it took me many years to understand what the Auxiliary was about. Now I can tell you. Without the 35,000 volunteers in the Auxiliary, the Coast Guard would not be able to complete its' ever expanding responsibilities to the citizens of this country. I have never seen a more dedicated group of people in my life and I feel it an honor to have served in two Director of Auxiliary offices.

You, the members of the 5th District Northern Region Auxiliary, are the true meaning of SEMPER PARATUS and I look forward to serving you in the future.

*CWO3 Tim Donovan, Assistant Director of Auxiliary, 5NR
Philadelphia, PA*

VICE COMMODORE

We have now completed our spring surge of Public Education classes, mandatory workshops and our District Conference. We are well into our most active Courtesy Marine Examinations / Marine Dealer Visits and Operational Patrol activities. All of these, together with the other multitude of tasks taken on by Auxiliarists, come and go on a regular schedule and are completed in exemplary fashion by our members.



Have we, however, completed the "communication" part of the tasks; namely,

- Have we completed our personal paperwork?
- Have we reported to our staff officers at all levels?
- Have we submitted required forms in a proper and timely fashion to our Information Systems Officers?
- Have we reviewed the AUXMIS reports for accuracy and inclusiveness?

Communication at *all levels* continues to be a problem within the Auxiliary. Staff officers report a lack of information being received at every level. It is certainly difficult to comprehend why, after we perform our mission, we do not take the extra minute or two to properly report the mission so that we, as well as our Flotilla, Division and ultimately the District, can get proper credit.

We have all heard the comments that "I'm concerned with the mission; I don't need the credit." Such comments and actions are unfortunate because they have a detrimental effect on the entire Auxiliary organization.

The District has established Division goals under a five year plan which were aimed at satisfying the needs of our customers. The accomplishment of these goals can only be measured by reported activity. Once an individual decides it's not important to report his activity, not only that member but also the Flotilla, Division and District suffers.

Not only is it imperative and necessary that all members report as requested and directed, but it is also just a necessary for the member to review the AUXMIS reports at his level to assure that the activity has been properly recorded. This can best be done at each Flotilla meeting when the information is fresh in everyone's mind.

If all of our members would just take that extra minute to complete the paperwork, then and only then might the "communication problem" be solved.

Remember, have fun in all that you do but above all, keep safety in the forefront on all of your missions.

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

if, for any reason, you have to write to our Director's office.....

**Director of Auxiliary (5NR)
c/o US Coast Guard Base
1 Washington Avenue
Philadelphia, PA 19147-4393**

remember to follow the chain of communication

REAR COMMODORE EAST

N-Train, the Elected Officer's Training School, the Award Conference and many local activities, and it is only the end of May! There is much yet to do. The safety patrol season will soon be upon us, and we will all start preparing our boats for the summer. Boat crew is well under way, and shortly we will be wrapping up our Spring Public Education classes (don't forget to recruit new members). Life for an Auxiliarists is certainly not dull.



However, it is important to keep in mind why we joined the greatest volunteer boating organization in the world. To help our fellow boaters, to assist the Coast Guard, and to continue our own nautical education. All of the above mentioned activities plus many others are all intertwined in such a way as to be able to achieve these goals. Most importantly, the individual member should be having a good time. After all, that member is also boating, and for most members this is our prime recreational activity. And don't forget the fellowship. Have fun in class, on patrol, or when doing vessel examinations. Enjoy the good company of your fellow members.

Many new opportunities are available to you the membership to help the Coast Guard. If you would like to find out more, speak to your Flotilla commander, your Division Captain or your Division Liaison and they will put you in touch with an active duty unit. They will train you if necessary, and then put you to work. Some of the opportunities include watchstanding, crew on the 41' UTB, Marine Environmental Specialties, Aids to Navigation, Administrative Supports and the Marine Safety Office, just to name a few.

When you participate in any activity remember that you are a representative of the United States Coast Guard. For the most part the public is not aware of the difference between the regular Coast Guard and the Auxiliary. Wear your uniforms properly. Keep them clean and in good repair. Don't go on a military facility unless you are wearing the uniform properly. If you are unsure about proper military courtesy, there are many members who would be glad to instruct you. Be proud to be Auxiliarists, and an active part of Team Coast Guard.

Have fun and a safe summer.

*George F. Leuck, RCO-E 5NR
Toms River, NJ*

REAR COMMODORE

In this 60th anniversary year of the Coast Guard Auxiliary, we Auxiliarists should review the history of our organization as well as to take stock of the future of the Auxiliary. As we all know, the Auxiliary was founded in 1939 at a time when the United States was emerging from the Great Depression and was beginning to prepare its defenses in response to World War II. Previously a few leaders like President Roosevelt tried to improve our Armed Forces; however, isolationism was still powerful. The Auxiliary was designed to add to the strength of the Coast Guard without adding expenses. When we became directly involved after the Japanese attack on Pearl Harbor, the Coast Guard Auxiliary became the Coast Guard Reserves. Auxiliarists were then actually members of the Coast Guard and served in various capacities. I can recall seeing "Sailors" walking patrol on the beaches of New Jersey; actually, they were probably members of the Coast Guard Reserve. A friend of mine, the late John Johansen, served in Flotilla 22 at that time. Later, after the flotilla was designated 42, he served as District Commodore in 1968 and 1969.



At the end of World War II members were returned to the Auxiliary. Some organizational changes were made and there was a realignment of divisions. Originally the Coast Guard wore uniforms similar to the U. S. Navy and the Auxiliary wore uniforms similar to Naval officers. As you can see, the concept of "Team Coast Guard" is really not a new one; it was present early in the history of the Auxiliary. We now stand shoulder to shoulder with the Coast Guardsmen in the performance of many of the duties, excepting law enforcement.

We must be cognizant of our organization's past and we must support our historians by supplying information, artifacts, articles and items of interest. We have had an impressive past, but now we must see to the future. We must strengthen the Auxiliary by increasing the number of enthusiastic, active members. We must increase our members' desire to participate in the currently available programs. We must improve and increase member training to retain our members, lest they lose interest and fall into a period of inactivity. We must support "Job One".

LETS DO THE JOB!

*Eugene A. Bentley, Jr., RCO-C 5NR
Newtown Square, PA*

About Commodore Leuck,

The Commodore is a widower with five grown children. George joined the Auxiliary in 1991 and served Flotilla 16-7 and Division 16 in every elected office. He is a vessel examiner, instructor and coxswain. He attained AUXOP status in 1993 and QE status in 1996. He recently served 5YR as it's Aids to Navigation staff office.

Commodore Leuck is retired from the television commercial production field.

About Commodore Bentley,

"Doc" Bentley and his wife Janet have been welcome sights in the Auxiliary since 1971. The Commodore has served Flotilla 42 and Division 4 in every elected office. "Doc" is an active sailing instructor and Auxiliary crew person. He is proud of his AUXOP status. His on the water experience started with a row boat in the 1930's and by going sailing with anyone who would take him out.

Commodore Bentley is a retired physician.

REAR COMMODORE WEST

Hello again. I am sitting here, computer keyboard at hand, and I am reminded of the old adage "time flies when you are having fun". My job as Rear Commodore has been a little hectic at times but it has also been fun. I have been fortunate in that I have been able to visit all five Divisions in the western area. This has given me an opportunity to meet new members and to reacquaint myself with old friends. It has also enabled me to learn about the many things that are being done to support the Coast Guard and accomplish the Auxiliary's mission even though we are landlocked. We are active in all the cornerstone programs to varying degrees, but if there was an award for "the most miles driven in a year" we would probably win it without even trying. One couple drives four hours to attend a division meeting. Elected Officers of one flotilla travel in excess of two hours to help out a sister flotilla that is having some difficulties. Instructors travel in excess of two hundred miles, one way, to conduct PE classes in remote areas in the hope of establishing a new flotilla. Truly amazing. I feel very honored to work with people of that caliber.



The days are definitely longer, a good sign that the boating season is getting underway. Most of the boating in our area is done on lakes and rivers so launch ramps must be used. What better place to set up a Courtesy Marine Exam station? With a little coordination between the operations people and the examination folks, the fourth cornerstone program, fellowship, can be brought into play. Setting up a picnic area nearby can act as the glue to hold everything together. A Courtesy Marine Exam banner strung up in the area can be used to attract the boaters and what boater could refuse the offer of a free safety check by a group of smartly dressed Auxiliarists?

When the boating public sees the Auxiliary in action a lot of interest is generated. This interest can bring in new "working" members and remember that is still job #1 for 1899.

Last but not least, get the paperwork into AUXMIS. You do not receive credit for all your efforts until it is entered into the system. It is the only way to keep your name off the next drop list. I sincerely hope everyone has a wonderful summer and an accident free boating season. See you next issue.

*William E. Weihbrecht, RCO-W 5NR
Harrisburg, PA*

About Commodore Weihbrecht,

Commodore Weihbrecht and his wife Marion are proud parents of 5 boys and 1 girl, they have 15 grandchildren. Bill has served Flotilla 53 and Division 5 in every elected office. The Commodore has attained AUXOP and QE status. He is also a vessel examiner and instructor. Along with a very active Auxiliary life, Bill enjoys recreational boating, computers and music. He is also active in the Harrisburg River Rescue Team.

CONFERENCE COORDINATOR

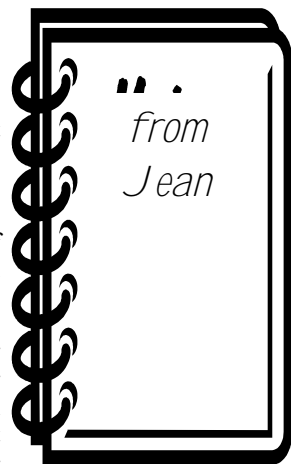
There are still quite a few Members who are not filling their Conference registration forms correctly, therefore the sample to show you how it must be done. It is important that we receive the correct information so as to order the correct number of meals and the right size classrooms for the various activities.

Some cannot understand why the \$5.00 registration fee is necessary if they are attending only one function. The registration fee goes toward coffee breaks, VIP gifts, room rentals etc. This is a ruling that the District Board made several years ago. Therefore the fee must be paid by all members and guests 17 years of age or older, regardless of the number of workshops/meals that they will attend.

To eliminate errors in your payment, please double check your addition and see that the total amount is correct. Government postage is not authorized for your reply. The cut-off date for conference reservations is approximately 10 days prior the Conference, this time is necessary to prepare the count for meals and workshops. After this this date all reservations will be returned to you unopened and will apply to ALL.

Hotel reservations must be made by you directly with the Hotel. We contract with the hotel to set aside a block of rooms at a special price, so when you call the hotel make sure that you tell them that you are with the U.S. Coast Guard Auxiliary. The hotel will hold this block until 3 or 4 weeks before the conference, after which they have the right to charge the regular rate, if a room is available. Please get your reservation in early.

*Jean David, 5 NR Conference Coordinator
Doylestown, PA*



PAST CAPTAIN'S ASSOCIATION

From the President of the Past Captains Association..

It has been brought to my attention that there are more guests at the Past Captains breakfast than there are members. To this I have contacted the three Vice Presidents and we discussed the problem. The unanimous feeling of this EXCOM was that we return to the original intention, that is that each member can invite only one guest, whether it be their spouse or some other person. The only exception would be Widows of a member and guests of the District attending the Conference.

*PDCO Harry L David, President PCA
Doylestown, PA*

STATION BARNEGAT LIGHT, NJ

Chief Warrant Officer Holmes graduated from basic training at Naval Training Center San Diego in 1965. His first assignment was aboard the USS RONQUIL(55396) a submarine home ported in San Diego, California. He entered the Coast Guard in 1974 and was stationed on the CGC DILIGENCE until 1976 when he was attached to Coast Guard Station Key West as a boat Coxswain. In 1978 as a new Chief he reported aboard the CGC GALLATIN home ported in Governors Island, New York. He then was assigned as Executive Petty Officer aboard CGC CAPE YORK from 1981 to 1983. His next assignment was at CG Group San Francisco where he was commissioned a Warrant Officer in 1984 for tours on the CGC REDWOOD and the CGC GENTIAN and then to CG Group Fort Macon where he served as Operations Officer. Most recently he was the Commanding Officer Coast Guard Station Manasquan Inlet, and is now Commanding Officer of Station Barnegat Light and Beach Haven.



CWO Kenneth Holmes

His awards include the Coast Guard Commendation Medal, Commandant Letter of Commendation, Meritorious Unit Commendation, and Vietnam Service.

He is married to the former Patti Ann Colby of Rochester, New York. They have three children, Christopher, Jonathan, and Nicholas.

USCG STATION BARNEGAT LIGHT, NEW JERSEY

Station Barnegat Light is located in Barnegat Light, New Jersey at the northern end of Long Beach Island. As a Coast Guard Multi-Mission Station, responsibilities include Maritime Safety, Environmental Protection and Enforcement of Laws and Treaties. In May of 1996 Station Beach Haven, located at the southern end of Long Beach Island became a seasonal "Small Station". The station is operated from May to October of each year and reports to the Commanding Officer of Station Barnegat Light. Together, the two stations provide the citizens of southern Ocean County year round Coast Guard response and services. The annual Search and Rescue case load for the two units combined exceeded 500 cases last year.

In addition, the units have extensive law enforcement and environmental protection duties that are performed on a daily basis. Combined, the stations are responsible for an area exceeding 1800 square miles from Toms River to Little Egg Inlet. Assigned resources include a 47' heavy weather capable motor lifeboat, 41' utility boat and three 21' rigid hull inflatable boats.



PO "Bo" Hause (left), Operations Officer and Executive Petty Office (XPO) CPO Druckrey in front of the Station's bell.

Photos by Mel Borofsky, DSO-PB

Barnegat Inlet is considered one of the most dangerous on the east coast due to continual shoaling and sand bar conditions which causes tremendous surf during certain weather conditions. Station coxswains regularly receive training at the National Motor Lifeboat School at Cape Disappointment on the Washington coast, and in turn train station boat crewmembers on specialized techniques and equipment required for operation under these hazardous conditions.

Station Barnegat Light's 33 member crew and Station Beach Haven's 9 member crew are supported by 22 Coast Guard Reserve personnel and an active Coast Guard Auxiliary. Reserve personnel provide additionally trained personnel and are integrated fully with the active crew. Seven Coast Guard Auxiliary Flotillas provide daily safety patrols throughout the summer months in addition to communications watchstanders, courtesy marine examinations and boating safety courses.



The Division 7 Bridge in discussion during recent Helo Operations. Division Captain Paul deFerrari (left) and Vice Captain Mel Borofsky aboard St. Barnegat Light's 41' MLB. "Old Barney", Barnegat Lighthouse is in the background. Division 7 is proud of the extraordinary relationship with the Station. In Division 7, the term "Coast Guard Family"

Photo Marie McGlynn, Flotilla 79

Joe Barcelo, DSO-MV with PO Hause. Joe spends many hours at the station performing tasks that free up station personnel for other duties. Joe is just one of many Auxiliarist who "help out" at the station on a continual basis.



PUBLICATIONS

Hello TOPSIDERS,

Putting this issue to bed has been an Auxiliary adventure unto itself. I have had the opportunity of leafing through over 30 years of TOPSIDE and NAVIGATOR issues and it has been a fantastic trip. The face of the Auxiliary has remained pretty much the same throughout these years, with subtle changes that allowed the Auxiliary to modify to the "times". It was a joyous journey, seeing so many faces of Auxiliarists "happy in their work". There were bits of sadness, seeing the faces of those who have crossed over the bar, their legacy of boating safety and love of the Auxiliary living on through us and our Auxiliary activities.

This was also a great opportunity to meet my predecessors through their talented work. Some I have met personally, like our Editor Emeritus, Elsie Nichols, others I met in brief meetings or at gatherings like Austin McGuire and Annette Keating. There were also names of Editors whom I never met, such as Richard and Sharon Garmize and, of course, Milt Meeder, TOPSIDE's first Editor from way back in 1943. (By the way, if you didn't notice, go back to page 1, the side bar column is reproduced from Issue 1 of TOPSIDE, March, 1943). Thank you to all of them for the wonderful treasure trove we call TOPSIDE.

A very special thank you to the contributors of the nostalgia photos featured in this issue. They were there, in front and behind the camera during the growth of our great organization. Muriel Lewis, John McIntosh, Frank MacDonald, Ed Davis, Elsie Nichols, Robert Myers and Jake Lincoln. Your assistance and contributions made the nostalgia come to life within these pages.

HAPPY BIRTHDAY USCG AUXILIARY!

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

AIDS TO NAVIGATION

Excerpted from N-Train report.

ATONs: The "1995 ATON/CU GUIDE" is hard to find and out of stock and print. (I have not seen one). 1st & 5th Districts are to trial Workstation 3 ATONIS in March. The software is ready but the hardware is not. Real time ATONIS changes due on the Web in 3-5 yrs. and in boats by 10 yrs. Uniform State Marking system (USMS) to be replaced by U. S. Aids To Navigation System (USATONS) by 2003.

CHART UPDATE: Four charts are available for each flotilla, via the DSO-AN between 1 JAN & 1 MAY, provided that the flotilla has chart updates reported for 1996 & 1997 if charts were ordered in 1997 & 1998. The guidelines are found in DVC-ON SPECIAL NOTICE 99-1 FSO-ANs are responsible for keeping the charts updated per Local Notice to Mariners. Tide & Current tables will not longer be distributed.

NOAA: Has produced a good 30 minute chart updating video and pamphlet to be released soon. Would like to get feedback on whether on-line chart corrections would be feasible in the future. NOAA Oceanographic Products and Services Division can be reached at: <http://www.opsd.nosgov/>

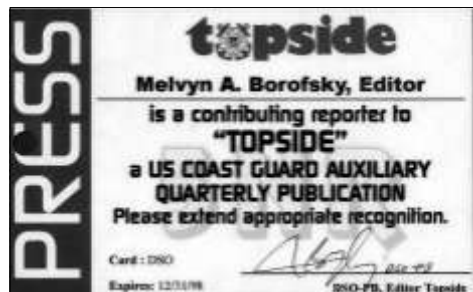
AUXMIS: Each SO-IS can laboriously get an Aid to Navigation report for the SO-AN. This is the only way to track AN activity. It is imperative that DSO-AN keep accurate records. National will be tracking AV qualifications for minimum activity to remain qualified.

LIGHT LISTS: Uncorrected 1998 Light lists are available on line.

*John R. "Andy" Kratzer, DSO-AN
Delran, NJ*



Join the topside presscorps!



You can be an official card holding member of the

topside presscorps

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

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

COMMUNICATIONS

SECURITY, SECURITY, SECURITY. Hello all stations. Hello all stations. This the DSO-CM with an unscheduled Marine Information Broadcast.

The new Fifth District Northern Region Auxiliary Policy Manual, D5(NR)INST M16790.1 is out, as promised by the Director at the Elected Officers Training seminar.

There are several changes that need to be noted. Chapter 6, FACILITIES, para. A.2. *Radio Facilities* indicates that only Auxiliarists, holding a staff position as a CM, at any level, are the only authorized inspectors of radio facilities. Also, in the same paragraph, the CG-2736A, *Offer for Use* forms are to be sent to the Director via the DSO-CM for approval. Chapter 10, COMMUNICATIONS, para. B. 1. lists the dates and times for quarterly District radio drills. Para B.3. lists the procedures to conduct radio drills.

While on the subject of *Offer for Use* forms, several problems exist with the current database of radio facilities, due to the lack of information. It will be necessary to reinspect all radio facilities during the months of May, June and July. The DSO-CM and the DIRAUX office will have identical databases and will reconcile the information on a regular basis to ensure the information contained in the database is current. All Communications Officers should review the information contained in the Auxiliary Operations Policy Manual and the Fifth District Northern Region Auxiliary Policy Manual before inspecting a radio facility. Pay particular attention to the definitions of the various types of radio facilities. Hand-held radios do not qualify as a transportable radio facility. There are no provisions to accept hand-held radios as radio facilities at this time. The only exception is when the hand-held is mounted in a vehicle, attached to an external antenna and a alternate power supply (cigarette lighter plug).

During the recent Operations Workshop at the Spring Conference, a member questioned why the AUXCOM training manual states that hand-helds can be utilized as radio facilities. The AUXCOM is a training course and is written for use Auxiliary wide. The Auxiliary Operations Policy Manual gives the local Director the option of authorizing hand-held radio facilities. The Director of the 5th Northern, with the recommendation of this DSO-CM, has not given this authorization. The reason is the geographical location of 5th Northern. Our District covers more than just coastline. A hand-held radio would not fare well trying to communicate across mountains or the various terrains of this district. The information used to develop the Emergency Response Plan is obtained from the records at DIRAUX. There is no way to separate the radio facilities by power and the minimum rf output power for a radio facility to qualify for the ERP is 25 watts.

Have a safe and happy boating season!

OUT

*Joseph Rzucidlo, DSO-CM
Trainor, PA*

HISTORIAN

PRESERVING USCG AUXILIARY HISTORY

The mission of the History Division is to maintain excellence throughout the Coast Guard History Program. To collect and preserve the evidence of Auxiliary history. The evidence should include documents, publications, sound recordings, and graphics together with artifacts such as flags, uniforms, insignia awards and so forth. To encourage and assist in the preparation and dissemination of Auxiliary history, using all appropriate means. To Include museum exhibits, and to Inform, encourage and assist Auxiliary unit historians and others with Auxiliary historical matters. The mission was established in 1989 and remains current.

In some ten years (or about 39%) of the Auxiliary 60 year life span it has been possible, through starting inordinately belated, to build on Auxiliary history program worthy of the name. But much remains to be done to make this a fully useful tool to inform a broad public, to enlighten the parent service and to inspire those who belong to the Auxiliary. And there are lessons to be learned from the Auxiliary history by Leaders and their staff members as the organization evolves and moves forward into the 21st Century.

Sometimes the Division and flotilla historians will complain that they are not much paid attention to, that history is given a lower priority than getting elected or some such. All this is true, but they and we can not be shrinking violets. We must make ourselves noticed. We historians must all cultivate the movers and shakers. We must toot our own horn. Keep these points fresh in the minds of the district historians.

Lest I become tempted to adopt the role of a sage in a rocking chair, I expect each or you to do your part to rock the boat and keep it going forward in all weathers to include the inevitable storm and dead calms too.

"May The Wind Be On Your Back"

*John T. "Jake" Lincoln, 5NR Historian
West Cape May, NJ*



Jack Marx and Muriel Lewis at the chartering of Flotilla 24, November 1978.

MARINE VISITOR

HAPPY BIRTHDAY

On this, the 60th birthday celebration of the U.S.C.G. Auxiliary, it is appropriate that we think of gift giving. What more appropriate gift can we give to honor our esteemed Coast Guard Auxiliary than to give the gift of life to those many boaters who depend upon our efforts? We give boaters the chance to safeguard their lives through our many boating safety programs: our boating safety classes, courtesy marine exams and our on the water patrols. To extend this gift to the maximum number of boaters is an honorable and appropriate way of celebrating our 60th anniversary. But to do that, we must first contact them and make them aware of these resources.

This is where the Marine Visitor program comes in. The marine dealer's place of business may be the first place that a boater may get information about our programs, since this is where they go to get their boats, marine supplies or other boat-related services. In order to accomplish this contact we need to:

1. Identify the marine dealers
2. Visit the dealers, establish a dialogue
3. Leave pertinent information about our programs

Here are examples of the kind of actions that enhance our ability to serve the boating public. Flotillas 7-10 & 7-12 developed and distributed a pamphlet for marine dealers, which features a schedule of their boating safety classes, contact information and tide tables. For the Division 7 area, we have published a pamphlet for marine dealers, titled "Boaters' Safety Bulletin", which in addition to featuring relevant articles, lists all the boating safety classes in the division's area, as well as CME exam contacts. This pamphlet, which was developed by the Marine Visitor and Public Affairs departments of 5NR as a pilot project, was funded by Division 7. Both the dealers and the boaters have enthusiastically received it. Frequent comments which I've heard from dealers are "Why haven't you done this before?" and "This is what we've been waiting for." Several dealers have actually printed additional copies of the bulletin at their own expense for distribution to their customers. What makes this kind of thing particularly useful is that all of the area boating safety resources are listed in one place, making it convenient for the dealers and boaters to locate classes or CME stations in their area. Any division desiring to have this "Boaters' Safety Bulletin" developed for their area may contact me and we can start working with your people to do this. This is another powerful tool for extending our boating safety mission.

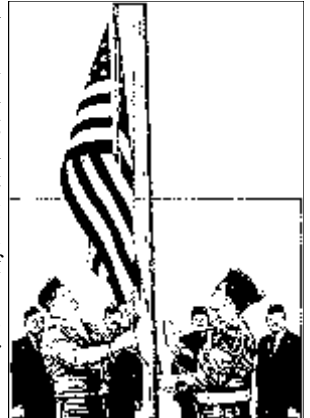
Let's get out there to the dealers and represent the Coast Guard Auxiliary with confidence in our ability to do the job and the pride that comes from a job well done. Let us honor the US Coast Guard Auxiliary on this important milestone with the most important gift we can give, our dedicated effort in behalf of the boating public.

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

MEMBER TRAINING

I am certain, by now, that everyone is tired of hearing about the loss of funding in all areas of Auxiliary activity. This change in the status quo has obviously caused many staff officers to re-evaluate their programs. Our challenge is to determine how we can modify, or in some instances, redesign our programs to reduce financial expenditures with as little negative effect on our final mission objectives as possible.

The Member Training Teams mission objective has always been to supplement and assist in the training efforts of the divisions and flotillas of the Fifth Northern Region. In the past, when funding was available, the Team conducted many excellent District Schools that provided very professional training to a large number of members in all areas of Auxiliary interest. Much of that has changed of necessity. While the District MT Team has successfully completed two major efforts, the New Member Workshop at the Spring Conference and the four day Boat Crew Training School held at the Coast Guard Training Center at Cape May, each required some "creative" funding methods that cannot be relied on in the future. The availability of District and Area schools will, of necessity, be reduced in the future and a portion of our efforts will be redirected towards a more intensive program of assisting the divisions and flotillas of 5NR in their efforts to reestablish an active and productive Member Training program.



Remember that the secret of obtaining new members and retaining present members is keeping them involved. Units MUST provide activities and opportunities for education whereby the new member can improve his or her boating skills and knowledge of our favorite pastime. The majority of this responsibility falls on the shoulders of the local units, both flotillas and divisions. The District Team can reasonably only be expected to assist. We cannot possibly be expected to accept the responsibility to train the entire District.



Members desiring educational opportunities or specific training should approach their Member Training Officers at the flotilla level. Flotilla and Division MT Officers are obligated to encourage and provide

training requested or required.

The District MT Staff is available, upon request, to assist. Call us.

*Harry P. Petersen, Jr., DSO-MT
Millville, NJ*

PUBLIC AFFAIRS

The job of public relations or public affairs has been compared to the selling of a product. Relating the current facts of who, what, when, where and how to entice people on the outside to take a closer look on the inside. It can also be described as a way to educate and inform people on the inside of the current happenings throughout their organization. All of this is true. It is the basic job description for all Public Affairs officers. I have one simple question. How can you relate what you are doing and where you are going if you don't know where you came from? The here and now lacks sincerity and conviction if the past is forgotten. John T. (Jake) Lincoln, our District Historian, tirelessly tries to keep our membership aware of its roots and beginnings. These beginnings are just as interesting to the boating public.

When introducing the Auxiliary to the media or promoting our goals to a civic organization, incorporate our beginnings and how our service has remained constant for the last 60 years. Jake has volumes available for your use in exploring the Auxiliary's history. Dates are nice, but use those dates to paint a picture of what was happening in our Country and Abroad. Most people are aware of military reserve units and their functions, but the Auxiliary's beginning as the original Coast Guard Reserve in 1939 was solely as a civilian organization who voluntarily gave the service of their boats and time to help the Coast Guard. There were no organizations on the other levels of the military to compare. When the Coast Guard Reserve was restructured in 1941 the Coast Guard Auxiliary was formed because the civilian component was seen as being indispensable to the Coast Guard as the United States entered World War II.

Many of you have read this history before, but few use it as an integral tool when promoting the Auxiliary. Our history is based on tradition and proud service. Make the public aware of this as well as our commitment to continue and grow in the future. Tradition and pride in who we were, and are now, should be at the heart of all of our missions, as well as readily apparent to the public.

Every job is a self-portrait of the person who did it. Autograph your work with excellence.

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



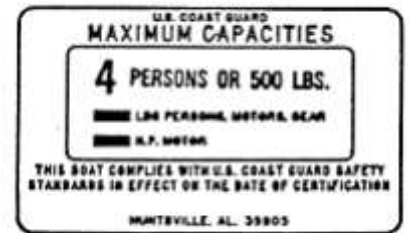
Auxiliary Vessel "Florence V" of Flotilla 26, District 3 Lower (now 61, 5NR) patrolling the Delaware River near Trenton, NJ, circa 1947.
Photo submitted by Robert Myers, DCP-16

VESSEL EXAMINATIONS

We are half way through the year and although we get off to a slow start in this part of the USA (usually weather-related), we are picking up speed. Divisions 15 and 14 are leading the pack along with Division 7. I am glad to see that many flotillas are continuing PROFICIENCY TRAINING, using the Vessel Examiner's manual.

There are a large number of new vessel examiners in training. Has your flotilla trained 2 new examiners this years? If not, try to get 2 people interested. Many units are using the EXAM TEAM approach to setting up examination stations, and Flotilla-VE Staff Officers (FSO-VEs) are calling out their people to work at these stations. This is working in District 5NR and that's just great. You will see by using teams, you will achieve your unit goal much easier than before, if you did not do the work in teams. When I go to various stations in the District, I see examiners in the PROPER UNIFORM and that makes us all feel very proud of the service. (Only once did it see a male Auxiliarist wearing a crew-cut undershirt instead of a V-neck white undershirt, which is proper.)

Remember to take the Vessel Examiner's MANUAL with you when you go to the VE station. It is always necessary to have a copy of the current boating regulations from the State in which you are doing your work. (In Pennsylvania in 1999, they issued a "Boating Regulation RECAP" to boaters renewing their registration). That's NOT ENOUGH for an examiner to have along. Please get a copy of the whole BOATING HANDBOOK, so that you can answer any questions that may come up with question 12 on the CGAUX 204A or question 19 on the USCG AUX 204.



FLOTILLA COMMANDERS AND DIVISION CAPTAINS should look over any drop lists and make sure that all examiners are properly qualified or requalified for your units. REMEMBER, if there is a problem, the member has NOT been notified. Only you know and you must tell them so they can rectify the situation. We need every examiner in the program and we need to make our goal this year.

In the Sixtieth Anniversary year, lets achieve our goal for the District and return 5NR to the leading district in the nation in vessel examinations this year, (a place we occupied only a few years ago). If each examiner, each flotilla, each division met its goal this year, we would be NUMBER ONE!

Finally, stay safe. Wear your PFD while examining boats in deep water and be extra cautious of falls in and around boats.

See you at the vessel examination stations,

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

SAFE BOATING WEEK

By the time this reaches you, I am sure you will have much to report on your activities for National Safe Boating Week. Remember - our **ORIGINAL** report goes to the National Safe Boating Council. However, I do need a copy of that report, so I can make my reports to the District and National Boards.

Some of you have already sent me copies of your plans for this event. I hope I will receive many more - both on the planning stage and on the completed program.

Although the dates for this big week are 22-28 May, please remember that you can hold your event at any time throughout the year. In many instances, several events go on in the same weekend. It would be nice if you could contact other Flotillas in your area and spread the "show" out over a period of time. This will remove the burden on the many resources we use to enhance our program, and also spread the "safe boating" information out over a longer period of time, instead of everyone scheduling the same weekend - and the rest of the summer will go by without any more events.

Good luck with all your efforts. I know from past experiences, that there is so much talent in the Fifth Northern, and that you are capable of fabulous things.

Good luck, and have a wonderful summer.

*Muriel G. Lewis, SPO-NSBW
Havertown, PA*



Muriel Lewis at National Safe Boating Week site, Penns Landing 1980
Photo submitted by Muriel Lewis



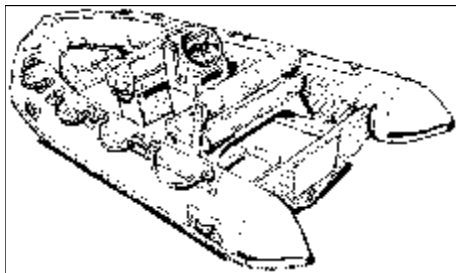
OPERATIONS

The pre-SAR season workshops, the meetings at Coast Guard stations, and the other local training efforts that took place months ago, need to be refreshed from time-to-time to ensure that we remain capable of doing our best. To this end, we're encouraging meetings throughout the patrol season exclusively for boat crew personnel. The opportunity to share experiences, discuss potential problems and solutions, and to refresh our recollection about things we use only occasionally, like search patterns, will enhance our safety and effectiveness. I hope you'll arrange a meeting or two at this time, within your division or area, to benefit from the synergism of such group discussions.

With the arrival of Topside in the middle of our patrol season, some reminders of "do's-and-don'ts" are in order:

-Apply TCT principles on patrol (if you have to ask what that is, you desperately need the training now!);

-Observe the MARB policy and contact your Operations Center before attaching a tow line;



-Do not enter the water regardless of the rescue circumstances. The Coast Guard does not authorize Auxiliary rescue swimmers (and one victim is enough!);

-Keep far away from hazardous materials (if you don't know what it is, it's hazardous!) and use the Rule of Thumb to determine a safe distance: extend your raised thumb at arms length and if your thumb doesn't cover the object you're too close;

-Submit all reports on time (immediately in cases of damage and injury);

-Recruit new members into the boat crew program, since we're short of coxswains and crew;

-Review the Revised Fifth District (NR) Auxiliary Policy Manual;

-And, above all, remember the old expression "When the enemy's in range, so are you." Keep alert and stay safe!

See ya' on the water.

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



PERSONNEL SERVICES

Last year, Flotilla 16-1 (North Jersey - Toms River north to Shark River) recruited a District-high of 35 new members. Despite their modesty, Flotilla Commander Herb Gomberg and Vice Commander Tom Egizi graciously agreed to share their remarkable success story with TOPSIDE readers. As you will read, this article, as well as all their efforts, are a true reflection of real teamwork. While few Flotillas will be able to adopt all of 16-1's methods and techniques, there's enough in their story to provide something of value to every Flotilla. Here's how they did it - and, in fact -continue to do it.

*William E. Reimer, Jr., DSO-PS
Berwyn, PA*

William B. Reimer Jr., DSO-PS

March 22, 1999

This-report-is-submitted at your request, outlining the recruitment activities of Flotilla 16-1, for the year 1998, during which we swore in thirty-five new members, most of which are now active and prospering in the Auxiliary.

Going into 1998 Flotilla 16-1 had about fifteen members, about EIGHT of which were "no shows" who had not participated or attended any meetings the whole of 1997. The flotilla was rumored to be on the verge of being disbanded. Tom Egizi and I, new to the Flotilla, were dissatisfied because there was no interest or activity and, therefore, no enjoyment in belonging. We discussed either transferring to another flotilla, or running for Commander and Vice Commander, and trying to build the unit into what a flotilla should be. We decided on the latter. Upon taking office, we embarked on a purposeful plan to recruit active, interested members and most of our attention was directed to that goal.

The majority of the new members were recruited from BS&S courses. The course sizes averaged thirty-five students.

Size, type and duration of public education courses actually reflect;the personality and preferences of the individual flotilla. Our choice is to only hold thirteen week BS&S courses. We feel that the more dedicated and interested students sign on for the thirteen weeker, and stick it out. Those are the ones we are interested in. Just as important, this longer course gives the students and Auxiliary members a better chance to get to know each other and, by the end of thirteen weeks, everyone is comfortable with one another, and we have had a nice long look at the prospects. We also feel prospective members are far better equipped to be active and successful in the Auxiliary with all of the subjects under their belt, not just the basic six classes which do not include things necessary to boating such as basic navigation, lines and knots and so on.

Before the first class of the course, I personally telephone each and every student. I welcome them to the coming course, and tell, them what to expect from it in the way of subjects, homework and the final exam. I give each my telephone number in case they have any questions or problems along the way, and tell each that, if they missed a class or have a particular problem with the subject matter if any, we would arrange to come in early or stay late to give personal tutoring. Each student is told that we will be looking for certain class members who might be suited to membership in the Auxiliary, and we will carry on personal interviews with some during the course.

At each class session we personally greet everyone at the entrance and shake hands as they leave. Before and after class, and during the break, we circulated among them and chat and answer their questions. During breaks, refreshments are always served, usually consisting of coffee, sodas, cakes and/or cookies. After the fourth or fifth week I begin to take individuals aside for private interviews, usually before or after class, or during the break. Obviously this interview is one of the most important activities of the recruiting process. My method is to convey the fact that we only want members who are sparked by the things I tell them about the Auxiliary, and that we only want members who WANT to join and get involved. Membership benefits in the Auxiliary are discussed during the interviews, but the benefits of our flotilla are stressed. Prospective members are told that individuals have different constraints upon their time available to participate, but we do expect that they attend each flotilla meeting and at least a minimum of flotilla activities and as they learn more, they can and will do more. They are told of the activities available to partake in; VE, IT and Patrols, and I give them an overview of each, including the PERSONAL benefits of each as well as the public good accomplished (for example, the self satisfaction derived from having a PE student tell you he/she tried something learned in class and was thrilled that it worked, or how you feel after assisting someone on the water who was in danger and frightened, and so on).

A large chunk of the discussion is devoted to the social activities of our flotilla. Those who join are asked to fill our an unofficial flotilla form which gives some basic information about the flotilla, such as meeting dates and locations, yearly dues etc. These individuals are then (sometimes on the spot, sometimes at a later date) invited to a flotilla function.. we try to invite interested people to one of our social or PA events, rather than a business meeting, unless no other activities are scheduled around that time.. Our flotilla business meetings are relatively lively and pleasant but, still, business meetings are not what we consider exciting and as much fun as other events to interest prospective members. Current members are reminded and encouraged to go out of their way to talk to, and make the new people welcome and comfortable.

After the above procedures, Tom takes over, meeting with the new members individually, and as a group, telling them about the Auxiliary and our flotilla from another slant, answering their questions and preparing them for the "BQ" process. He works with them through the admission stages, helping with uniforms and other necessities. He helps them through their paperwork, and administers the entrance examination.

The new members are immediately included in flotilla projects and events, and given active roles in everything "going on."

The style of recruitment employed by Tom & me have yielded an unusually larger number of younger members in our flotilla, as compared with most other flotillas in our division, so we have very few retired persons with an abundance of free time to devote

(Continued on page 15)

PERSONNEL SERVICES

(Continued from page 14)

on weekdays. This causes us to make the most of the time we do have, and work with an air of enjoyment, and to shy away from becoming bogged down in boring, self-destructive parliamentary procedure for minor things, such as what food to have at our picnics, etc. The one running the event, working within the budget for that event, makes the decisions and "handles" the picnic. This report is being written in mid-March, and we have already begun to do the paperwork on eight more new members.

A brief summary of our views toward successful recruiting:

- (1) Recruitment must be the #1 goal toward which all activity centers.
- (2) Recruitment activity must proceed with a specific plan of action.
- (3) Recruitment must be personal, one-on-one with the prospective member.
- (4) Social activities and the enjoyment and self satisfaction of regular activities (VE's Patrols, etc) should be stressed.
- (5) Don't "drag" in new members. . . work with those who truly want to join.
- (6) Make the entrance procedure pleasant and simple for them.. . help them.

Respectfully submitted,
s/s

Herbert A. Gomberg, FC 16-1 Thomas A. Egizi, VFC 16-1



Tom Egizi, VFC 16-1 (l) and Herb Gomberg, FC 16-1 (r) at a PE class.
Photo submitted by Herb Gomberg, FC 16-1
Freehold, NJ

AVIATION

FAA PILOT PROFICIENCY PROGRAM

As a United States Coast Guard Auxiliary pilot, it is important to maintain flight proficiency in order to ensure the safety of each flight. The primary sources for maintaining this proficiency, in addition to flying on a regular basis, are the biannual flight review for all pilots and the Coast Guard Auxiliary aviation program flight reviews and workshops.

A unique program offered by the FAA is the Pilot Proficiency Award Program, which encourages pilots to participate in annual flight proficiency training. Any pilot who holds a private pilot certificate or higher may participate. The



program includes annual attendance at one of the free FAA Safety Seminars and three hours of instruction with a certified flight instructor each year. The first hour of flight instructions include basic aircraft control, such as stalls, turns, and other maneuvers. The second hour includes training in precision approaches, takeoffs, and landings, including short field, soft field, and crosswind techniques. Hour three instruction consists of basic instrument training in the aircraft or an FAA approved simulator.

The award program consists of twenty phases over a twenty year period. Each year the pilot progresses through the various phases and is awarded a set of distinctive lapel wings and a Pilot Proficiency Award certificate. Pilots who participate in this program do not have to complete the biannual flight review.

For more detailed information on this program, consult the FAA Advisory Circular, Pilot Proficiency Award Program, AC No. 61-91H dated 26 April 1996.

Daniel J. Benny, FC 53
Harrisburg, PA

Note: Daniel J. Benny is a Private Investigator and Security Consultant. He is a Certified Protection Professional, Certified Member of the American Association of Airport Executives, and member of the Aircraft Owners and Pilots Association, the Cessna Owner Organization, the Aviation Council of Pennsylvania, the Civil Air Patrol, the United States Coast Guard Auxiliary.

AN AIM SUCCESS STORY

THEN - 1980

Luann Barndt is Flotilla 2-76's successful AIM, candidate for the USCG Academy Class of 1984.

Luann is a willowy five-foot-nine-inch girl, barely weighing 125 pounds. At first glance, one would never imagine that she could hold her own among the best men in the United States, but don't let looks fool you, Luann is a feisty teenager. She has spent the later part of her life proving that being female will not deter her from her fondest dream --that of being a Coast Guard Cadet. She has competed openly for an appointment and achieved her goal.



Being an avid swimmer, cross country runner, and lacrosse player, have all contributed to Luann's physical development. While she has never been number one in winning, she is always number one in enthusiasm and support of her teammates.

At a recent graduation from Wissahickon High School, Luann was awarded a scholarship award for being a "senior who has exhibited a strong feeling and empathy towards people and has provided help to individuals. This student should be an achiever, but more importantly has shown a greater capacity to be concerned with the achievements of others." This award and other activities reveal the more sensitive side of Luann.

Luann has worked with both young and old. She teaches young children swimming and Sunday School. She helps older neighbors do household tasks they are no longer able to do. And she has aided the disabled in the Wheelchair Olympics held at her high school by being a lifeguard and a compassionate listener.

Throughout high school Luann has maintained a high scholastic average and taken part in extra-curricular activities. She has also been a member of the Honor Society for two years and a life guard at the school pool.

Luann lives with her parents in Ambler, Pa. She has a sister, Lynell, 11 years old, and a brother, John David, 8 years old. One special activity the family enjoys sharing is spending time at a cabin in the Pocono Mountains, Unser Blotz, named after Luann's Pennsylvania Dutch heritage.

Perhaps it was at Indian Lake that Luann learned she loved water and wanted to make it her life as she swam and sailed her sailboat. Sailing on the Eagle will be a far greater experience for Luann, an experience incomparable to any seaman's dream.

Luann's sister would like everyone to know that Luann is number one with her family. She is also number one with the members of Flotilla 2-76 and Division II 3 (SR).

Muriel G. Lewis, SO-PR11

Reprinted from TOPSIDE, Summer 1980

NOW - 1999

CONGRATULATIONS

To LCDR Luann Barndt, the Regimental Commander at the Cape May Training Center. Not only has she been selected for Commander, but she is the first person from the Coast Guard (male or female) to have been selected to attend the Army Command and Staff College (the equivalent of the Navy War College).

For those of you who have been in Flotilla 2-76 since the early 1980's, Luann was our first AIM Candidate, and a very successful one. We met her at our last Cape May weekend in 1998.



The Army school is held in Fort Leavenworth, Kansas. Luann tells me it is on the grounds of the Federal prison. She will be leaving Cape May end of May to report there the middle of June.

We will be hearing from her periodically (if she has the time to write), and we will be updating everyone on her progress from time to time.

We wish her well. We know she will make us all very proud of her. Good luck, Luann.

*Reprinted from "Lifeline", April 1999
The Publication of Flotilla 2-76*

Congratulations!!
"Ye Olde Editor"

George F. Brobyn

Editor Brobyn was awarded the USCG Meritorious Service Award for

25 years of publishing Flotilla 65's newsletter "The Bent Prop".

We also congratulate George's survival of the computer upgrade trauma. We just received the "new look" issue and it looks great.

We wish George 25 more years of

1999 SPRING CONFERENCE - LANCASTER, PA

1999 District 5nr
SPRING conference
EDEN RESORT INN
LANCASTER, pa
APRIL 16 - 18, 1999



1999 SPRING CONFERENCE - LANCASTER, PA



workshops
Meetings & awards
formal banquet

GAY 90'S POOL PARTY

Photos by Mel Borofsky, DSO-PB



1998 AWARDS - **SPRING CONFERENCE '99**

DISTRICT AWARDS

Recognition of Individual Achievement

Training Aid Awards

Best of Show.....Linda S. and Ronald J. Boice (44)

Best of Participation.....Division 4

Courtesy Marine Examination Award

Greatest number of exams in the District.....Henry Wanner (14-3)

Marine Dealer Visitor Award

Greatest number of dealer visits in the District.....Leo E. Daley (84)

Operations Program Award

Greatest number of operations exclusive of
support missions and chart updating.....John R. Kratzer (65)

Aids to Navigation/Chart Updating Award

Greatest number of ATON/CUs reported.....Charles E. Baumgartner (77)

Support Missions Award

Greatest number of support missions.....Emanuel Greenwald (13-5)

Instructor Award

Greatest number of education missions.....Melvyn A. Borofsky
(72)

***Topside* Photo Award**

Best photograph in TOPSIDE depicting
Auxiliary activity.....Rita A. Wade (85)

Assists Award

Greatest number of assists in the District.....Paul R. Mackes (10-2)

Amos Hope Award

For the most outstanding assist in 1998.....Andrew Assismos (12-9)
.....Walter F Brown (12-2)

Edmund Morton Member Training Award

For outstanding membership training.....Melvyn A. Borofsky (72)

Flotilla Publication Award

Best regular flotilla publication.....Rita A. Wisniewski (21)

Division Publication Award

Best regular division publication.....William E. Reimer, Jr., Division 4

1998 AWARDS - **SPRING CONFERENCE '99**



DISTRICT AWARDS

Recognition of Flotilla and Division Achievement

Flotilla Membership Award

Flotilla with greatest membership increase.....Flotilla 12-2

Flotilla Operational Support Award

Flotilla with greatest number of support missions.....Flotilla 35

Flotilla Operations Award

Flotilla with greatest number of operational missions.....Flotilla 14-2

Flotilla Courtesy Marine Exam Award

Flotilla with greatest number of CMEs.....Flotilla 14-4

William Ross McDonald Award

Flotilla with greatest number of public education missions.....Flotilla 14-2

Past District Commodore's Plaque

Flotilla which won the PDCO Trophy in 1997.....Flotilla 2-76

Past District Commodore's Trophy

Flotilla with the greatest number of missions overall in 1998.....Flotilla 12-2



COAST GUARD AWARDS

Director's Administrative Awards

Flotilla and Divisions meeting specific program goals:

Flotilla 33	Flotilla 35	Flotilla 44	Flotilla 52
Flotilla 11-3	Flotilla 11-9	Flotilla 12-2	Flotilla 14-2

Director's Personal Service Award

For outstanding service to the Director's office:

Lionel F. Crossman	Dudley D. Gallup
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Flotilla Meritorious Achievement Award

The superior Flotilla the the 5th Northern Region.....Flotilla 15-6

1998 AWARDS - **SPRING CONFERENCE '99**



auxop members

Charles A. Blinebury (21)
Stephen D. Weissman (21)
David B. Tryon (13-3)
Kenneth E. Brown (13-7)

Thomas R. Gangemi (21)
Bruce A. Henry (51)
Joan F. Brown (13-7)
Robert T. Kanzler (13-7)



COXSWAINS

John M. Folz (24)
Betty J. VanDyke (33)
Robert J. Fritz (49)
William C. Ritchie (82)
Thomas C. Clapper (91)
Burton F. Melvin (12-3)
Marl A. Deimler (14-7)
Lester L. Reed, Jr. (15-5)
John Padavano, Jr (16-3)
Russel E. Greco (16-8)

Emil A. Milano (2-76)
Carmen DeGregorio (34)
Richard J. Keast (81)
Robert P. Neiman (83)
Harold Murphy, Jr. (10-9)
William F. Early (12-3)
Charles E. Samley (14-7)
Donald N. Clark (16-1)
Francesco D'Antonio (16-5)
James Silva (16-10)
Nicholas A. Fritze (16-10)

John A. Bellenzini (2-76)
Michael J. McKenzie (48)
F. Kenneth DeSoo (82)
Joseph Voli (86)
Charles Woolson, Jr. (12-1)
Donald N. Jagers (14-6)
Diane N. Reed (15-5)
Thomas A. Egizi (16-1)
Anthony Bubadias (16-8)
Joseph Bayer (16-10)



individual state awards

The States of Pennsylvania, New Jersey and Delaware presented numerous awards to Auxiliarists for individual performance during 1998. Due to circumstances beyond our control, these lists were not available for publication in this issue of TOPSIDE. We congratulate those who received these awards. These lists will be published at a later date.



1998 AWARDS - **SPRING CONFERENCE '99**

1998 INDIVIDUAL AWARDS - COURTESY MARINE EXAMINATIONS

Adrian R. Teaf
Robert L. Strickland
Alice Drew
Harry P. Petersen, Jr.
John A. Lindsay
Laurence Brooks
Michael G. Baker
Melvyn A. Borofsky
Stanley J. Pojnar
Thomas C. Buckard
Aldo Guerino
Charles R. Andersen
Leo E. Daley

Marc S. Brody
George Clapper
Herman C. Frese
Shirley A. Holeman
Lionel F. Crossman
Samuel K. Pascarello
George C. Langdon
Robert J. Herr
Joseph W. Cook
Thaddeus Piotrowski
Clarence Dichiana
Kenneth De Soo
Joan E. Eltonhead

Bernard W. Armstrong
David O. Becker
David J. Holeman
Jeffrey Peterman
George Dowd
Edward W. Rearick, Jr.
John Williams
Eugene Brown
Donald F. Bowes
Roderick F. Griffin
Ted Lowy
Walter R. Schulze
Rosa Neff

Harold M. Ford
Oliver D. Compton
George L. Cole
Harry L. Altman
Lawrence F. Cripe
Joseph F. Farber
William P. Ruppel
Paul V. deFerrari
Lawrence C. Greco
Francis G. MacDonald
Robert A. Pope
Zane C. Irvine
Leon V. Lohrman

Alfred M. Trasatti, Jr.
Arthur M. Talley, Jr.
Charles D. Lamarr
Patricia A. Brown
Michael Gydos
Vincent Maciborka
Frank Baron
Helen Sweeney
Robert Neiman

John M. Kennard
Jack K. Korbobo
Raymond O. Bartell
Michael T. Foster
Lester C. Fisher
Winter W. Wright
Richard W. Kelley
Ronald J. Vanzile
Anthony Bubadias

1998 INDIVIDUAL AWARDS - INSTRUCTION

Adrian R. Teaf
Horace M. Eltonhead, Jr.
Eugene C. Henderson
Howard H. Scott
Charles E. Lyman
Leonard E. Karter
Ronald J. Boice
Eric L. Pennell
Robert L. Layton
Georgia Dolack
Edith R. Hopkin
Kathleen C. deFerrari
Inez Troiano

Vincent L. Kipp
Marcellino Troiano
Marc S. Brody
Suzanne B. Wade
Leon B. Kehr
Eugene C. Ungert
Lionel F. Crossman
Francis A. Lombardi
John Williams
Robert L. Wecker
Charles H. Mathews
Ross R. Hawn, Jr.
Joan E. Eltonhead

Charles A. Chagaris
Regina P. Stretch
David O. Becker
Linda A. Spayd
George Morabito
Daniel B. Charter, Jr.
William J. Riches
Aline M. Harrison
Ura P. Shumate
Thaddeus Piotrowski
George F. Leuck
Richard B. Hudson
Theodore F. Hassell

Rosa Neff
Patrick M. Cunningham
Muriel G. Lewis
Carmen F. DeGregorio
Linda S. Boice
Richard P. Giduck
Cynthia J. Adams
Melvyn A. Borofsky
Albert Gallene
Stanley J. Pojnar
Francis G. MacDonald
Leo E. Daley
Edward A. Patterson

Rosa Neff
Philip Heisler
Maurice J. Keegan
Donald C. Carty
James S. Brennan
Richard P. Stabler
Jonas A. Levin
Robert J. Dolack
Jean Pojnar-Adrian R. Teaf
Horace M. Eltonhead, Jr.
Eugene C. Henderson
Howard H. Scott
Charles E. Lyman

Michael B. Redmond
Aston C. Smith
Dianne M. Bosler
Charles L. Gruber
Donald J. Shields
Robert J. Herr
Henry W. Demler, Jr.
Donald B. Bowes
Vincent L. Kipp
Marcellino Troiano
Marc S. Brody
Suzanne B. Wade
Leon B. Kehr

1998 INDIVIDUAL AWARDS - OPERATIONS

Carol L. Owens
Rosa Neff
Theodore G. Alteneider, Jr.
Rose G. Keegan
Judith C. Dodd
Nicholas S. Matchica
John O. Stebbins
Howard F. Guest
Rita H. Kratzer
Robert L. Layton
Karen A. Maxim
Stanley J. Pojnar
Lawrence C. Greco
Byron J. Dial, Jr.
Thomas Horan, Jr.
David A. Wick
Daniel G. Beall
Lou Molinari
Gilbert E. Finkelstein
Edward A. Patterson
Louis G. Hause
Seymour A. Roth

Herman C. Frese
Lionel F. Crossman
Robert P. Amort
William Tower, Jr.
Bill J. Filandino
Edward M. Henry
Ralph L. Diller
Robert L. Wecker
Millard E. Sipes
Eugene Brown
Bonita M. Shumate
Eileen J. Gambucci
Donald E. Bowel
William C. Ulrich
Horace M. Eltonhead, Jr.
Helen F. Watson
Thomas F. Cusack
Oliver D. Compton
John M. Kennard
Joseph Rzuclidlo
Elizabeth E. Guest
John R. Kratzer

Paul R. Mackes
Clarence F. Deemer
Robert G. Kepfer
James M. Albrand, Jr.
David Berlin
Joseph Famularo, Jr.
Michael L. McGurl
Henry L. Reeser
Todd J. Schreve
Robert M. Hocker
Jack Horsfall
Lester L. Early
Thaddeus Piotrowski
Robert G. Witham
Joan E. Eltonhead
Alice Drew
Muriel G. Lewis
Oliver D. Compton
Leonard E. Karter
Ronald J. Boice
Lester Abbott
Chester G. Klabbatz

June M. Layton
Fred Vitale
Melvyn A. Borofsky
Paul V. deFerrari
Harold Ash
William G. Dages
John T. Plasket
Leo E. Daley
Anthony J. Maiuro
Marc S. Brody
Donald W. Cardwell
Thomas Graham
George A. Smith
Michael B. Redmond
Aston C. Smith
Elwood F. Williams
Andrew Assimios
Emanuel Greenwald
Mary J. Famularo
Maurice A. Simkins
John R. Houseman
Edward J. Ross

Michael R. Ryan
L. Daniel Maxim
H. William Schmitz
Joseph L. Barcelo
Raymond J. Fustily
MaryLouise A. Cassell
George B. Morris
William A. Wenker
Howard J. Chase
Robert V. Balke
Donald F. McGahn
Brendan V. Sullivan
John T. Lincoln
Gladys G. Grubb

Henry W. Demler, Jr.
Elmer J. Fromm
Ura P. Shumate
Charles H. Mathews
Ronald J. Vanzile
George F. Leuck
Harold T. Moscatiello
Anthony Bubadias
H. Jon Burdack
Patricia A. Witham
John R. Radtke
Steven E. Kennedy
Dona C. Turner

Coast guard awards

Division Awards for Goal Attainment - 1998

Division 1 - Public Education

Division 6 - Patrols

Division 7 - Membership and Public Education

Division 8 - Patrols

Division 11 - Courtesy Marine Exams and Public Education

Division 12 - Membership and Patrols

Division 14 - Courtesy Marine Exams and Public Education

Division 15 - All Goals Met

Division 16 - Membership

WELCOME TO 5NR

Commodore Locasale and the entire Auxiliary membership of the 5th Northern District welcomes the following new members to the United States Coast Guard Auxiliary.

<u>Name</u>	<u>Flotilla</u>		
Julia G. Allen	61	Bruce Goldberg	66
Shari L. Andidora	15-3	Barbara A. Howard	15-6
Marc D. Benner	11-9	Kristin M. Looney	47
Leigh F. Cochrane	2-76	Richard L. Mandato	79
Frank DeGennaro	7-10	Edward F. Poole	16-10
Paul B. DeOrsay	2-76	Ronald W. Steffen	15-6
Vincent J. Diano	2-76	Norma J. Steffen	15-6
Joanne Digiovanni	12-5	Sandra Swenson	2-76
David W. Emhart	74	Robert E. Tiller	33
Theresa Fitzgibbon	61	Pamela J. Vance	91
Evelyn D. Galson	35	Douglas R. Walker	56
Maria B. Garvin	44	David M. Watral	33
Linda J. Gibson	12-4	Brenda J. Wirth	16-10
Johnnie D. Gibson, Jr.	12-4	Tracy A. Aiello	16-1
David M. Handley	53	David B. Armstrong	13-7
Jean Harris	77	William Billich	16-1
Paul Harris	77	John H. Ewing	10-5
Vincent W. Hatala, Jr.	12-1	Peter A. Fazio	82
Mary A. Isenberg	56	Beverly M. Fichera	69
Stacey L. Jeffers	16-6	Larry R. Gee	15-6
Leslie A. Jones	53	Steven R. Gee	15-6
Robert F. Kapus	81	Hansel E. Harrell	11-4
George E. Kern	82	Stanley Himelstein	16-1
Melvin Kleinfeld	13-5	Janet I. Kipp	83
Michael D. LaRue	2-76	Dayna E. McGeeney	44
Anthony J. Martirano	15-4	Carolyn Meile	14-2
Robert Mathiesen	16-7	Mary Jo Poole	16-10
Marie McGlynn	79	Jodi L. Porter	85
Clark W. Miller	14-4	Walter L. Price	69
Billie Jo Parsons	21	Allan I. Schwartz	16-1
John M. Peterson	77	Daniel E. Skowronski	16-1
James W. Scarpa	2-76	Jerrold F. Stoy	16-1
William B. Seibert	11-6	Ellen B. Voorhees	79
Charles H. Steinbach	10-8	Russell K. Young	15-4
Rebecca Toroney	10-5		
Terry F. Bearce	16-10		
Gerald T. Belum, Sr.	33		
Jeffrey T. Belum	33		
Michael J. Boettcher	47		
<u>Name</u>	<u>Flotilla</u>		
David D. Brooks	15-6		
Michael J. DelSordo	79		

IN MEMORIUM



It is our sad duty to report that the following members of the United States Coast Guard Auxiliary have departed our shores and crossed over the bar.

George Ayars	Flotilla 36
John W. Beatty	Flotilla 2-76
Lucille Bush	Flotilla 12-4
Joseph Cotellese	Flotilla 83
Charles Dengler	Flotilla 10-2
Rube Goldberg	Flotilla 26
Charles L. Kates, Jr.	Flotilla 15-2
George Nickel	Flotilla 48
Betty Peifer	Division 15
Carl Reynolds	Flotilla 14-1
Lenore J. Roush	Flotilla 14-5
Frederick Ruffner	Flotilla 61
James Whitmore	Flotilla 7-12

We apologize for the incorrect spelling of the name of Auxiliarist Howard P. Walker, Flotilla 16-3, in the last issue of TOPSIDE. We regret any anguish this error caused.

Please advise the Editor of any omissions to the above list.

VESSEL EXAM VIEWS

MULTI COLOR LETTERS AND NUMBERS FOR IDENTIFICATION.

Yes, the multi color numbers and letters are acceptable as long as they are contrasting with the background, can be easily read at a distance and are reasonable block letters. Rounded corners, slight tilt and highlighting is OK, but, Old English lettering or other fancy lettering is not acceptable. White letters, with a black border on a white background cannot be accepted.

Yes, this does not agree with the CFR, the Federal Requirement pamphlet and everything we have been taught. When I saw the letters in a boating catalog, stating they met Coast Guard requirements, we challenged the statement at the CGHQ, Product Assurance Branch. The answer: they are changing the regulation and we can accept what is stated above, for a decal.

WHY DON'T WE REQUIRE A PADDLE FOR A PWC? IT IS UNDER 16 FOOT.

We probably would if they had a place on a PWC to store the paddle. A length of tow line is a good suggestion, for an extra piece of equipment, we don't require. Mention this to the PWC owner/operator.



*Reprinted from "Saftee Seal says..." , Issue 98-09
Donald C. Smutz, DC
Carlsbad, CA*

WORK OF ART RESTORED??



EXCLUSIVE..... Recently, in the news, it was reported that the classical masterpiece "The Last Supper" by Michaelangelo underwent extensive repairs and restoration. We think the artists might have gone a little overboard in trying to gain favor with the USCG Auxiliary. (Actually, this is the head table at Division 10's Change of Watch).

*Photo Paul Mackes, SO-OP 10
Allentown, PA*

SAFE ANCHORING

To some people, anchoring means dropping the hook for lunch. Even that may have some risks if a storm comes up suddenly and nobody is watching the boat drag anchor.

But this really is about anchoring for the night or even longer. Safety means staying PUT, not dragging, not swinging into shoal water, and not swinging so as to hit another boat or an immovable object such as a piling or a duck blind. Safe anchoring might be called an art.

Observing someone anchor a boat is one way to tell the novice from the expert. Our boating skills manual tell us basics such as required scope and anchor watch. While "scope" is explained as the ratio of the amount of anchor rode (line) paid out to the depth of the water, it is sometimes not clear that the angle obtained is really based on the depth of the water, plus the height of the anchor chock.

For example, an anchor set in six feet of water from a boat whose bow chock is five feet above the water requires 77 feet of rode, not 35 feet, to obtain the proper scope. Our manuals tell us to stop way, lower the anchor, and reverse to set it.



Once an anchor is "set" it is likely to hold well in pretty strong winds. However, if it is set the wrong way at first, it may trip as the boat swings to the wind or current and break loose. The solution is to set the anchor for the heading you expect the boat to assume when you settle down. To determine this direction you must know your boat; does it usually swing with the current or with the wind? If other boats are at anchor in the same area, watch the way they lay. Whether you are a power boat or a sailboat, most likely you will swing the way other similar boats swing.

Having made the decision to anchor against the wind or the current, the next problem is to find a safe spot considering your scope, your swinging radius, other boats and their swinging arc, assuming they don't swing with you, and the minimum depth of water within the circle of your swing.

Often an expert preparing to anchor reminds me of a dog preparing for a nap. The skipper emulating the dog drives his craft in an ever widening circle to the extent of his expected swing, carefully watching his depth meter or taking soundings to be sure there will be enough water to float his boat in its widest swing at the next low tide.

Having set his anchor at the center of this imaginary circle he appoints his anchor watch and feels secure until a tide or wind shift. In the case of either shift, he must watch the swing of his boat and all other craft to be sure they will not intersect. The experienced skipper sleeps very lightly. The slightest change in the sound of the wind or waves lapping against the hull is a signal to rise and look at the other boats in the area, at the shore outline, and the direction of his present set. If there is a major change in the direction of the set, he will stay up until he is sure the anchor is holding in the new direction. Only then, and after assuring himself the anchor light is still burning brightly, will he turn in.

*Charles Ford, BC-OSS
Queenstown, MD*

USCG TO AUXILIARY

USCG TO AUXILIARY

Benny Oreto, a member of Flotilla 7-12, had a number of assignments in Lighthouses on the east coast in the early forties. At this time the keepers had residence, with their family, near the base of the Lighthouse. It was a 24 hour job. He had to keep all metal shinny clean, the light in good working order and keep every thing painted. He painted the outside of the Lighthouse sitting in a boatswain's chair, hanging on ropes secured to the railing of the cat walk around the top of the Lighthouse plus be on lifesaving call.



Benny pointed out that all lighthouses did not have electric. Some of his assignments were lit with kerosene. The lamp was much the same as your household lamp but with a much larger wick. The light was turned by a weight hanging down the center of the structure. This weight was pulled up about every twelve hours. The weight turned the light much the same as the weights on a cuckoo clock turns its mechanism.

*Francis G. MacDonald, PDCP 7
Beach Haven West, NJ*

COMMANDER TO SEAMAN

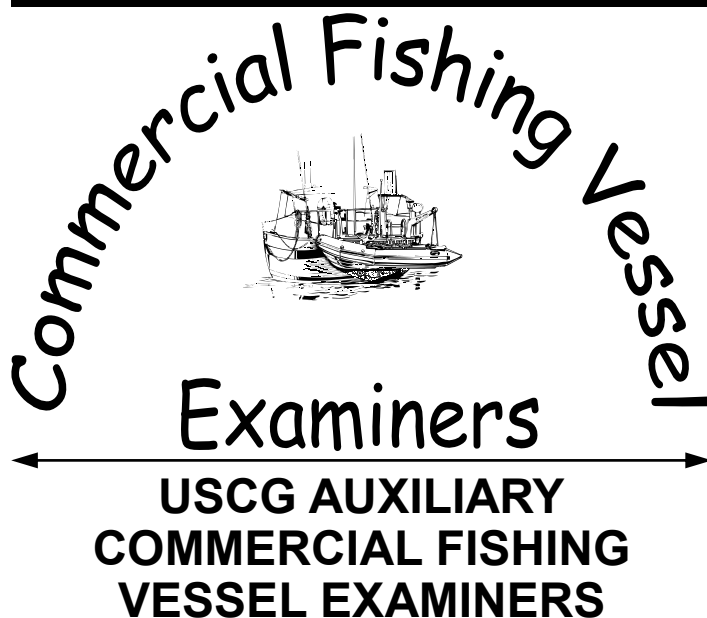
Members of Division 5 and Flotilla 54 have been addressing him as Commander but he's now being addressed as Seaman Shawn H. Buffington, USCG. After spending a few years as a volunteer for the U.S. Coast Guard Auxiliary, Seaman Buffington decided he'd rather become an active member of the Coast Guard. After doing some research, he learned that he was eligible to enlist. He passed the physical and signed on the dotted line,



Shawn, as a new recruit, was sent to Basic Military Training in Cape May, NJ. On 2 April 1999, he was part of the graduating class from Basic Military Training. On 15 April 1999, Seaman Buffington reported to USCG Reserve Training Center, Yorktown, VA where he is taking the Quartermaster "A" School. Upon his successful completion of this class, he will obtain the rank of 3rd Class Petty Officer. Congratulations Shawn!

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

HELP WANTED



**You realize you are doing a great service to the boating community when you do
Courtesy Marine Examinations.**

**Now there is an ever growing need to safety
check our commercial fishing fleet.**

**Consider becoming an Auxiliary Commercial
Fishing Vessel Examiner.**

**Words like "Please could you give me an
examination to see if me and my crew are
following all current rules and regulations".**

**The handshake and "Thanks" are more
than adequate payment.**

**You will perform the same inspection as the
Coast Guard Boarding Team, with courtesy
and CONFIDENTIALITY, minus the law
enforcement aspect.**

**Contact:
Leo Daley, SPO-CFV 5NR
for information
609-266-3444**

SIXTY YEARS OF VOLUNTEER SERVICE

1939-1999

In this year of the 60th Anniversary of the United States Coast Guard Auxiliary it is appropriate that we reflect back and recognize the significant part that the South Jersey area played in the development of this dedicated organization.

In 1939 Congress established "a United States Coast Guard Reserve" administered by the Commandant of the USCG. This Reserve group consisted of unpaid civilian volunteers who owned motorboats or yachts. In 1941 Congress created a military reserve, and renamed the original volunteer reserve as the Coast Guard Auxiliary.

The first Auxiliary flotilla (S-I) unit established was in New York City on November 9, 1939. These folks held a number of meetings and training sessions that included some New Jersey residents which resulted in another flotilla being chartered in Atlantic City on March 19, 1940. This flotilla known as S-2 met at the Atlantic City Tuna Club. Shortly after S-3 was formed in Philadelphia and S-5 in Ocean City NJ. This was the USCG Auxiliary in 1940.

By 1942 war was being waged and several other flotillas came into being, and the recognition that an additional administrative level was needed. Therefore, divisions came into being. Division III became Atlantic City south to Cape May with Ocean City Flotilla 31 as the core of this group. Ocean City still has an active flotilla now known as Flotilla 81. With the expansion of the Coast Guard during the war years most Auxiliary members became members of the Coast Guard Temporary Reserves. They performed off shore patrols from May 1942 until mid December 1942 when the Navy assumed responsibility for all patrols. Flotilla 35, Cape May, was founded in the fall of 1943, and had 16 members. The Auxiliary was given wartime assignments such as patrolling the docks at Wildwood and Cape May to insure that all marine radios were sealed, checking fuel and food expended on the fishing fleet, and security duty at Coast Guard radio facilities which expanded to Port Security Units at the Port of Philadelphia.

On September 14, 1944 a devastating hurricane hit Southern New Jersey coastal areas, and Division III members put in over 5300 man hours of volunteer duty assisting the public and doing security duty. When the war ended restrictions on private boats were lifted. Fuel rationing was over and fisherman got on their boats & went fishing, cruisers went cruising and the Auxiliary suffered.

The mid-1950's saw the rebound of the Auxiliary along the Jersey Shore. Local flotillas recruited new members and they became active in promoting safety in the operation of small boats through Boating Classes and Courtesy Marine Vessel Examinations while also helping the Coast Guard in the area of safe navigation in local waters.

On October 19, 1996, Congress passed the CG Authorization Act. Under this law the purpose of the Auxiliary was expanded to read: "The purpose of the Auxiliary is to assist the CG as authorized by the Commandant in "performing any CG function, power, duty, role, mission or operation authorized by law." In addition the legislation expanded the Commandant's authority to use the Auxiliary to assist other federal agencies, state authorities and local government in other areas other than

recreational boating safety.

Going into the new millenium the Coast Guard which now includes active duty, reserve, Auxiliary, and CG civilian employees, is now charged with many civil responsibilities in addition to it's military mission. The Auxiliary is specifically declared by statute to be non-military. This definition puts the Auxiliary's role within the Coast Guard's civil function responsibilities. The Auxiliary is still an all volunteer organization of dedicated men and women who give of their time and energy to promote boating and marine safety on the water and in classrooms. Marine safety has been expanded to include oil and chemical pollution of our waterways. An overall view of the United States Coast Guard Auxiliary reveals a volunteer organization of highly trained civilians, staffed and organized in parallel with the U.S. Coast Guard.

The U. S. Coast Guard Auxiliary numbered 36,000 volunteers during 1997.

They operated 8,700 vessels and 190 aircraft. Auxiliarists under orders assisted boaters in 7,900 marine incidents, helping more than 24,000 individuals, saving 433 lives and protecting vessels valued at more than two hundred million dollars (\$200,000,000). The Auxiliary demonstrated the basic rules of safe boating to more than 300,000 students in classroom instruction. Auxiliarists performed Courtesy Examinations on 250,000 vessels, checking for safety requirements and offering suggestions for safe boating enhancement.

On the water, Auxiliary vessels under orders are marked with patrol "boards" bearing the red slash of the Coast Guard, and fly the distinctive Coast Guard Auxiliary white and red ensign. The facilities become Coast Guard vessels and are no longer simply civilian facilities. Auxiliary vessels not operating under orders fly a similar ensign which is blue with a white slash. All are operated in an assistance mode, prepared and trained to serve in emergency situations. When confronted with such a situation, Auxiliarists are empowered to act.

On Saturday, June 5, 1999, Division 8 will celebrate the 60th Anniversary of the Coast Guard Auxiliary in conjunction with the Cape-Atlantic Safe Boating Week observance at Farley State Marina in Atlantic City. Team Coast Guard will be there with demonstrations, CG Cutter, Helicopter, Courtesy Marine Examinations, and other events of interest which are still being planned on by the Auxiliary.

*Gil Finkelstein VCP 8
Linwood, NJ*



60 YEARS - IN WAR AND PEACE

Spring, 1942. The seas off New Jersey are alive with German U-boats. Auxiliarist Maury Cole of Atlantic City, on patrol 13 miles offshore with two other flotilla members, is grappling for wreckage when he snags a three-quarter-inch line below the surface and notes that it's moving.

"Maybe it's a whale!" says Ernie Nolte.

"Cleat it and we'll hitch a ride." Cole cleats the line. His boat, *Monjoie II* picks up speed and is soon leaving a wake worthy of an ocean racer. Cole clings to the foredeck, trying to play the big fish he's caught.

Suddenly a periscope breaks the surface and turns its eye on *Monjoie II* and its crew. "We've hooked a sub!" shouts Ray Jeffries. A moment later the sub does a crash dive, the line snaps and the unarmed Auxiliarists are left to think about what might have happened to them.

A few days later, Cole and Wilbur Bishop are patrolling off Great Bay when a U-boat surfaces not 75 yards away. Cole heads straight for the sub, following in its wake, while Bishop radios the Coast Guard. The highly visible chase gives a patrol blimp from Lakehurst a good aiming point, and it drops depth charges as the sub dives. The resulting oil slick tells all hands they've scored a hit.

Up the coast, Flotilla Commander Don Applegate of Toms River is awakened by his telephone warning system. A tanker, the *Gulfpride*, has been torpedoed off Barnegat Inlet. Flotilla members are routed from their beds, and their boats speed to the rescue. Within a half hour, every survivor is ashore drinking coffee at a Lifeboat Station, thanking members of the US Coast Guard Auxiliary for their lives.

What Applegate and his crew don't know is that while their rescue operation is going on, the sub lies quietly on the bottom, waiting. Hours later it strikes again, sending another ship to the bottom. Again the little fleet heads out and picks up a new crop of survivors.

By now, the Coast Guard has more help. When a third ship is sunk nearby a day later, Applegate's flotilla again rescues the survivors. But this time they have the satisfaction of watching two Navy blimps and a flight of Army bombers saturate the area with depth charges until finally a bubble of oil and debris billows up. One U-boat, at least, will be a menace no more.

That's what it was like to be in the Auxiliary in New Jersey 57 years ago. When we entered World War II, the US Navy was stretched so thin it had to choose between protecting Atlantic convoys and guarding the coast. Convoy duty won out.

Into the breach came an armada of privately-owned small boats that were hastily painted battleship gray. Their volunteer owners, sometimes armed with handguns and Springfield rifles, chased U-boats from the Gulf of Mexico to New England, reporting sub sightings to the Coast Guard and rescuing survivors from torpedoed vessels. The mere churning of their hundreds of propellers often kept the U-boats from surfacing and doing more harm in the shipping lanes.

For two years, the Auxiliary fought the Battle of the

Atlantic coast. Auxiliarists did harbor, offshore and beach patrols; rescued merchant seamen; manned lookout towers; stood port security watches and guarded against sabotage.

At one point, eight highly-trained Nazi saboteurs came ashore from submarines, carrying enough high explosives to demolish some of our largest ammunition plants. Four landed on Long Island and others in Florida. Had it not been for the vigilance of the Auxiliary, they might have melted into the crowds of large cities and done their work undetected. All were rounded up and six were eventually executed.

Finally the Navy had the vessels and the manpower to take over, and the Auxiliary was relieved of its duty as guardian of the Atlantic coast.

At that point, hundreds of Auxiliarists volunteered for the Small Ships Branch, Water Transport Division, Transportation Corps, US Army, more popularly known as "MacArthur's Navy."

When General Douglas MacArthur set out to defend Australia from positions on New Guinea, the Navy had no ships or sailors to give him. Bruce and Sheridan Fahnestock, two Auxiliarists under Army orders, scrounged the waters of Australia and New Zealand, rounding up a fleet of small boats. The Auxiliarists who manned them, carrying cargoes up the Papuan coast into the combat zones, were often under fire and many died in line of duty.

After the war, the CG and the Auxiliary turned their attention to recreational boating safety, and many of the training programs we know today were born. Over the years, Auxiliarists have performed special, as well as routine, duties--

patrolling America's Cup races, the Bicentennial Opsail (200 facilities and 1,000 Auxiliarists took part) and the Cuban refugee crisis in 1980, when more than 300 Auxiliarists turned out to help the overburdened Coast Guard.

In just one year-- 1998-- the Auxiliary taught boating safety to 216,738 students, gave 139,806 Courtesy Marine Exams, did 27,183 patrols, assisted 12,760 people, helped save more than \$408 million worth of property and saved 445 lives. On an average day, we do 74 patrols, perform 13 assists, educate 594 people and

save at least one life. Who wouldn't be proud to belong to an outfit like that?

*Reprinted from "COMPASS", a publication of Division 16
Tom Kindre, SO-PB, Editor*



5NR NOSTALGIA - 60 YEARS OF SERVICE

1970



(l to r) Ed Davis, FC 77, Thom Cleary, AIM Candidate, Albert Uhl, VCP 7

Flotilla 77 Archive, Ed Davis

1971



Winter Conference 1971, (front l to r), Bill Garry IPNAVCO, Edward Nadler DCO 3NR, John Stone NACO, Harold Haney DCO 3SR (later to become NACO), Alvin Johnson DCO 5th, John Johansen IPDCO 3SR.

(back row l to r) Charles Levitan PNAVCO, the following are all PDCO 3SR, John Sader, John Black, Claude Brubaker, John McIntosh, Royden Hager, Sr.

photo courtesy PDCO John McIntosh

1972



Members of the Coast Guard BOSDET team worked hand in hand with the USCGAUX and Civil Defense in rescue operations during the crisis that swept Harrisburg and other areas severely stricken during hurricane "Agnes".

TOPSIDE Summer 1972

1973



DIRAUX 3rd (SA) LCDR Herman G. Pinter, USCG (right) presents charter to William L. Barth, FC-13 (center) while Mary Clare Bowlus, VFC-13 (left) looks on.

TOPSIDE Jan/Feb 1973

1977



Flotilla 14-3 at Lebanon Sportsman Show - Radio Station WHAT announcer Bob Brooks interviewing Flotilla Commander Ken Bashore.

TOPSIDE Spring 1977

1977



New Honorary Commodore - Walter Cronkite

Navigator Fall 1977

1979



Eleanore Stein, FC, accepts the charter for Lansdale Flotilla 10-6 from Lt. James H. Davis, Asst. DIRAUX (Det.). Looking on are Robert Carson, DCO, Robert Wecker, RCO-W, and Lee Weaver, VCO. Absent from the photo was CAPT Richard DeCorps who presented the charter to the Flotilla.

TOPSIDE Fall 1979



DCO Robert Carson being congratulated by the Governor of the State of Delaware, Pierre S. DuPont, upon being elected as the Commodore of the USCG Auxiliary, 3rd District (SR). (Center) LCDR Lionel F. Crossman, USCG, Director of Auxiliary, approvingly looks on.

Governor DuPont stated "The Auxiliary takes a tremendous load off their natural resources."

TOPSIDE Spring 1979

Thank you for assisting us with photos and back issues of TOPSIDE.

PDCO John McIntosh
P RCO Harry Petersen, Jr.
"Jake" Lincoln, Historian
Edward Davis, 77

Frank MacDonald, PDCP 7
Elsie Nichols, Editor Emeritus
Michael J. Ripton, DSO-VE
Muriel Lewis, SPO-NSBW

1981



"Bunker Lewis", Mascot of Flotilla 2-76

TOPSIDE Spring 1981

5NR NOSTALGIA - 60 YEARS OF SERVICE

1982



Tall Ships '82
Philadelphia Port of History
TOPSIDE Winter 1983

1983



James J. McCabe, Jr., DSO-GR presents the new type NACO GR awards to Roy Sharples, DCP II at the Fall Conference in Wildwood, NJ. The award is presented to members who have obtained three or more new members.
TOPSIDE Fall 1983

1984



Division VII Auxiliaryist exceeds 10,000 watchstanding hours. Manny Greenwald, member of 3rd SR, Flotilla 7-12 started his first communications watch at the Beach Haven Coast Guard Station on May 6, 1974. On September 8, 1984 Manny exceeded 10,000 hours standing watch.
TOPSIDE Winter 1984

1984



Alice Stamm and her great training aids - puppets - "Fuzzy Waters" and "Simon" all decked out in PFDs.
TOPSIDE Summer 1984

1985



Division VII retired their GR Celestial Globe and gave it to the Long Beach Island Historical Society in Beach Haven, NJ. Shown above are Becky Tarditi accepting the globe presented by DCP VII Francis G. MacDonald on July 8, 1985.
Beach Haven Times Photo

1986



Presentation of GAP Award plaque by NARCO-E Henry Pratt to DCO-3SR Richard Radabaugh at EANCON in March '86, New Orleans, LA.
TOPSIDE Summer 1986

1987



District Commodore Alexander Lewis presenting Best District Publication Award to Elsie Nichols, DSO-PB at the 5NR Fall Conference, September 26, 1987. The award was presented at NACON Palo Alto, CA also in September, 1987.
TOPSIDE Winter 1987

1987



Pennsylvania proclaims "U.S. Coast Guard Auxiliary Day" June 10, 1987. Pictured during the ceremony are: (front row, l to r) Harry L. David, IPDPC 4, Governor Robert P. Casey, Jean W. David, ADSO-PA. (Standing rear) Ednor G. Miller, RCO-W, George J. Smyth, IP RCO-W.
TOPSIDE Fall 1987

1989



At PE Booth at the Quakerbridge Mall, Lawrenceville, NJ by Flotilla 66. Manning the booth is June Rutkowski, SO-PB VI. Eighty five people were signed up for this class, twenty five under 17 years of age.
TOPSIDE Spring 1989

THE GOOD OLD DAYS

RECONSTRUCTION

(Reprinted from and continued from the last issue of "COMPASS ROSE", a Publication of Division 3. Compiled and written by PDCO John McIntosh, he was there!!!)

Our last article on the history of Division 3 left the Division in 1953 consisting of two flotillas, (32) in Ocean City and (35) in Cape May. Stone Harbor (32), Wildwood (33), and Maurice River (34) had been disestablished.

Meanwhile several Vineland area boatmen had attended the boating classes put on by Division 2 at the Custom House in Philadelphia. With the assistance of Bill Yengst, then Division Captain of 2, Al Wright, then District Vice Commodore and Art Herzog of Flotilla (27), who was District Rear Commodore (there was only one Rear Commodore during that era) they recruited a couple of Flotilla (34) members who wished to continue their Auxiliary activity and a new flotilla was established in Vineland. Established in July 1954 it became (29) in Division 2. Ernie Dortu became the first Flotilla Commander, Dom DiOrio was Vice Commander and Ed Sloan became Training Officer, then an elected office. Some of the other founding members were: Joe Labriola, Tony DiPrimo, Joe DiPrimo, George Meyer, Jim Kontes, Roy Stockley, Horace Ingrahm, and Nontas Kontas. Rocco DiBiaso and the writer transferred from (34).

During this period, Flotilla (27) organized in Salem in February 1943, although still identified as the Salem Flotilla, had relocated to Westville. The major reason being that the majority of the members lived in the Westville-Woodbury region.

The decision was made at the District level to identify (27) as Westville, renumber it as (32), renumber Vineland as (33) and combine them with the existing Ocean City (31) and Cape May (35) into a reorganized Division 3. This reorganization became effective January 1, 1956, with the challenge of being up to strength by January 1, 1957. The first Division Captain of the reconstructed Division was Bill Patton (32), Russ Newkirk (35) was Vice Captain and Ed Sloan (33) was Training Officer.

The plan adopted was to expand Public Education activity to the nearby communities. Vineland started classes in Bridgeton and as a result a new flotilla was established as Cohansey Flotilla (36). Established in July 1956, BenSchweitzer was the first Flotilla Commander with Jack Mulford as Vice and Dan Schall as Training Officer. Some of the initial members were Bob Green, Bud Mauk, Calvin Blackmon, Bill Carter, Charlie Bailey, and Harry Barber.

Vineland had continued to grow. With a number of members from the Leesburg area it was felt that a flotilla in that neighborhood would be successful. In December 1956, Flotilla (34) was reestablished in Leesburg with members transferring from Vineland. Horace Young became the first Flotilla Commander with Fred Good as Vice and George Meyer as Training Officer. Some of the other members who helped to form the cadre for this new effort were John Jannone, Bill Eastwood, Roy Webb, Victor Erickson and Everett Hoffman.

Meanwhile Cape May Flotilla (35) had been working in Wildwood. Their efforts resulted in a new Wildwood group assigned the number (37). Established in 1957, Del Robson was Flotilla Commander, John Dempster was Vice and Art Nissen

was Training Officer. Westville's efforts in the Salem area resulted in the establishment of Flotilla (38) in 1958. The first commander of this new flotilla was Mike Ayers with Ed Tice as Vice and Russel Morton as Training Officer. Ocean City helped to found Margate Flotilla (39) in 1960. John Meade transferred from 31 to be Flotilla Commander, Tom Wilson was Vice and Jack Carrodus was Training Officer.

Considering the progress that had been made since the 1955 reorganization and the possibility of additional growth the District again split our area. This new change left Westville (32), Vineland (33), Leesburg (34), Cohansey (36) and Salem (38) in Division 3 and established a new Division 8 consisting of Ocean City (81), Cape May (82), Wildwood (83), and Margate (84), effective January 1, 1961. In 1965 a new flotilla forming in Gloucester City became Flotilla (31). This association ended in May of that same year when the new Division 13 was formed and (31) became part of the new Division as (13-1).

All was calm for a few years and efforts concentrated on Boating Courses, Vessel Examination and Member Training with the specialty courses and the AUXOP courses a high priority. We all took pride in their performance when Salem, Flotilla (38) won the Past District Commodore's Trophy as best in the District.

In the 1973-1974 period it became obvious that Leesburg's Flotilla (34) was having problems. Flotilla Commander Harry Dupre and Vice Flotilla Commander Bill Robins were at the end of their string. With age, illness and changing interests impacting their membership, the flotilla had moved back to Millville in an effort to regroup. Jim Maybury moved in as Flotilla Commander but couldn't get enough help to establish a Public Education Course. George Martin single handedly maintained the Flotilla's CME program at a successful level.

Bob Rau (32) was Division Vice Captain, putting together a Division Staff team to help (34). The inclusion of Walt Smith (38) as a member of the group was, I think, the key to its success. Publicity and Public Information was Walt's cup of tea. Wide publicity, an advertising program in the newspapers sponsored by local dealers, marinas, and equipment suppliers, jawboning gifts for door prizes (don't think about it, these activities would not be permitted today), Walt set up a public meeting at the Millville VFW that was attended by a number of people. After hearing the speakers, seeing the displays that had been set up and seeing some film (34) had a group of capable, interested new members among them: John Robinson, Wayne Baker, Ronald and Betty Morrison, Jim Roe, Joe Costello and Miriam and Oliver (Bud) Compton. Bud was a sparkplug in the rebuilding of the unit and he has continued to spark every activity he gets involved with. With new blood and new leadership, Flotilla (34) has bloomed like a rose.

When Bob Rau became Division Captain (1977-78) he came up with a new challenge in which he felt we should have a new flotilla. He thought Glassboro would be a good place and he thought Bill Pierce and the writer should do it. It took longer than we ever expected. We would start Basic Qualification with a group of people, in two of three weeks half the people

(Continued on page 31)

THE GOOD OLD DAYS

(Continued from page 30)

dropped out, with the assistance of Earl Mitten and a couple of other people, new candidates would be secured and we would start again. One of the classic experiences we had was our first sailing course. Told by one of the new folks that there were a lot of sailors in the area, we recognized the college would be a good draw for a course, our new potential member was an expert sailor, would have absolutely no problem helping us with the sailing part of the program. Bill Pierce and I could handle the generic boating parts. We had the course, it was a good class, our only problem was that mid-way through the course our sailing expert left the area. If Betty VanDyke (33) had not pitched in to help we would have sunk. Finally in January 1981, Flotilla (35) was established with 17 members. The first Flotilla Commander was Earl Mitten and Charlie Vogel was Vice Commander. If memory serves me right they were the only survivors of the group we started with. In addition to Earl and Charlie others who were among (3 5's) first members were Henry Blose, Harvey Bahr, Joe Clair, Jim Tackley, Carolyn Tayler, Ed Kuczynski, Jeff Jones, and John Cogan.

More to Come in the next issue of "Compass Rose" & TOPSIDE!!!

*PDCO John McIntosh
Newfield, NJ*

AUXILIARY HISTORY

EMERGENCY HELICOPTER PAD

Dateline 1985, Manahawkin, New Jersey..... Edward Frank, charter member of Flotilla 7-12, felt that lives were being jeopardized by the lack of helicopter rescue at sea because injured had to be transferred to land ambulance to be driven, often through heavy traffic, to Southern Ocean County Hospital. Mr. Frank spearheaded a fund raising project to install a helicopter pad on hospital grounds. Mr. Frank, assisted by PDCP7, Frank MacDonald, worked with the hospital director, local and federal agencies for approval. After the approvals were secured, a local real estate company donated the funds for it's installation.



Ed was flown in and was the first to land at the new pad. A plaque hangs on the wall of the Southern Ocean County Hospital showing Mr. Frank's dream came true. The pad is not only used for sea rescue but also for transferring patients from the hospital to and from other hospitals.

The dedication ceremony was officiated by PDCP Victor Krygowski, was given media coverage, and was filmed for later broadcast on cablevision.

Mr. Frank crossed over the bar in 1991. He was a member of Flotilla 7-12 for over 21 years.

*Francis G. "Frank" MacDonald, PDCP 7
Beach Haven West, NJ*



Mr. Edward Frank surrounded by his grandchildren after being the first person to land on the new helicopter pad at the Southern Ocean County Hospital (1985).

Photo by Frank G. MacDonald, PDCP 7



← DIVISION 3 AUXILIARIST OF THE YEAR

Oliver "Bud" Compton of Flotilla 34 in Millville was selected for the year 1998. He is being congratulated by COMO Locasale at the Change of Watch.

"Bud" also received a special recognition award for a lifetime total of 4360 courtesy marine examinations.

Bud has been a member of Flotilla 34 for 22 years. A Coxswain, Bud completed 35 patrols on Delaware Bay for a total of 293 patrol hours in 1998.

*Photo and caption by
Jennie A. Petersen, SO-PB 3
Millville, NJ*



1999 FALL CONFERENCE

U.S. Coast Guard Auxiliary Annual Fall Conference 10- 12 September 1999 Room Reservation Form

Wilmington Hilton

I-95 and Naamans Road, Claymont, DE
Phone: 302-792-2700 FAX: 302-798-6182

Name: _____

Address: _____

City: _____ State _____ ZIP _____

Please reserve: Single € Double Non-Smoking
Rate: \$69.00 Single or Double
Check-in time: 1500

Deadline for Reservations - 18 August 1999

One night's deposit required to guarantee room:

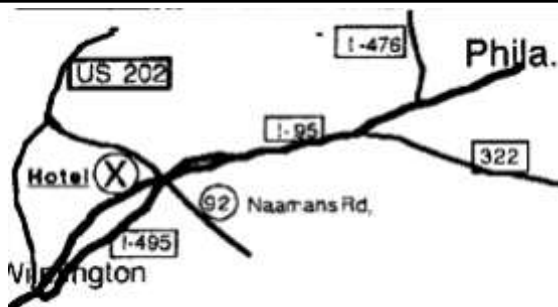
Make checks payable to:
Wilmington Hilton at above address
or call with Major Credit Card

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

Arrival Date: _____ Depart Date: _____

Credit Card: AM/EX DISC Ž M/C VISA

No. _____ Exp. _____



From Phila. & North: I-95 South to I-495 South to Naamans Rd., Rt. 92 exit 6 - turn right - Hotel is on left.

From Southern DE: I-95 North to Naamans Rd., exit 11 - left onto Naamans Rd. - Hotel is on left,

From PA Turnpike: Valley Forge exit 24 to Rt. 202 South - make left on Rt. 92 (Naamans Rd.) - Hotel is 5 miles down 92 on left side.

From NJ Turnpike: Exit 2, ober Commodore Barry Bridge to I-95 South to I-495 South to Naamans Rd, exit 6 - turn right - Hotel is on left.

1999 FALL CONFERENCE

U.S. Coast Guard Auxiliary Annual Fall Conference Wilmington Hilton Hotel I-95 and Naamans Rd., Claymont, DE

Use this portion to make your Conference
and meal reservation.

DIVISION No.

Name: _____ Mem # 053- _____

Name: _____ Mem # 053- _____

Registration Fee (for each person 17 years of age or over) @ \$5.00 per person: # _____ \$ _____
①

Saturday Night Commodore's Banquet:

NY Strip Steak @ \$27.00 # _____ \$ _____ ②

Grilled Chicken @ \$27.00 # _____ \$ _____ ③

Past Captain's Breakfast:

Members of PCA (no charge): # _____

Guest @ \$10.00 # _____ \$ _____ ④

Must be made by PCA member.

TOTAL AMOUNT ENCLOSED ①+②+③+④ \$ _____

WORKSHOP RESERVATIONS

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

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

Marine Safety Workshop (Morning)

Marine Safety Workshop (Afternoon)

Career Candidate Workshop

Personnel Services Workshop

Spouse Program

REGISTRATION DEADLINE

1 September 1999

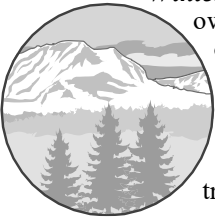
Reservation requests arriving after this date will be returned

Send this form and check payable to USCGA 5NR to:

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

1999 FALL CONFERENCE

Come with us for a wonderful and historical tour of **Winterthur Museum and Longwood Gardens**, former homes of the duPont family.



Winterthur was named in honor of the first owner's ancestral home in Switzerland. A tour of the Greek revival house, built in the late 1830s, its gardens, farm land and museum will be enjoyed by all.

Our shoppers will be delighted in the treasures to be found in the gift shop.

Longwood Gardens offers exquisite flowers, majestic trees and opulent architecture in its gardens, conservatory and grounds. A fountain display will be available during our visit. Again, shopping in the gift shop at Longwood will offer different kinds of items only to be found here.



Lunch will be on your own and is available at both locations. Time during the tour will dictate our lunch period.



A fee of \$10.00 will be due Friday evening or Saturday morning at the Conference Registration Table.

Please indicate on the registration form whether or not you will be participating in this program since we need a count for our reservations. We hope to see all of you for this tour.

1999 FALL CONFERENCE

Wilmington Hilton Hotel
I-95 and Naamans Rd., Claymont, DE

Friday, 10 September 1999

1600-2100	Registration
1800-2000	Commodore's Dinner (Invitation only)
2000-2130	Division Captain's Caucus
2000-2130	District Staff Office Meeting
2130-2200	Election of District Officers
2200-	Materials Center Open
2200-2400	Welcome Aboard

Saturday, 11 September 1999

0730-1200	Registration
0800-1600	District Materials Center
0800-1200	District Board Meeting
0800-1200	Marine Safety Workshop (AM session)
0800-1700	New Member Workshop
0800-1000	Career Counselor Workshop
0930-	Spouse's Program
1000-1200	Personnel Services Workshop
1200-1300	Lunch (on your own)
1300-1700	Marine Safety Workshop (PM session)
1330-1500	Workshop
1830-1930	No Host Cocktails
1930-2130	Commodore's Banquet
2200-2400	Fellowship

Sunday, 12 September 1999

0830-1000	Past Captain's Breakfast (see article)
1000-1200	EXCOM Meeting

Uniform of the day: Friday & Sunday - Casual
Saturday (*before 1800*) - Tropical Blue Long or appropriate civilian dress - (*after 1800*) - White Dinner Jacket or Dinner Dress Blue (white shirt, black bow tie, miniature medals, no name tag) or appropriate civilian dress.

Marine Safety Workshop - Saturday 11 September 1999

The District Marine Safety staff will be holding two 4-hour workshops at the 1999 Fall Conference. Similar to the 1998 workshop, these offerings will be in a condensed format to allow for more participants. Each workshop will be open to 25 Auxiliarists interested and motivated to begin conducting marine and environmental programs for children and adults. The morning workshop from 0800 to 1200 will focus on hands-on, interactive ideas to present to children and family groups. Auxiliarists will come away from the workshop with a "full bag" of ideas that can be pulled from when putting together a program. Reporting procedures will also be discussed. The afternoon session from 1300 to 1700 will focus on presentations for adults as well as Public Affairs ideas for boat shows, fairs, etc. These sessions are open to all interested Auxiliarists. MS officers on all levels are strongly encouraged to attend. You will be responsible for paying the \$5.00 conference registration fee. Lunch will be on your own. You may sign up for either session, or both as space allows.

MARINE SAFETY WORKSHOP

Mail to: Janet College, ADSO-MS 5NR
230 Palmyra-Bellgrove Road
Annville, PA 17003-9102

DEADLINE - SEPTEMBER 3, 1999

Please include me in the MS Workshop:
€ 0800-1200 Focus on children.
1300-1700 Focus on adults & PA

Name: _____

Member #: 053- _____

Address: _____

City: _____ State: _____ ZIP: _____

Phone No: _____

AROUND THE DISTRICT

DIVISION 1

WILMINGTON, DE

DIVISION 1 AUXILIARISTS RECEIVE COAST GUARD MERITORIOUS UNIT COMMENDATION



The award was received for meritorious service from December 1997 to May 1998 in the Chesapeake Bay in support of the Whitbread Round the World race. Two of our members, Carol L. Owens, ADSO-OP and Paul V. Eldridge, VFC 15, successfully integrated "Team Coast Guard" during this event. Their devotion to duty and excellent performance demonstrated during this period made Division 1 proud.

*Photo and caption by Adrian Teaf, DCP 1
Wilmington, DE*

SARDET WILMINGTON BOAT SOON TO BE UNDERWAY



The boat will be ready very soon and underway. This is due to many hard working and dedicated people. We wish to thank the Director, LCDR McCarthy and Asst. DIRAUX CWO Donovan for all they did to help our endeavor become a reality. We could not have done this without them.

An extra special thank you to Robbie Robinson of Division 4 whose warehouse was used to do all of the work. Thanks go out to John Stebbins, Rick and Patsy Stabler, Nick Matchica, Emil Milano, George Greeby, Eric Pennell, Charlie Lyman, Ralph Gilgenast, Mel Flamer and Dudley Gallup who came to Exton to work on the boat. (We worked hard, but had fun too).

Carol Owens, Coordinator, SARDET Wilmington

STOP GUESSING

As you probably already know, the United States Postal Service raised its' rate on 10 January 1999. This postage rate increase affects us both in our everyday and Auxiliary lives. I would like to review this increase with you, and offer a few suggestions to take the guesswork out of sending mail.

The letter rate has increased to 33¢. You can mail up to one ounce of material for 33¢. One ounce is equal to five sheets of paper in an official business Auxiliary white envelope. If you were to put six sheets of paper in this size envelope, it would be over one ounce and would require an additional 22¢ of postage. It is not a good idea to put more than five sheets of paper in this size envelope because when you overstuff an envelope it can get caught in the postal sorting equipment and could be destroyed or delayed.

If you have more than five sheets of paper to mail, it is time to move up to the official business manila envelope (9 x 12). You can put up to seven sheets of paper in this size envelope and it will weigh just under two ounces and cost 55¢ to mail. If you were to put an additional sheet of paper in this size envelope, for a total of eight sheets of paper, the weight would be over two ounces and you would need to apply another 22¢ of postage. Keep in mind that when you use a manila envelop and the contents plus the envelope weigh less than an ounce you will be charged an 11¢ surcharge in addition to the 33¢ postage. As you can see it is not cost effective to use the manila envelope if you are mailing less than five sheets of paper. Here is a quick reference chart to help you decide which envelope to use and how much postage to apply.

<u>Sheets of Paper</u>	<u>Weight</u>	<u>Postage</u>	<u>Envelope</u>
1- 5	1.0 oz.	.33	white
6- 7	1.9 oz.	.55	manila
8- 14	3.0 oz.	.77	manila
15- 20	4.0 oz.	.99	manila
21- 26	4.9 oz.	1.21	manila
27- 33	6.0 oz.	1.43	manila

The amount to send an official business post card is still 20¢

By following these simple guidelines when addressing your mail, you can ensure it will get to your receiver quickly.

1. Type addresses on a typewriter or PC whenever possible
2. CAPITALIZE EVERYTHING, using plain block letter if you are hand addressing the envelope. No matter how legible your handwriting may be, machines have trouble reading script
3. Omit ALL punctuation in the address except hyphenate the ZIP +4 Code.
4. Use common abbreviations such as ST, DR, LN, RD etc.
5. Use the two letter state abbreviations.

*Mary Clare Bowlus, SO-MA-1
Newark, DE*

AROUND THE DISTRICT

DIVISION 2

PHILADELPHIA, PA

DIVISION 2 AUXILIARIST OF THE YEAR



John Locasale, DCO 5NR, presenting the Division 2 Auxiliary of the Year Award to Emil Milano, FSO-OP 2-76.

Photo Muriel Lewis, IPFC 2-76

BUOY MAINTENANCE



Shown performing buoy maintenance and position checking on the upper Delaware River are Ivan Levin, DSO-OP 5NR, Joe Spillman, QM1, USCG Cutter RED WOOD and Joan Eltonhead, FC 15-3 (SSR).

*Photo Horace M. Eltonhead, IPFC 21
Philadelphia, PA*

FLOTILLA 2-76's NEW BRIDGE



Susan L. Robson, DCP 2, swearing in the new 2-76 Bridge Officers. Pat Cunningham, Flotilla Commander (center) and Harold Burks, Vice Commander (right).

Photo Muriel Lewis, IPFC 2-76

COAST GUARD AUXILIARY SUPPORTS CHEM CLUBS' SAFETY PROGRAM

The Robin & Haas Chem Club chose as its theme for the March 17th dinner meeting at Williamsons Restaurant, "The Magic of Safety". Exhibits were displayed, including fire fighting equipment, police K-9 corps, a color State Police sports car along with many other safety related displays.

Flotilla 26 of the U.S. Coast Guard Auxiliary participated with the many exhibitors in promoting safety by emphasizing safety on the water. With vacation time fast approaching, literature on boating and water safety were distributed. The Auxiliary's display included a Coast Guard approved personal floatation device (life jacket). A bowl of life savers candy topped by a sign reading "wear your life jacket, it could be a life saver" was a big hit with the youngsters. From the display area, over 500 employees, retirees and their families moved into the banquet room for dinner and an intriguing magic show presented by a former Rohm & Haas employee.



Harry Dyer, FSO-MT 26, greeting guests at the Chem Club's meeting.

*Photo Edward B. Horahan,
FSO-PA 26 Roslyn, PA*

Make your reservation now!
1999 Fall Conference
Claymont, DE
10 - 12 September

*Edward B. Horahan, FSO-PA 26
Roslyn, PA*

AROUND THE DISTRICT

DIVISION 3

WEST JERSEY

In the beginning.....

"I, do solemnly swear...." With these words rolling off my lips and trying my best not to miss anything the Flotilla Commander was saying and really not remembering very much exactly what I had sworn to do, I began my trek on the road toward excellence in seamanship. Little did I know that this road was paved with loads of pitfalls but that I would soon be seeking assistance at every turn in the trail.

For a novice boater, entering the Auxiliary is similar to coming to work your first day with an empty tool box. There are loads of tools lying around, i.e. Basic Seamanship, The Seven Specialty Courses, and the Crew/Coxswain program to name just a few. To obtain these tools you just have to sign up for the particular course which costs you nothing; attend the classes, which get you educated; study, which enforces what you were taught and then pass the test. After this you receive a Certificate, which is quite handsome, by the way, attesting to the fact that you passed. And again, remember, it is all free.

Now if you look real close, you'll see that, depending of what course you took, you now are the proud owner of one (1) tool which is rattling around in your quasi-empty tool box. So, what's next? Enroll in another one. We've got instructors who are just chomping at the bit to teach and the more attending the class the merrier.



I am currently involved in the last of the Specialty Courses and I have, so far, with the help of quite a few new found Auxiliarist friends, several new tools in my tool box and I dearly want to add this last one and receive AUXOP status. However, if I hadn't had the tremendous assistance of people from the Flotilla and the Division I know the goal would have been more difficult to attain. And it doesn't stop there. No matter where you look in the Auxiliary world, you'll find an Auxiliarist willing to help and share his knowledge with you.

Well, the next step is up to you. You can sit there, read this article, go humph and pick up the TV Guide or you can pick up your Flotilla phone list and call your Member Training person and tell him what course(s) you would be interested in. And besides you know its better with a friend, call your buddy and turn him on too. Listen to Ma Bell and "let your fingers do the walking"-but you do the talking-Good Luck and Happy Boating.

*Eugene J. Morris SO-SR 3
Wenonah, NJ*

AROUND THE DISTRICT

DIVISION 4

SOUTHEAST, PA

DIVISION 4 CHANGE OF WATCH

On January 23rd, 1999, Division 4 held their Change of Watch hosted by Flotilla 44 of Phoenixville, PA.

The gala dinner-dance was held at "Columbia Station" with over 100 Auxiliarists and guests in attendance. Sworn in to lead the Division in 1999 were Richard P. Stable, Division Captain and Ronald J. Boice, Vice Captain.

The hit of the evening was the Flotilla 44 Color Guard led by Dennis Newbury, Flotilla Commander (see photos below). The guest speaker was Captain Gregory F. Adams, USCG, Commanding Officer of the Marine Safety Office/Group Philadelphia.

A great time was had by all.

*Martin S. Blumenthal, FSO-PS 44
Chester Springs, PA*

BEFORE



AFTER



From the rehearsal to the full "spit and polish", the Flotilla 44 Color Guard does honor to "Old Glory" at every event they perform.

photo Martin S. Blumenthal, FSO-PS 44

AROUND THE DISTRICT

DIVISION 5

HARRISBURG, PA

DIVISION 5 AUXILIARIST OF THE YEAR



John D. Adams of Flotilla 52 was selected Auxiliarist of the Year 1999

DIVISION 5 DAY

River Rescue, Harrisburg, was the site of the Annual Division 5 Day on 6 Feb. Each year Division 5 hosts this all-day event, providing mandatory workshops to interested Auxiliarists.



Bill Weihbrecht, RCO(W), Paul Shaver, DCP, and Wally Brenner, VCP, immediately began to put the 1999 work-shops together. With help from Hank Demler, DSO-PE, Mike Baker, SO-MT, and Jeannie Brenner, ADSO-PB, all the required workshops were given, including the Sexual

Harassment Prevention Training.

The day began with coffee and doughnuts for those needing to wake up. Cindi Adams, FC 52, set up a new/used uniform shop and John Adams, SO-OP, had a used boating gear display, all at unbeatable prices. Many Auxiliarists took advantage of the good deals. At 0900 the workshops began. The training was both informative and entertaining. With the help from volunteers in his session, Hank organized a "sinking ship" scenario, to demonstrate communications for a Search and Rescue procedure. Ken Laird provided some information on the Aviation Program. Danny Moye, a Government attorney, was there as a guest speaker. He described the outcome of various Sexual Harassment situations, which added an extra touch to this mandatory training.

The attendance of approximately 60 Auxiliarists included members from Divisions 1, 5, 9, 14, and 15.

Photo Anne Nash, VFC 53/Article Jeannie Brenner, ADSO PB Grantville, PA/Fayetteville, PA

BOOTH EXHIBIT

After many years of transporting and selling up a large, cumbersome and heavy PA booth that consisted of a large stainless steel map of the Chesapeake Bay with all the aids to navigation, that sometimes work and sometimes didn't, members of Flotilla 51 of 5NR decided to seek an alternative. They started to use the old standby, a dark blue drape for background and a bingo table. Not very impressive! Something had to be done.

Enter Lenny Keever, who was then Vice Commander. Lenny was involved with design and construction of exhibits for many museums throughout the Pennsylvania. With urgings from Flotilla 51 members and Mike Ripton (who was then RCO (W)), Lenny was asked to use his talents and design a new unit. One weekend Lenny then got together with Mr. Lamar Mathew, who was his chief designer, and came up with a great nautical design consisting of pipe, nylon line, canvas, and other lightweight materials.



Lenny Keever behind the exhibit table.

After compiling a cost estimate and discussing the need of such a display backdrop, Flotilla 51 decided to proceed with the project. With loads of work to be done, measuring, cutting, silk screening, photos, etc., volunteers began working like beavers to have the unit finished in time for NSBW.

While attending to his boat at the Bay, Lenny watched the transformation of a wrecked boat transom transformed into a small bar. When he got home, he talked to Jim Peifer, whose son, Ralph is a master carpenter, and luckily, both are also Flotilla 51 members. Ralph designed and built a magnificent transom, as a new brochure table.

The exhibit, as it's now called, is an eye-catcher. People come in close to look at the photos, and that is when they hear the familiar words "Are you a boater?" or "Have you taken our Safe Boating Course?"... This PA booth is priceless. Flotilla 51 is very proud of the effort that was put into this project and those involved should all be congratulated for a job well done. This is proof of what can be accomplished when members work as a team, and have fun doing it. This is a good example of Fellowship, our fourth cornerstone.

*By Gloria Caudill, FC51
Harrisburg, PA*

AROUND THE DISTRICT

DIVISION 6

WEST TRENTON, NJ

DIVISION 6 AUXILIARIST OF THE YEAR



Commodore L. Daniel Maxim, (NADCO-RBS) (left), received the award from Commodore John A. Locasale, DCO 5NR. COMO Maxim is one of the first three holders of the position of National Directorate Commodore.

COMO Maxim has been an active member of Flotilla 66 for over 15 years. Several years ago, as an aircraft commander, Dan was instrumental in the organization of the Auxiliary Aviation Program. Dan has held all Flotilla and Division elected offices and served 5NR as a Rear Commodore East. Prior to his appointment as Directorate Commodore, Dan was the National Branch Chief, Public Education.

COMO Maxim is the author of several books that are currently used in Auxiliary public education.

*Photo and caption by Doreen Nemiroff, SO-MS 6
Jenkintown, PA*

YOUTH IN THE AUXILIARY



Justin Mika was sworn in on December 1, 1998 by Harry Scarlett, Flotilla Commander as a new member of Flotilla 6-10. The event occurred at the Flotilla's annual Christmas party at the Brick Hotel, Newtown, PA.

Justin is a senior and honor student at Neshaminy High School of Langhorne, PA. He will enter Pennsylvania State University in September 1999. He recently passed the Marine Dealer Visitor examination.

Photo and article by Weldon Harris, FC 6-10

COMMANDER OF FLOTILLA 61 HONORED



On 5 December 1998, Flotilla 61 held its annual Change of Watch. After the meal, outgoing Flotilla Commander Michael Ryan (on the right in the photograph) was presented a ship's bell by Charles W. Stewart Jr., FSO-PS. The bell was a thank you gift from the flotilla for Mike's two years of leadership.

After the presentation, incoming Flotilla Commander Charles W. Stewart Jr., Flotilla Vice Commander R. Dino Rulli, and Flotilla 61's staff officers were sworn in by Division Captain Isabelle Jones. The officers and members of Flotilla 61 are looking forward to a productive and fun 1999.

Photo by

*by
Richard Wayne, FSO-IS 61
Lawrenceville, NJ
PA*

Article

*Charles Stewart Jr., FC-61
Yardley, PA*

OVER 80 YEARS OF SERVICE



George Brobyn (left), FSO-PB 65, Editor of "The Bent Prop" for over 25 years in conversation with PDCO William Gary who received an award from DIRAUX for 55 years of service to the Auxiliary. There is a combined service of over 80 years to the Auxiliary between these two gentlemen.

*Photo by George Leuck, RCO-E 5NR
Toms River, NJ*

AROUND THE DISTRICT

DIVISION 7

EAST CENTRAL, NEW JERSEY

NEW COXSWAINS PINNED



Newly pinned coxswains of Flotilla 7-10 proudly showing off their well-earned awards. (L to R) Jim Mulcahy, FC 7-10, Coxswains Dennis Kolk, Charles Barger, and Perry Moody. Vice Commander Ray Panfile aided in the presentation.

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

RESPONDING TO AN ATON DISCREPANCY

Pictured is BM1 "Bo" Hause of Station Barnegat Light making repairs to day board #52 on the NJ ICW. The troubled light was spotted by Auxiliarists of Flotilla 74 while on patrol. Auxiliarists Joseph Raup, SO-CM 7, Charles Andree, SO-AN 7 and Russel VanLuvender FSO-PS 74 reported the outage.



It goes to show all members of the Auxiliary, whether on patrol, out fishing, or just cruising around the bay, they must be vigilant for ATON (Aid to Navigation) discrepancies and report all findings to the local Coast Guard unit.

P.S. It took Bo just 2 minutes to repair the ATON.

*Charles Andree, SO-AN 7
Manahawkin, NJ*

BIRTH OF FLOTILLA 7-12

Flotilla 7-12 was organized and received their Charter March 22, 1971, from Commander M. Tubella, Jr., District Director, at Carroll's Mainland Tavern, Manahawkin, N.J. Thomas W. Wyres was elected as Flotilla Commander and John Elsroad as Vice Commander. Commander Tubella, Jr., swore in elected officers and Staff Officers: Edward Frank Secretary - Treasurer, Everett Cassel, Materials; CWO F. Aheran, Membership Training (USCG); Arthur Turner, Academy Introduction Mission; BMI WD Tandy, Operations (USCG); Henry A. Stone, Member; Lester Schiepan, Courtesy Boat Examiner; Robert I. Rafford, Member; Gregory Hewlett, Public Relations; Hamilton Harris, Member; Vero Pearson, Public Education; BM3 Harry Edwards (USCG); Fred Gehrke, Member Growth & Retention; CS2 Larry Umbaugh (USCG); George Jones, Communications; James Calderone, Member

Comm Watch, being on lookout for any assistance that a boat might need was by walking the Cupola on top of the two story building. Access to this area was by a pull-down ladder in the hall of the second floor. Watch lookouts walked this cupola peering through binoculars, ocean side and bay side.



On the front of the Cupola are the dates "1938-1973". This was the years this building was occupied by Barnegat Light Coast Guard "35 yrs".

Flotilla 7-12 held their early meetings in the then Coast Guard Station on 7th' Street in Bamegat Light. They held their meetings in the basement. Here, each high tide, water seeped into the basement, Large noisy pumps would turn on to remove the seeping water. These pumps would disrupt the meeting, making it hard to hear.

October 25, 1972 a new Coast Guard building was dedicated at the corner of 6" and Bay Avenue, on Barnegat Bay. Here the Comm Room is located where there is a view of the bay. Lt. Lewis was Commander of the Station at the time of the move. This new location made departing of boats much faster because of the travel time. Flotilla 7-12 moved with station personnel, holding their meetings in the mess area.

*Francis G. MacDonald, PDCP 7
Beach Haven West, NJ*



Members of Flotilla 7-12 aboard the new 47' MLB.

Photo Aldo Guerino, VFC 7-12

AROUND THE DISTRICT

DIVISION 8

NEW JERSEY

OPERATIONAL TRAINING



Division 8 offered two weekends of training at Coast Guard Station Townsend's Inlet, NJ. Demonstrating a proper side tow are Tom Graham, SO-OP, and Richard Tighe, FSO-CM 83. Looking on are Jeanne Stretch, DCP 8, Frank Heise, FC 86, Sue Wade, DSO-MA and Ruth Gensel, FSO-SR 82.

Photo Rita Wade. Flotilla 85
Brigantine, NJ



Operational training at CG Station Cape May offered boat crew and refresher training for coxswains. The training was offered by a combined staff of instructors, both regular Coast Guard and Auxiliary. Shown above is Vincent Kipp, FSO-PS 83 demonstrating the proper use of a fire extinguisher.

Photo "Jake" Lincoln, Historian 5NR
West Cape May, NJ



← Marlinspike techniques (lines and knots) being demonstrated by Tom Graham, SO-OP 8.

Photo "Jake" Lincoln, Historian 5NR
West Cape May, NJ

DIVERS ASSIST

*Note: The following story involves men of the Auxiliary who volunteered to assist the Coast Guard because they were professional, **CERTIFIED DIVERS**. The **AUXILIARY Operations Manual** specifically prohibits Auxiliarists entering the water while under orders. These men, though Auxiliarists, acted as Good Samaritans on this day, in this situation.....
Editor*

During the severe Nor'easter we had in the Atlantic City area during the second week-end of May 1998 the wind was howling with gusts of 50+ MPH. Many vessels of all sizes had tied up at Farley State Marina for shelter from the storm.

On that Saturday May 9th a 96 ft motor yacht which was securely tied to the "T" head of one of the docks tore out the cleats from the dock, due to the wind pressure on it's large hull, and started to drift across Clam Creek unmanned. The commercial clam boat fleet on the leeward side were directly in it's path. The Coast Guard was notified by the clammers fearing for their vessels. The CC responded with their 44' cutter which managed to get a line on the vessel. The wind against the hull of the larger vessel proved too much for the cutter which then called for assistance. Both vessels were dangerously close to collision with the Clammers. The 41' was sent to assist and between the two vessels they were able to buck the wind and bring the motor yacht back to the station and get it moored against it's front bulkhead. Sometime during this SAR case the loose docking lines in the water from the motor yacht got entangled in the prop of the 44' Cutter rendering it out of commission.

Auxiliarist Bob Balke of Flotilla 85 was watchstanding that day and is a **certified diver**. The water temperature was 55 degrees and the wind at gale force. Bob without the use of an air tank but with a snorkel attempted to free the line. There appeared to be almost 20 foot of foul line on the prop. Bob in vain tried to free the prop, but due to lack of air was unable to get the job done. At that point the Station called Glen Westervelt, also an Auxiliarist from Flotilla 85, who is a fireman in Atlantic City who also does some **commercial diving**. Glen was at work at the firehouse when he got the call for assistance. He left work and got his tanks and wet suit and got to the Station.

In high winds and choppy water he got the job done much to the relief of Station Atlantic City. The 44 was now operable and on standby for the next SAR.

This story illustrates the value of TEAM COAST GUARD.

Gil Finkelstein, VCP 8
Linwood, NJ

AROUND THE DISTRICT

DIVISION 10

ALLENTOWN, PA

DIVISION 10 INSTALLS NEW BRIDGE



John Locasale, DCO 5NR installing the Division 10 Bridge for 1999.
Jerry W. Fuqua, Division Captain and M. Phillip Stamm, Vice Captain.
Photo Paul Mackes, SO-OP 10

LEHIGH VALLEY, PA SPORTS EXPO



Safe Boating Booth at the 1999 Lehigh Valley, PA Sports Expo.
Manning the booth are (l to r) Sarah Foster, FSO-PS 10-2, Catherine Head, 10-2, and Ruth Shiers, FSO-MS 10-2.

Photo Paul Mackes, SO-OP 10

ALLENTOWN, PA BOAT SHOW



Safe Boating Booth at the 1999 Allentown Boat Show. Checking their display are Russell Snyder, FSO-MV 10-2 and Clarence Deemer, FC 10-2.

Photo by Paul Mackes, SO-OP 10

AROUND THE DISTRICT

DIVISION 11

READING, PA

DIVISION 11 AUXILIARIST OF THE YEAR



Division 11's Auxiliarist of the Year is Linda Spayd, DSO-FN 5NR. Linda contributes enormous time and energy to the Auxiliary. She currently leads the Division in accumulated sustained service hours.

Linda serves in three levels of the Auxiliary, Flotilla 11-2 Operations Officer, Division 11 Secretary/Recorder and District 5NR's Financial Officer. Being one of two Qualifying Examiners (QE) she is called upon to qualify boat crew personnel at a constant clip. Linda is a public education instructor, and active in the vessel examination and marine visitor departments. When it comes time to plan for the fourth cornerstone activities, Linda is always eager to help.

Division 11 is grateful for all of Linda's contributions and it is a pleasure to recognize her for her efforts.

*William C. Lewullis, DCP 11
Aristes, PA*

OVER 50 YEARS OF SERVICE



Pictured at Division 11's Safe Boating Booth at the 1999 Reading Fairgrounds Mall Boat Show is Ralph Kaufman, SO-OP 11. Ralph has over fifty years of service for Flotilla 11-3. He also put together the striking display pictured in the photo. Our hat's off to Ralph, GOOD SHOW!.

Photo by John M. Lenart, SO-PA 11

AROUND THE DISTRICT

DIVISION 11

READING, PA

DIVISION DAY

Division 11 held "Division Day" at the Reading Training Base. The planned events gave members the opportunity to attend Instructor, Vessel Examiner, Marine Dealer Visitor and Operations Workshops. A representative of the Pennsylvania Fish & Boat Commission, Rich Wood, provided an interesting and informative presentation centered upon public education challenges stemming from the upcoming PWC operator certification requirement. The resulting exchange of information was a great benefit to the Auxiliarists as well as the PAF&BC representative.

An additional benefit was the fellowship enjoyed through the mingling of members from all flotillas. Judging by the enthusiastic feedback from those who attended, it looks like "Division Day" will be a regular event.

*Article & photos by William Lewullis, DCP 11
Aristes, PA*



Instructor workshop presentation by Barry McElwee, SO-MT 11.



Vessel examiner presentation by Michael Ripton, DSO-VE 5NR.

AROUND THE DISTRICT

DIVISION 12

DELAWARE

DIVISION 12 AUXILIARIST OF THE YEAR



Andrew Assimos of Flotilla 12-9 was named the Auxiliarist of the Year for 1998 by USCG Group Eastern Shore. During a luncheon ceremony at Chincoteague VA, Rear Admiral Timothy Riker and LCDR T.K. Watanabe presented the first of it's kind trophy, also received a nice letter of appreciation from the Commander of USCG Group Eastern Shore LCDR T.K. Watanabe.

1. Congratulations on your selection as Coast Guard Group Eastern Shore's Auxiliarist of the Year for 1998. Through your motivation, leadership, and caring professional attitude; you have set the standard for your shipmates to follow.

2. You have repeatedly proven yourself to be a valuable asset to Station Indian River Inlet and the public. On 21 September 1998 a recreational vessel capsized near the Indian River Inlet. As a coxswain, on one of your numerous "routine" safety patrols, you identified the capsized vessel with its four crewmen in the water. You quickly notified Station Indian River, took charge of the scene, and led your crew Wally Brown 12-2 in the recovery of two persons. You also vectored both Coast Guard and "Good Samaritan" vessel in position to recover the other two persons in the water. Your quick reaction and precise boat handling skills directly resulted in all persons being rescued in just four minutes.

3. You have been "always Ready, Always There ", logging over 400 hours on the water as coxswain or crewmember. These numerous hours have allowed you to assist more than 36 people, 89 persons otherwise assisted, property valued over \$250,000, and save 4 lives during 1998. Whether you are pulling people from the water, towing disabled vessels, or reminding people of safe boating practices, your presence on the water is truly a blessing to all mariners.

*John P. Bernath, ADSO-PB
Millsboro, DE*

AROUND THE DISTRICT

DIVISION 13

CENTRAL NEW JERSEY

Page Not Available
in Archive

AROUND THE DISTRICT

DIVISION 14

SUSQUEHANNA BASE

"KEY TO THE CITY" AWARDED



Mayor Russell Pettyjohn of Lititz, Pa. presents "The Key to the City", to Ura Shumate of Flotilla 14-7, Lititz Pa. Mr. Shumate was selected for this award for his work with the USCG Auxiliary. Mr. Shumate is involved with the Courtesy Marine Examination Program. He is also involved in Marine Safety Patrols on Lake Clark at Long Level in the Susquehanna River. Mr. Shumate is an Instructor for Boating Safely Classes held for the public in spring and fall of each year.

*Otis Littleton, BC-ANN, SO-PB 14
Mechanicsburg, PA*

Is "CS" For You??

In January of 1999, the Chief Director authorized the creation of a new Staff Officer position. Communication Services Staff Officer ("CS" for short) is a very important appointed position at the Flotilla FSO-CS, Division SO-CS, or District ADSO-IS/CS level. These officers will help or organization transition into the communications of the next millennium!

Whether we are talking about E-mail, electronic media Specialty Nets, WEBWatchers (to help relay information to those members not yet "connected"), or Websites with a dedicated Webmaster/Webmistress at the helm, they are all part of the "CS" system. You can get detailed information on the "CS" officer position at AIRS: <http://209.41.115.186/airs/>

In an effort to give you the tools you need for the job, OCX at HQ is now offering special website and other electronic media training at Oklahoma State University. Detailed information on OSU training can also be found at AIRS.

If you are a CS officer (or any Team Coast Guard member), be sure you are enrolled correctly in the National E-mail Directory at: <http://209.41.115.186/uscgau/directory.html>

Training will also be ongoing at District workshops, and a very special session will be held at NACON 99. It's a presentation you won't want to miss! If your unit does not have a "CS" officer and you are interested in this challenging and rewarding position, speak to your FC, DCP or VCO and let them know! You'll be glad you did, and you will be helping us into the next century of Auxiliary communications.

Jeff Mahl, DVC-IE, JeffMahl@aol.com

Jeff Mahl
DVC-IE

SAR OPPORTUNITY

Longlevel, Pa. 12 May 1999. On Sunday 10 May 1999 Mrs. Jane Leichter of the Lancaster, PA area thought it would be a good day to take her son, Jeffrey age 8, out for those first of the season sailing lessons for which he had waited patiently for all winter long.

The winds seemed just right, about 10 knots intermittently, the water was a little cold, about 55°F. They donned their PFDs and set sail in their 16ft Fireball. Jeffrey objected to his mothers pleadings to wear his wet suit. It was about 15:00. Jane is no novice to boating. Originally from Syracuse, NY Jane has been boating since she was five. Jane was showing Jeffrey how to handle the sheets and instructed him that if he had a problem to pass the sheet to her. She observed a "puff" approaching the boat and instructed her son to get ready.

Suddenly the "puff" was upon them. "It was a lot more powerful than it first appeared", she recalled. "It was what I call a knock down". Jeffrey was unprepared for the powerful gust of wind as it unexpectedly filled the sails. He left go of the sheets and lost control of the sails, causing the little boat to capsize, unceremoniously dumping mother and son into the water.

"I saw this powerboat passing and waived my arms to attract their attention. They saw me and came to our aid. They pulled my son out of the water and assisted me in "popping" the boat and towed me safely back to our dock."

The passing boat was the Facility owned by the SARDET and operated by the SARDET Coordinator, Henry Reeser. With him was the Division 14 Vice- Captain, Ralph Diller. They had gone out on a routine drill and training mission. "We too were concerned about a young boy being in the cold water", Reeser observed. "We found that a transom swim platform and short stem ladder is not necessarily the easiest way to recover a person from the water."

"We got him on board then followed the lady's instructions for righting the boat. She climbed aboard and we towed the boat with the lady aboard to safety. We wrapped the boy in a blanket to keep him warm. By the time we reached the dock, all signs of hypothermia disappeared." Diller reported.

Ms. Leichter said she was very appreciative of the Auxiliary's efforts and wanted to donate a boarding ladder that could be used from the bow or the gunwale. "My Mother and Father were very active in the Auxiliary up in Syracuse, N.Y for many years. Because of this experience I will see that my son is enrolled in a safe boating course and despite my busy schedule, will give consider Mr. Reeser's invitation to join the Auxiliary."

*Otis Littleton, BC-ANN, SO-PB 14
Mechanicsburg, PA*

AROUND THE DISTRICT

DIVISION 15

FRONTIER

DIVISION 15 AUXILIARIST OF THE YEAR



Ronald VanZile, FSO-VE 15-6 receiving his award from IPDCO Clyde College. Ronald was named 1998 Auxiliarist of the Year for Division 15. Ron is active in our Operations, Public Affairs and Public Education programs. He performed over 100 Courtesy Marine Exams in 1998. Ron was elected Flotilla 15-6 Commander for 1999.

DIVISION AUXSEA CLASS

On 19 January 1999, eighteen members from Division 15 (6 members each from 15-1, 15-4, 15-6) spent a marathon 8 hour Auxiliary Seamanship Specialty Course (AUXSEA) review session in Williamsport, PA. After ex-tensive home study, members were guided by 4 instructors, Jack Shaffer, FSO-MT 15-1, Fredrick Paulson Jr., FSO-PB 15-5, Don Bower, 15-5, and Rick Vespe, FSO-PE 15-6 in discussion and instruction of the AUXSEA material. This co-operative effort of the 3 flotillas led to the successful completion of the AUXSEA course for all participants.



SPRING ACTIVITIES IN THE 15-6

Spring has been a busy time in the Northern Tier. Flotilla 15-6 has been busy with public education classes. A four session Boating Skills and Safety class was held at Soldiers and Sailors Hospital in Wellsboro in early Spring. This resulted in two new members. We are constantly trying to make our classes more interesting, by creating and utilizing visual aids, posters, and boat models. We have our own PFD model in the person of young Linda Hawn, daughter of flotilla members Ross (VFC 15-6) and Mary Kay Hawn (FSO-MA 15-6). →→→→



The education team then followed up with it's first Boating Safely class at Potato City Inn in Potter County. Our first attempt at this shortened class was a success with 35 in attendance. In April we offered a Boating Safely class at Soldiers and Sailors Hospital in Wellsboro. Thirty-four students attended this class and our flotilla gained two more new members. We have had requests for two more classes which will be scheduled for the fall. Plans are being made to schedule patrols at the Tioga, Hammond, and Cowanesque Lakes.

Four members traveled to NY on a canal scouting trip to visit parts of the Erie Canal system and check on docking availability and other facilities. Our canal trip last summer was so successful that we are planning another canal excursion in mid June. Last year we departed from Geneva on the Cayuga-Seneca Canal and headed west towards Fairport, NY. This year we hope to follow the canal going east to Lake Oneida and then north to Oswego, NY on Lake Ontario. While checking on docking availability in Oswego, we visited the Coast Guard station on the Lake.

*Valerie Duperon, FSO-PB 15-6
Ulysses, PA*

BOATING SKILLS & SEAMANSHIP - LOCKS & DAMS STUDY

Lester L. Early, Flotilla Commander 15-1, and Thaddeus Piotrowski, FSO-MV 15-5, wanted to know more about locks and dams so they could embellish their teaching of Chapter 12, Inland Waters in the Basic Skills and Seamanship Course. Lester Early's 25 ft. Sunbridge provided a great platform for traveling the Allegheny River and Ohio River from East Brady, PA to Cincinnati, Ohio. This August 1998, 10 day trip of 1080 miles took the adventurers through 19 locks. This trip was particularly significant for Les. His Great Grandfather and his family made the trip by raft with all their farm equipment and household goods in early 1800's eventually settling in Kansas and his wish to re-create the experience was fulfilled.

*This and above photos by Astrida V. Miller, SO-PB 15
Covington, PA*



AROUND THE DISTRICT

DIVISION 16

JERSEY SHORE

GLAD HE ANSWERED THE CALL

POINT PLEASANT BEACH -- The brand-new sailboat *Broken Handset* and its crew of two had sought to spend the night of July 12, 1997, moored in the Shark River after completing an eight-hour leg of a trip from Maine to Delaware.

However, with the sun setting and without a chart of the waterway, the boat ran aground on a jagged mussel shoal. Its propeller shaft broken and leaking, the boat rapidly began taking on water.

Among the three-member U.S. Coast Guard crew that responded to the distress calls was Anthony Bubadias, a Neptune resident and staff officer with Auxiliary Flotilla 16-8.

Certified to work side-by-side with regular Coast Guard members, Bubadias boarded the crippled ship and fought to save it from sinking. "I'm small, so I was able to crawl into the engine compartment and set up a pump and start pumping out the water," Bubadias said. He then set to work patching up the boat.

For this act and others during seven years of service with the Auxiliary, Bubadias was given the Coast Guard's Award for Operational Merit yesterday at the Manasquan Inlet Coast Guard Station here.

Bubadias was cited for his work in inspecting recreational boats as a vessel examination officer, taking part in coastal inspections and rescues and teaching boating safety classes to area youth.

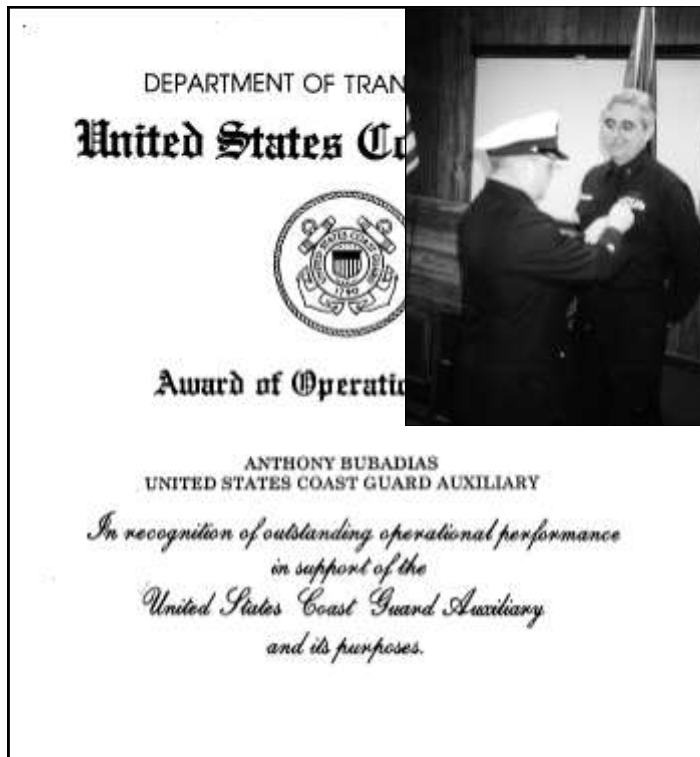
"He's excellent," said Coast Guard Petty Officer David Emlaw, who has worked with Bubadias during inspections on board the Coast Guard's 21-foot ridged-hull inflatable boat.

"I might be down below on a fishing boat or a commercial boat, and you have to be able to trust the person you are turning the boat over to," Emlaw said. "He's dropped us aboard boats in five-foot seas, and we usually don't do boardings in seas like that. So he's really good."

When not on duty with the Auxiliary, Bubadias is a part-time cosmetology teacher for the Monmouth County Vocational School District and a partner in the Main Street Barbershop Co. "I've lived around the water and boats all my life," Bubadias said.

"The appeal of the Auxiliary for me was the comradery, and it was a chance for me to give something back to the community... The greatest reward I have is to be able to serve my country and give something back to my community," he said.

*Originally published in the Asbury Park Press
Doug Robertson, Correspondent*



Inset above, Chief Petty Officer Bill Luell pins the Coast Guard's Award of Operational Merit on Tony Bubadias during the ceremony at Manasquan Inlet Coast Guard Station.

*Photo Robert Myers, DCP 16
Point Pleasant, NJ*

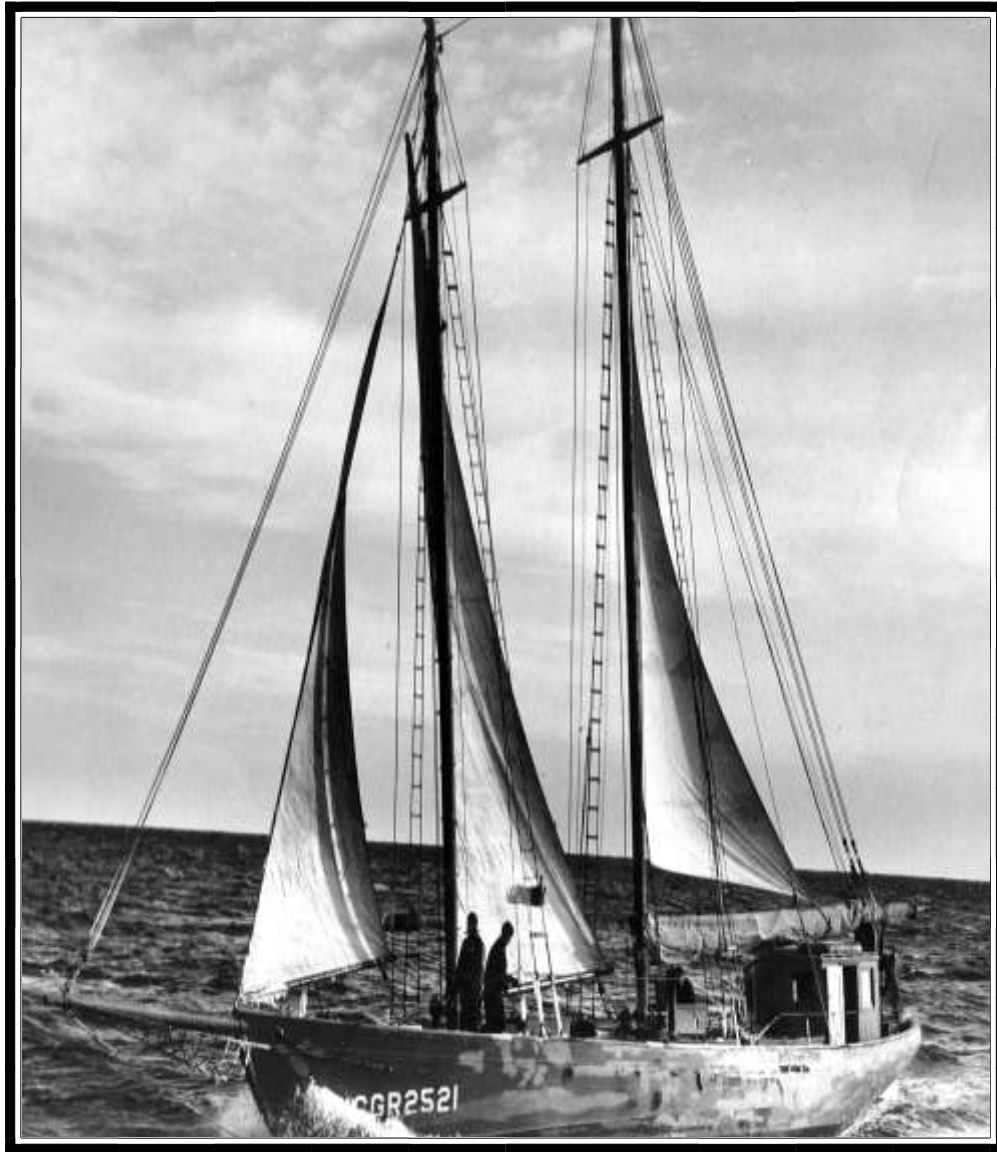
A DOG'S BEST FRIEND



During a recent Courtesy Marine Exam Open House, Harry Moscatiello, IPFC 16-7 and Peter Hatten, also of 16-7, demonstrate the proper method to examine a pet size PFD. A man's best friend may be his dog, but on the water, a dog's best friend is his PFD.

*Donna M Schleuss, SO-PA 16
Freehold, NJ*

AUXILIARY HISTORY



Mel,

The enclosed photo, found at an antique show in Mauricetown, New Jersey this past winter, depicts a Delaware Bay oyster boat out of the Maurice River in Coast Guard Reserve (now Coast Guard Auxiliary) Battle Dress. Taken during the early 1940s, these vessels were painted gray with white CGR numbers. Their duties were to patrol the Delaware Bay watching for enemy submarines or attempts to land spies. Additionally, some of these boats were taken to the Long Island Sound area, where their wooden construction and sail power made them "stealthy" by WW II standards. Their mission there was to watch for submarines and radio their location to Coast Guard or Navy Stations.

Note that the photo was obviously taken during the winter as attested to by the accumulation of ice on the rigging under the bowsprit, jib sail and rigging where attached to the hull.




Attempts to identify the vessel through Coast Guard records have, to date, failed and I now plan to contact "old salt" sources locally for help.

*Photo and caption submitted by Harry P. Petersen, DSO-MT 5NR
Millville, NJ*

Note: If any reader can help Harry with an ID of the vessel feel free to do so. Ed.

United States Coast Guard Auxiliary

Fifth Northern District - 1999 Calendar of Events

JUN	JUL	AUG	SEP
<p>7 EXCOM</p> <p>14 Flag Day</p> <p>20 Father's Day</p> <p>21 1st Day of Summer</p> <p>25 Facility Inspections</p> <div> <p>23 60th Anniversary of The United States Coast Guard Auxiliary</p> <p>Due to DIRAUX</p> </div> <p>60th</p> <p>23 JUNE 99</p>	<p>4 Independence Day</p>  <p>5 EXCOM</p> <p>17 District Board Meeting Group Philadelphia</p> <p>19 AIM starts at the CG Academy</p> <p>25 AIM week ends</p> <p>Patrol Season in full swing - BOAT SAFELY</p>	<p>2 EXCOM</p> <p>13 Eastern Area EXCOM</p> <p>13 Central Area EXCOM</p> <p>20 Western Area EXCOM</p> <p>26 - 28 NACON 99 Orlando, FL</p> <p>27 Conference reports due to DIRAUX</p> <p>31 Fall Topside Deadline</p> <p>MAKE YOUR FALL CONFERENCE RESERVATION DEADLINE 1 SEP</p>	<p>6 Labor Day</p> <div> <p>10 - 12 DISTRICT FALL CONFERENCE WILMINGTON, DE</p> </div> <p>11 Rosh Hashanah</p> <p>12 EXCOM</p>  <p>20 Yom Kippur</p> <p>22 1st Day of Autumn</p> 



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