

5NR

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Vol. 91, No. 2
Fall 1991



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Topside is published quarterly by the United States Coast Guard Auxiliary 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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Attention Auxiliarists:

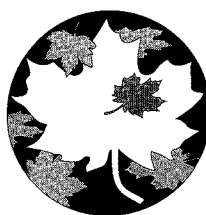
We need your stories and photos. We also want to hear your comments. Critiques, suggestions and distribution concerns should be addressed to the Editor.

1991 Deadline and Publication Schedule

	Deadline	Publication
Winter:	November 5	December 4

The Editor would like to express special thanks to Phil Stamm, DCP X and Paul Edlridge, FSO-VE 1-5 for photography support at the 1991 Spring Conference. Photos appear on Pages 14-15.

Cover and back photos taken at EANCON, St. Petersburg, Florida. Photos appearing on Page 25 were taken during National Safe Boating Weekend at Penns Landing. Photography, Computer, and other support provided to Topside by John S. Tarbox, BC-EDI, who serves ex-officio.



Fall Conference

20, 21, 22 September 1991

*Stouffer Valley Forge Hotel
King of Prussia, Pennsylvania*

Mail your Reservations Early

FALL 1991

U. S. COAST GUARD

Commandant ADM J. William Kime
Vice Commandant VADM Martin Daniell
Rear Admiral RADM R. A. Applebaum
Auxiliary, Boating, and Consumer Affairs Division
(G-NABx) CAPT William S. Griswold

FIFTH COAST GUARD DISTRICT (NR)

District Commander RADM Paul A. Welling
Chief of Staff CAPT Harold B. Gehring
Chief of Boating Safety Division CAPT Robert A. Melvin III
Director of Auxiliary (5NR) CDR Albert C. Muccilli
Asst. Director of Auxiliary CW02 Kenneth M. Edwards

5(NR) DISTRICT AUXILIARY OFFICERS

District Commodore (DCO) Eugene M. Pester, Jr.
Vice Commodore (VCO) Harry L. David
Rear Commodore East (RCO-E) Edward W. Rearick, Jr.
Rear Commodore Central (RCO-C) Paul D. Owens, Jr.
Rear Commodore West (RCO-W) Bobby G. Carter
Immediate Past District Commodore
(IPDCO) William E. Pierce

DIVISION CAPTAINS

Robert L. Turner	Division	I
M. Patricia Belz	Division	II
Karen B. Nice	Division	III
Erick L. Pennell	Division	IV
William A. Gardner	Division	V
L. Daniel Maxim	Division	VI
Charles A. Tier	Division	VII
Donald F. McGahn	Division	VIII
Mary E. Gilbert	Division	IX
M. Philip Stamm	Division	X
Eugene C. Unger	Division	XI
M. Brinton Page	Division	XII
Edward W. Sayer	Division	XIII
Ann M. Herman	Division	XIV

SPECIAL PROJECT OFFICERS

AUX Leadership & Management. ... PDCO John McIntosh
Air Programs Crew Chief Robert C. Allison
Civil Air Patrol L. Daniel Maxim
Civil Rights Counselor PDCO William Dishert
Auxiliary Morale Officer Jean W. David
National Safe Boating Week Muriel G. Lewis
Communications Richard Pyle
State of Delaware Liaison Walter Moulder
State of New Jersey Liaison Lionel F. Crossman
State of Pennsylvania Liaison George J. Smyth
U. S. Power Squadron Ed Rearick
Uniform & Flag Etiquette PDCO William Dishert

U. S. C. G. AUXILIARY 5(NR) DISTRICT STAFF OFFICERS

Administrative Asst D-AA George J. Smyth
Aide to the Commodore Lionel Crossman
Parliamentarian PDCO John McIntosh
Conference Coordinator Sonny J. Wachter
Assistant Conference Coordinator Berverlee Wachter

Aids to Navigation DSO-AN Nancy K. Davis
ADSO-AN Andrew D. Ritzie
ADSO-AN Paul R. Mackes
SPO-AN William Morrissey

Career Coordination DSO-CC Allen E. Wenrich
ADSO-CC Donna K. Carpenter

Communications DSO-CM Charles R. Yocum Jr.
ADSO-CM Frank E. Ferguson Sr.
ADSO-CM Shirley Stumbers

Finance DSO-FN Rosalind Schwebel

Information Systems DSO-IS Karen B. Nice

Legal DSO-LP Welton Fisher

Materials DSO-MA Richard Stabler
ADSO-MA Linda A. Spayd
ADSO-MA Herbert Morgan

Member Resources DSO-MR Doreen Nemiroff
ADSO-MR Larry O'Brien
ADSO-MR Frank J. Taylor

Membership Training DSO-MT Mary Clare Bowlus
ADSO-MT David O. Becker
ADSO-MT William Stumbers
ADSO-MT William E. Reimer Jr.

Operations DSO-OP Robert Nemiroff
ADSO-OP(Air) Caroline Sweigart
ADSO-OP Robert M. Brereton
ADSO-OP Anthony T. Fimowicz
ADSO-OP Robert L. Layton

Public Affairs DSO-PA Otis Littleton
ADSO-PA Muriel Lewis

Publications DSO-PB Annette R. Keating
SPO-PB Rosalind Schwebel

Public Education DSO-PE Tahnell Vogt
ADSO-PE Barbara Cunningham
ADSO-PE Sandra Fink
ADSO-PE Larry Whiskeyman

Secretary-Recorder DSO-SR Rita Kratzer

Vessel Examination DSO-VE Carol Owens
ADSO-VE Arthur Tally
ADSO-VE George Peperyias
ADSO-VE (MDV) Ira Dolich



CAPT Robert A. Melvin, III

"Fifth Northern — Best Auxiliary District in the Nation!"

It's official. This honor was awarded to Fifth Northern at the Eastern Area Conference by the National Commodore 18 May 1991. You all did good. In addition to being the best district overall, you were also recognized as having the best Member Training and Operations' programs in the nation. *Way to Go!* Then to finish in style you also received the Rear Commodore's Plaque for attaining all six national goals! These accomplishments only prove the quality of service you all are unselfishly providing the boating public. You have my highest respect and I am very proud to be associated with all of you.

"Personal Watercraft Education is an area in which the Auxiliary can do much good."

At a recent conference with the state boating leaders from nineteen states, the most discussed boating safety issue was personal water craft (PWC's). Most of the state officials stated that PWC's were their greatest boating safety concern. The PWC's are involved in a disproportionate number of accidents and fatalities. If that isn't enough the PWC operators are angering

many traditional boaters with their behavior. Some examples cited were PWC's buzzing boaters at anchor, fishing, and swimmers. One local official expressed his concern for the damage the PWC's were causing to the environment by operating in shallow, sensitive marsh areas and disturbing nesting birds.

Several states have enacted PWC laws. In general these laws establish minimum operating ages, require wearing a PFD, and prohibit night operations. One senior official went so far as to advocate the total banning of all PWC's. PWC education is an area the Auxiliary can do much good.

We now have a course designed for this market. A copy has been provided to each division captain. The course includes a guide, video, 140 slides, audio cassette narration, an introductory letter to PWC dealers, and course completion certificates and wallet cards. We need to get this course to as many PWC operators as possible. A good approach is to work with the dealers. Let the dealers know that we have the course, are willing to teach the course, want to help them present their customers with not only safe operating procedures, but also educate them on the danger facing the future survival of PWC's if the operators' behavior doesn't change — remember the three wheelers? Some dealers would be willing to pay for the cost of the course and provide a location to hold classes. This cooperative approach would demonstrate their concern for the safe use of their product and be an excellent public relations strategy.

Let's go after this market and be on the leading edge of PWC safety as we are with so many of our other programs.

Recreational Vessel Fee Ruling

The final rule of the Recreational Vessel Fee was published in the Federal Register on 1 July 1991. One of the provisions of the Omnibus Budget Reconciliation Act of 1990 was to require recreational boaters who operate a vessel over sixteen (16) feet in length on "Navigable Waters of the United States where

the Coast Guard has a presence" to pay an annual fee.

The Coast Guard was vested with the responsibility of implementing and enforcing this law. The Coast Guard needs your help in getting the information out to the public, through your public education classes, CME's and Marine Dealer Visits. You will have a major impact on how well we get the message across to the recreational boaters.

A very important point to get across to the recreational boaters is that although the fees will be deposited in the general fund they are "ascribed to Coast Guard Activities" to indicate the source of funds deposited. Although the specific amount deposited does not directly increase the Coast Guard's current operating funds, the revenues received from those funds are taken into consideration during the budgetary process.

Copies of the pamphlet "*U. S. Recreational Vessel fee Explained*" were mailed to DSO-VE and ADSO-MDV. Copies are being sent to all SO-VE. This pamphlet explains the major points of the fee program, including how to obtain the decals by mail or by phone. Please use this information in your contacts with the boating public.

The Coast Guard's enforcement of the RVF will be phased in as follows:

1. **PUBLIC AWARENESS PHASE I (01 JULY-30 JULY 1991)** Rule does not become effective until July 31, 1991. Allow boaters time to obtain the decals.
2. **PUBLIC AWARENESS PHASE II (31 JULY 31 AUG 91)** Recreational vessels subject to the fee are required to display 1991 RVF Decals. Boaters will be warned.
3. **TRANSITIONAL ENFORCEMENT PERIOD (1 SEP-30 SEP 91)** Boaters will be cited for noncompliance. Boaters cited before 1 OCT 1991 will be able to avoid payment of civil penalties by showing evidence of fee payment to the district office within thirty days of the citation.

I am the designated district contact with the public concerning the **RVF Program**. If you have any questions or need any additional information, call me at **804-398-6208** or Mr. Steve Phillips **804-398-6204**.

Robert A. Melvin, III, CAPT USCG



DIRECTOR OF AUXILIARY (5NR) CDR Albert C. Muccilli, USCG

The following background information is provided as an introduction to the new Director of Auxiliary (5NR) who reported for duty in mid July, 1991.

CDR Albert C. Muccilli, USCG graduated from Pennsylvania State University with a Bachelor of Science Degree in Health and Physical Education in June, 1970. He enlisted in the United States Coast Guard in November of the same year.

In February, 1971 CDR Muccilli graduated from Officer Candidate School at Yorktown, VA. Upon receipt of his commission, he served his first tour of duty at Group Mobile, AL.

NEW DIRAUX APPOINTED

He attended flight school from February, 1974 through May, 1975 and served his first aviation tour at Coast Guard Air Station Brooklyn, NY. Subsequent tours of duty were at AIRSTA Cape May, NJ in 1978, Aviation Training Center Mobile, Alabama in 1981; where he served as a H-52 helicopter instructor pilot for six years, and AIRSTA Port Angeles, Washington where he presently serves.

CDR Muccilli is married to the former Dorothy Alexander of State College, PA. They have two children, Allison - 18 and Alexander - 10. The Muccilli's will reside in the Haddenfield, New Jersey area.

It is our hope that the Muccilli's stay with us will be a happy one and that the Auxiliary, under his direction, will compile records which will set new standards far beyond those considered excellent at this time.

*Welcome Aboard Commander,
Mrs. Mucilli, and Family.*

*Submitted by:
Kenneth M. Edwards, CWO2,
USCG, 5NR*

*George F. Brobyn, FSO-PB 6-5
Ye Olde Editor - The Bent Prop*



1991-92 Change of Watch Schedule

The following Schedule is provided for the 1991-1992 Division Change of Watch, Elected Officers Training School, and Winter Conference

DATE	EVENT	LOCATION
December 6, 1991	DIVISION VII	To Be Announced
December 7, 1991	DIVISION VIII	To Be Announced
January 3 - 5, 1992	Elected Officers Training	Lionville, PA
January 11, 1992	DIVISION I and DIVISION IX	To Be Announced
January 17 - 19, 1992	DISTRICT CONFERENCE	Great Valley, PA
January 25, 1992	DIVISION III and DIVISION XI	To Be Announced
February 1, 1992	DIVISION IV and DIVISION XII	To Be Announced
February 8, 1992	DIVISION X	To Be Announced
February 15, 1992	DIVISION XIII	To Be Announced
February 22, 1992	DIVISION VI	To Be Announced
March 7, 1992	DIVISION II	To Be Announced
March 14, 1992	DIVISION XIV	To Be Announced
March 15, 1992	DIVISION V	To Be Announced

Revised: 7 June 1991 - Harry L. David, VCO, 5NR



**Kenneth M. Edwards,
CWO2, USCG, OTO (5NR)**

The Director's office is presently in the middle of updating the Fifth Coast Guard District Northern Region Auxiliary Policy Manual. You all have probably noticed that changes have been filtering to the field at one to two changes per week. This is being done to offset the high cost of printing and to provide you with the latest policy information. It is hoped that the update will be completed prior to late June. It is possible that the policy manual will be sent to the printer to allow distribution to everyone in 5NR. Of course, this all depends on budgeting.

***"It is strongly recommended
that you all update
the manual you have and
provide copies to others
in positions
that frequently use it."***

I will attempt to highlight some of the major changes here. There have been minor changes made throughout the publication. They are too numerous to mention in this article. It is strongly recommended that you all update the manual you have and provide copies to others in positions that frequently use it.

The following major changes have been made and distributed:

Change 1:

APPENDIX A: All District forms have been removed from ANSC. Gives information on where orders should be placed, quantities and what may or may not be copies.

APPENDIX B: Provides updated Sample Travel Voucher or Subvoucher and Claims for the Reimbursement for Expenditures on Official Business.

APPENDIX C: Provides new example Orders Request Format.

APPENDIX D: AUXMIS Self-Help Correction Tree and Auxiliary - Course Completion Reports.

Change 2: CHAPTER 1

Section B: Concerns change of membership status from Permanent Member to Retired Member.

Section D: Adds dues exemption for Auxiliarists that are Active Duty in the Armed forces.

Section I: New Section covering Mobile Unit Training Team (MUTT) policy and procedures.

Change 3: CHAPTER 2

Section II-E: Explains how to read the Weekly Transaction and Error Lists and how to verify inputs to AUXMIS using these reports.

CHAPTER 3

Section III-A: Adds policy for Marine Dealer Visitor qualification, maintenance and requalification.

Section III-B: Updates policy for Instructor qualification, maintenance and requalification.

Section III-C: Adds policy for Private Aid Verifier (AV) qualification.

Section III-D: Updates policy on the handling and grading of Specialty Courses and on completion of SC Practical Demonstrations.

Section III-G: New. It explains policy concerning completion of mandatory seminars in the various programs.

Change 4 and 5 will probably be on the street by the time you read this article.

Much credit has to be given to Lt Cherry for this update. It was the last major task he wanted to complete prior to his retirement. Again, an **Outstanding Job!!**

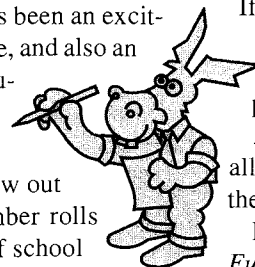
***All of us here
at the Directors' Office
wish him well and
smooth sailing!!***

**Kenneth M. Edwards, CWO2,
USCG, OTO (5NR)**

Poster Contest

We are very interested in having the poster contest at the January 1992 Conference. This has always been an exciting part of the conference, and also an excellent way to begin educating youngsters about boating safety.

Although school is now out for the summer, September rolls around pretty fast, and if school children are to participate, now is the time to make plans. That way, when school starts in September, the teachers can get the children started on this project.



If you need to have information concerning the poster contest, you can find guidelines in the Policy Manual, Chapter 5, Section D.

If you have any questions concerning this, please don't hesitate to call or write me at the address or phone number listed below.

Again, I want to say thank you for all the cooperation you have given in the past.

Have a good summer - and **Have Fun.**

Reply To: 114 Earlington Road
Havertown, PA 19083
Phone: (215) 789-0114

Muriel G. Lewis, ADSO-PA, 5NR



**Eugene M. Pester, Jr.
DCO, 5NR**

***"What is TQM and how
does it impact me and my
Auxiliary Activities?"***

In the weeks / months to come, you will be hearing more about a subject called T.Q.M. (**Total Quality Management**) We have two of our members, IPDCO John McIntosh and Dan Maxim - DCP VI who have been trained by the Coast Guard in T.Q.M. Soon we all will be very much involved in the program. I have heard many of our members ask, "What is T.Q.M. and how does it impact me and my Auxiliary activities?" Let me tell you a story that might help you better understand what T.Q.M. is about.

Harry Spivots was a Division Captain who had fourteen dedicated Division Staff officers in his unit. Time and again Harry worked out solutions to problems on his own, then called a meeting to announce what would be done. Frequently his solutions were right on target. Yet, though he was effective in supervising and coordinating the work of the Division Staff, Harry was slowly "losing" them. WHY? Because he was not calling on them to help make decisions. Although they clearly recognized Harry's ability, they felt disenfranchised, not a part of the "TEAM."

Finally, a few staff members asked Harry if they could meet with him to

discuss the need to participate more in decisions affecting their areas of responsibility. Captain Harry agreed; he too had been reading about the dynamics of group decision making. (T.Q.M.)

Confident of his ability to lead the group while allowing them more participation, Harry prepared an agenda to be distributed in advance of the next meeting. He listed many traditional items from previous agendas, but added a section on "Issues To Be Resolved", followed by a series of questions.

As meeting time approached, Harry noticed that the staff seemed more alert and excited than usual. The meeting began and progressed fairly routinely through the early items. However, when it came to the "Issues To Be Resolved," it really came alive. Ann Page, the SO-MT, who had barely said anything in the last staff meeting, had a list of alternatives prepared for answering many of the basic questions. Jim Smith, the SO-MR offered many suggestions also, and the other Division staff members each made a few good points.

Captain Harry was amazed. He couldn't believe the new approach had worked so well so quickly. Soon he began to enjoy other benefits of working with his creative Division team:

- ☐ Group Participation led to more creative thinking and, in turn, to more feasible alternatives.
- ☐ Poor or unworkable alternatives were more likely to be spotted by several people.
- ☐ Group discussion facilitated the discovery of new issues of potential importance.
- ☐ Individual staff members gained enthusiasm from the group.
- ☐ Overall objectives (AMOS, as well as others) were more clearly re-emphasized.

Some Division Captains / Flotilla Commanders fear that staff participation will diminish or subvert their own plans and ideas. **THIS IS SIMPLY NOT TRUE.** The Division Captain / Flotilla Commander can still moderate the meetings, maintain

strong influence over ideas and opinions, and continue to lead the discussion as he sees fit. The "TEAM" effort actually enhances his position. There are a few things to look out for in group problem-solving.

First, don't get lazy yourself. More than one Division Captain / Flotilla Commander has gotten into the habit of letting the group do all the real thinking. I know all of us has seen this happen at one time or another in our Auxiliary career. Also watch out for the strong influence of a senior, dominant, or influential group member who speaks up more often and more strongly than others. Don't let the group become more interested in arriving at a harmonious decision than in finding an innovative, workable approach.

It's the leader of the Division / Flotillas job to keep participatory sessions balanced and focused - and to make the best use of the ideas they generate.

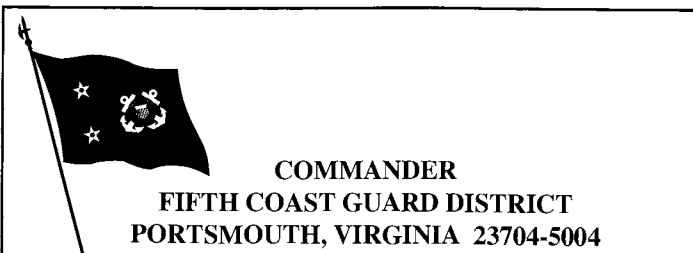
Well, there you have it - a thumb nail sketch of T.Q.M. in its' simplest form. There is a lot more to it and I promise, as I mentioned earlier, you will be hearing more about it during the weeks to come. It has been said, by those in the know - Captain Melvin for instance, that the Auxiliary has long been employing many of the principles of T.Q.M. and that is one reason why we are so successful in meeting and exceeding our goals. That is not to say we can't improve and sharpen our leadership skills and thereby perform even better as we go about the work of the Auxiliary.

We display this success quotient frequently in our daily Auxiliary activities. We are an enthusiastic bunch.

Remember, enthusiasm is contagious — lets start an epidemic.

Gene Pester, DCO-5NR

1991 MUTUAL ASSISTANCE FUND DRIVE



15 May 1991

Dear Commodore Pester,

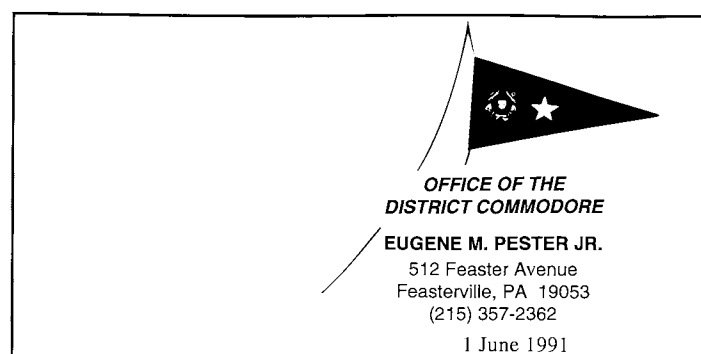
I extend my sincere appreciation for the Northern Region's outstanding performance in the 1991 Mutual Assistance Campaign. You and your fellow Auxiliarist's dedication to this year's campaign helped us achieve another milestone this year. Collectively, we exceeded last year's record setting donations for the Fifth District by more than 13%.

Again, this year, your effective leadership and enthusiasm was evident with the Northern Region's 100% participation by your members. Also, I was extremely impressed with their contributions totaling over \$6200, which was a 100% increase over last year's total! These results reflect your level of commitment to this worthwhile program and to our Coast Guard Family.

Please express my appreciation to all your members in the Northern Region for contributing to this year's outstanding effort. Their example of caring for their fellow Coastguardsmen is a source of inspiration and pride to me and all others aware of their contributions.

Sincerely,
Paul A. Wellington
PAUL A. WELLING
Rear Admiral, U. S. Coast Guard

Commodore Eugene M. Pester, Jr.
512 Feaster Ave.
Feasterville, PA 19053



TO ALL OF THE FIFTH NORTHERN FAMILY

I am so proud of your participation in the recent 1991 Mutual Assistance Fund Drive. The letter from Admiral Wellington says it all. You responded in typical Fifth Northern fashion — beating all previous fund drive records and more importantly, helping our Coast Guard brothers and sisters when the need was the greatest.

Our final total contribution was \$6,302.00.

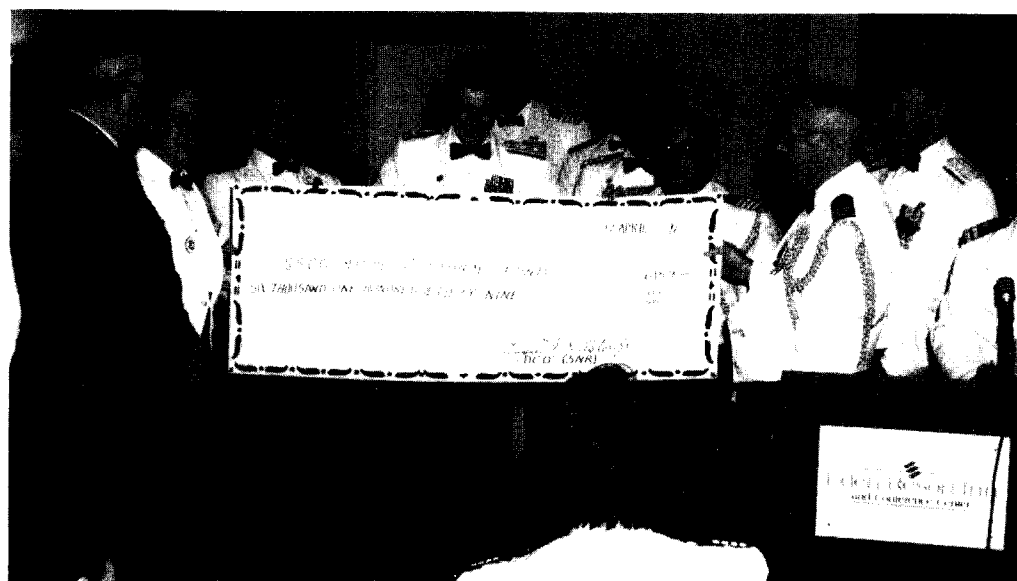
Again, thanks for a job superbly done.

Gene
Gene Pester
District Commodore

Coast Guard Mutual Assistance Fund Drive Check Presented to Capts Griswold, Melvin and Gehring by DCO, Eugene M. Pester & members of Division VIII

"Captain Gehring, on behalf of the entire membership of the Fifth District Northern Region, we present you with this check for **\$6,162**. Our drive is not quite over, so the check represents the minimum total of contributions to the 1991 Coast Guard Mutual Assistance Fund raising Drive by the members of this region. I am happy to report that we had **100%** participation by our units in the 1991 drive, that **Division VIII's** total contributions of **\$717.00** was the highest of the Divisions in the region, and that the 1991 drive was the most successful fund raising effort ever conducted in this region eclipsing our previous best effort by more than **77%** or **\$2,687."**

U.S.C.G. Auxiliary, 5NR,
1991 Spring Conference
Awards Banquet,
Saturday, 27 April 1991,
Lancaster, Pennsylvania
(Photo by: John S. Tarbox, BC-EDI)



Retirement Party for Bill Cherry Sponsored by EXCOM

A party was sponsored by EXCOM for Bill Cherry on his retirement. It was held at the Chart House, Philadelphia on 27 June 1991. The EXCOM was in attendance, representing all of the members of the District as Mr. Cherry had requested that no formal large party be held for him when he retired.

Mr. Cherry thanked all of the members of the Auxiliary for the gift of a 30-06 Remington Rifle and promised he would put it to good use. He further said that he was deeply touched and greatly appreciated you generous gift. DCO Gene Pester presented the gift to Mr. Cherry and Captain Bob Melvin presented Mr. Cherry with a hunting knife.

Mr. Cherry received many certificates and a plaque. One of the nicest things he received was a congratulatory letter from President Bush, thanking Mr. Cherry for all of his years of faithful service to the Coast Guard.

We also thank this fine man for all that he has done for the Auxiliary members of Fifth Northern.

He will be truly missed.

Eugene M. Pester, DCO, 5NR



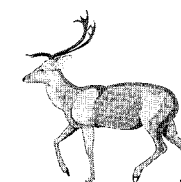
*Capt Melvin, Bill Cherry and Gene Pester
Showing Certificate of Retirement and
Plaque of Appreciation*



*Beaming and Smiling Bill Cherry
Showing 30-06 Remington Rifle — Guaranteed Deer Killer!*



*(Left) Hunting Knife
Gift presented by Capt Gift
from Capt Melvin.*



*(Right) DCO Gene Pester
assists Bill Cherry
in opening of gifts.*



(Left) From Left to Right:

Capt Melvin, Ed Rearick RCO-E Harry David VCO, CDR Albert C. Muccilli (new Director of Auxiliary), William Pierce IPDCO, Bill Cherry, CWO2 Ken Edwards, George Smyth Admin. Asst., Gene Pester DCO, Paul Owens RCO-C, and Sonny Wachter, Conference Coordinator.

VICE COMMODORE



Harry L. David, VCO, 5NR

"How fortunate we are to become members of the fabulous Northern Region of the Fifth District."

Why did you join the Coast Guard Auxiliary? Most of us joined so as to become better boaters by obtaining more and better training through the many courses available to the membership, and to serve the boating public. How fortunate we were to become members of the fabulous Northern Region of the Fifth District. We have so many wonderful opportunities to become trained in anything we wish to do, and have excellent trainers for any subject.

Last month I wrote about the district staff and the job that they are doing in conducting the various schools. So far this year, there have been three schools at Lionville, PA. This seems a central location for all of the district, however there is no reason that any of these cannot be conducted in your area. In order for us to get the most value from our instructors, there must be an ample number of students. Any division or group of division that wish a school to come to their area need only to guarantee a minimum of twenty-five students, and we will arrange through the MUTT coordinator to have it done.

The schools are not the only means we have for training. Most divisions and some flotillas conduct Instructor and Examiner Training along with specialty courses and boat crew training at a local level. Using the division to coordinate a training session means that the best instructors in the division will be available and a central location for the members can be found.

We have four Auxiliary SARDET stations currently; Bordentown, Long Level, Bowers Beach, and Delaware City. These stations are manned every weekend and offer on the water training for all Auxiliarists while doing their principal job of serving the public. In addition to the regular crew, there can be one or more trainees aboard. A phone call to the supervisor is all that is required.

While it is not the best solution, a one on one session around the "kitchen table" can be an effective method, especially if the

instructor is a knowledgeable auxiliariast. In some cases this is the only means available if the student has odd working hours.

Even with all of the many opportunities we have, in the end it is up to the individual to seek out the school, the specialty class, the boat crew training program, or a fellow auxiliariast to obtain that training. I have never known of anyone that would refuse to help. The training is here, come and get it.

"Paperwork is boring and sometimes a nuisance, but it is an important part of the overall job."

We are well under way toward repeating last years "Best in the nation District." You have not let down, and the programs are ahead of last year at this date. But we cannot rest on our laurels, we must continue to work and above all make sure that you and anyone else in your flotilla completes the paperwork involved. The only way that we will not again be the best, is if we do not report everything that we are doing. Paperwork is boring and sometimes a nuisance, but it is an important part of the overall job. There are two important tasks that must be done. First, you must take the time after completing a task to make your report as soon as possible, making certain that the form is filled out accurately and clearly. Secondly, make certain that everything that you have done has been entered into the system. This second part is usually the responsibility of the IS officer, but every member is ultimately responsible for their own records. Review the monthly printout at your flotilla meetings and inform the Commander of any discrepancies or omissions.

Everyone working together and doing the paperwork will put us **ON TOP** in 1991.

Harry L. David, VCO, 5NR



WEAR YOUR LIFE JACKET

National Safe Boating Council and the U. S. Coast Guard

FROM THE EAST



Edward W. Rearick, Jr., RCO-E, 5NR

Rewarding the Unsung Heroes

Like Motherhood and Apple Pie, Americans profess to be in favor of quality. Ford Motor Co. boasts "Quality is Job 1", Orville Redenbacher of his popcorn, Frank Perdue on his chickens and Wendy's father of his hamburgers. Their pride is probably justified. Their problem is that many Americans no longer have faith in their country's capability to produce quality products.

At our Spring conference you may have heard the acronym TQM (Total Quality Management). It's not really new, it's been around industry for many years. In fact, The Malcolm Baldrige National Quality Award, is given out yearly, to the industry that has improved it's total quality management. In the Coast Guard publication, *The Bulletin*, you can read how TQM is becoming the way of doing business for the Coast Guard. Captain Melvin stated, at dinner, that we in the Auxiliary are already practicing TQM. I think that's great.

"To be most effective, three ingredients are needed: accurate and timely information, a well defined and disciplined process, and knowledgeable team workers."

To be effective requires one to establish a disciplined, well defined and well-communicated process. The discipline in this process is a commitment by management and team members to focus on the "voice of the customer", to uphold the philosophy of continuous improvement and do extensive team-oriented planning up front. To be most effective, three ingredients are needed: accurate and timely information, a well defined and disciplined process, and knowledgeable team workers. We in the Auxiliary have them all.

People in industry all have different motives to do a good job. Some are out to make as much money as they can. Others are bucking for promotion and many are hanging on by a thread, doing the bare minimum just to stay employed or qualified. Sound familiar?

There are those however, who are motivated through pride in their own work. These individuals toil late into the night, take work home with them on weekends, and drag themselves into work when their sick. Their bosses can hand a job to them and forget about it, because these folks worry and fuss over details that no one else thinks about. Members of industry and the Auxiliary fall into the same categories except you can't say the Auxiliarists are in it for the money.

What drives people like this? They drive themselves, because you couldn't pay enough money or offer a position high enough to wring this kind of dedication, persistence, and plain hard work out of someone. What keeps them going is a vision of what a good job is, and the desire to give that kind of performance time and time again. Whether it be childhood upbringing or inherited character, these members are driven by pride in doing a good job and will accept no less of themselves. These unselfish members typically have an attitude, which some members might consider naive. You won't see them blowing their own horn, kissing up to the brass, or playing politics. Instead, they're more likely understated, quiet, modest individuals who spend more time working than griping. Unfortunately, these members are so unobtrusive that they're often taken for granted by their "boss" who heap on more work and increase demands to make their goals. The result is often burned-out members who leave the organization without warning. That's a real shame, because these unsung heroes are the foundation of our organization.

The Spring "AWARDS" Conference is where you would have seen these many unsung heroes. There were more awards given out this year than ever before. Hundreds of hours of Operations, Public Education and untold Vessel Examinations. I overheard someone remark, "Why they have a lot of retirees in that Division". Well, one of the definitions my Webster lists for *Retire* is, to withdraw from active life. I would be hard pressed to say that our unsung heroes had withdrawn from an active life, wouldn't you?

It all starts with you. Unless there's a commitment from you and everyone in your flotilla, the push will be stalled and someone else will reap the awards.

Edward W. Rearick, Jr., RCO-E, 5NR



NEXT TOPSIDE DEADLINE

5 November 1991

FROM CENTRAL



Paul D. Owens, Jr., RCO-C, 5NR

How many have ever researched the definition of "Auxiliary" in the good old Websters? There are several explanations that apply to you the Auxiliarists:

- ✓ **You offer or provide help.**
- ✓ **You constitute a reserve.**

You are devoted to a cause, ideal and purpose, that of furthering the aims, ideals and goals of the Coast Guard. Your perseverance and diligence does not go unnoticed, but is only recognized publicly by the District 5NR at the annual Spring Conference. For those who were unable to attend the 1991 conference in Lancaster, Pennsylvania, practically the entire weekend was devoted to presenting State awards, Flotilla, Division, District and Coast Guard Certificates, plaques and/or trophies to all the individuals, Flotillas or Divisions that worked so hard for them. Congratulations to all, you earned them.

National Safe Boating Week has come and gone and from all reports, this year has been the most involved for the Auxiliary so far. There were planned activities up and down the Delaware River, CME Stations, boating parades, static displays, etc., to name a few. Many Auxiliarists applied their time and expertise. This was another excellent opportunity to acquaint the Auxiliary and its purposes to the general public and to emphasize boating safety.

Good Work.

See you on the ramps and on the water.

Paul D. Owens, RCO-C, 5NR



FROM THE WEST



Bobby G. Carter, RCO-W, 5NR

AMOS Objectives of — "But I'm Only One Person"

The Director of the Auxiliary says, "Let's get out to the ramps and do more VE's, take to the water and do more patrols, and get in the classroom and run more P.E. classes."

The Commodore says, "*We must meet all of our AMOS goals for 1991.*"

The Area Commodore says, "*Our area must be the best, and we all must work harder in 1991 to meet our objectives.*"

The Division Captain reiterates, "*Our objectives are tough, but we must do all that we can to meet them.*"

The Flotilla Commander enthusiastically reports to the Flotilla "*We can win all of the AMOS ribbons this year if only we are willing to work just a little bit harder.*"

The Flotilla Member laments, "*But I'm only one person.*"

The tasks seem overwhelming. There is so much to do. The encouraging thing about is the ***We Can Do IT. Yes, All of It.*** What does it take? It takes nothing more than the basic qualifications and talents that each of you brought into the Auxiliary when you joined. Make no mistake. Every Auxiliarist brings needed talents that can make the tasks ahead not only possible, but easy. These talents at all levels include only the simple practices that we all must use to keep your lives orderly and forward-moving: Organization, Communication, Self-Motivation, and a Sense of Responsibility.

Everyone of us possesses these talents to a greater or lesser degree. The extent to which we use them will dictate our degree of success in achieving the level of service to the public which is necessary. Your position in the Auxiliary organization has little bearing on the effort needed. What changes is the FOCUS of that effort. The Commodore must focus on the organization of the

From The West (Continued)

effort, the Flotilla Member must focus on self-motivation to get the job done; and every Member between has his or her own particular piece of the action on which to focus. What is "ONE PERSON"? It is a specialized mission, a mission that draws on these individualized, specialized talents that only that individual possesses. The coordinated sum-total of all these activities is the total service to public in the Fifth District.

The next time you are attending a meeting, whether it is a Flotilla, Division or District, at which the Chairman is laying out the goals or Missions work schedule, and you are tempted to say to yourself, "*It's Overwhelming - I'm only One Person.*"

Remember:

If you are **ORGANIZED**,

If you **COMMUNICATE** up and down the line,

If you **MOTIVATE** yourself and others to do the job,

If you perform with a **SENSE OF RESPONSIBILITY**, the job will get done without a crisis, and we will all take a great deal of pride in it. It is only when the workload becomes imbalanced and the crises occur and the comment, "***BUT I'M ONLY ONE PERSON***," becomes a valid statement.

The Members in the Western Area are ready, willing and able to carry our ant meet our AMOS objectives. I pledge everyone my continued support to help meet these goals and objectives.

Bobby G. Carter - RCO-W, 5NR

NACON 1991

U. S. COAST GUARD AUXILIARY NATIONAL CONFERENCE

4 - 7 SEPTEMBER 1991

HYATT REGENCY - ATLANTA

IN PEACHTREE CENTER

265 Peachtree St., NE

Atlanta, Georgia 30303 USA

404 577 1234 TELEX 542485 FAX 404 588 4137

IMMEDIATE PAST COMMODORE



William E. Pierce, IPDCO, 5NR

***"I've been telling you
wonderful people that we are
the best, but it sure feels good that everyone
else now agrees, doesn't it?"***

Well, we are long since back from the National Eastern Area Conference where we were declared "The Best District in the Nation." We walked off with six (6) National Rear Commodore Awards, two (2) National Vice Commodore Awards, and the big one — The National Commodore's Award for Best District. I've been telling you wonderful people that we are the best, but it sure feels good that everyone else now agrees, doesn't it?

Now let's talk about the future. We cannot rest on our past. We can only look forward to our future here in the Fifth Northern. Let us look, for a moment, at our own Division Six. Since "AMOS" started, Division Six has met all of their goals, year after year. Did they do this because they looked at the past, were happy, and therefore satisfied that they could rest until the rest of the District caught up to them? No! They started the new year with the challenge that they were the best and would remain the best. Let the rest of the District try to catch them. That was and is their attitude. Folks, that enthusiasm is catching. Here in the Fifth Northern, almost half our Divisions caught it last year and the enthusiasm is growing by leaps and has no bounds! We can repeat this. After all, we know we are the best. The rest of the Auxiliary know we are the best. Now let us prove to them that we are not resting on our laurels. Let's see if they can catch us. Our production, so far this year, is even better than last year at the same time. The reason, I think, is not so much in doing more, but we are finally reporting what we are doing. Mr. Cherry used to tell me, "Bill, if only the members would take a minute more of their time to complete the paperwork, we will always be the best, because they are doing the job". Mr. Cherry is right. We are finally doing it all. *Love Ya!*

William E. Pierce, IPDCO, 5NR



John McIntosh, PDCO, 5NR

Total Quality Management
“Be The Best At What We Do.”

The Commandant has established Total Quality Management as a Coast Guard wide program, providing methods and a philosophy for continuous improvement. This process is aimed at improving the services provided by the Coast Guard and the working environment. It combines basic management techniques, existing improvement efforts, and some technical tools into a structured approach. In other words, the goal is to “**BE THE BEST AT WHAT WE DO.**” That goal should not sound strange to any member of the Auxiliary in 5(NR).

There are some basic concepts that are essential to Total Quality Management:

The first is that TQM is customer oriented. Who is a Customer? Any person who receives a product from someone else, or anyone who is affected by a process. If you present a report, fill out an AUXMIS report, teach a class or perform a Vessel Examination, the people receiving your “product” or effort are your customers. You are the supplier. Let’s split this further. We have two kinds of customers — an internal customer is a member of our own organization — an outside customer is anyone outside our organization.

Secondly, TQM involves a long term commitment to the continuous improvement of all of our processes. This concept becomes a way of life. No one promises results tomorrow. Those experienced in and teaching the process indicate it takes five to ten years to gain the maximum benefit.

Third, TQM requires top management leadership and continuous involvement for success.

Fourth, The people who are doing the work are in the best

position to know what changes are needed to provide the best service.

We will be hearing a lot more about Total Quality Management. At present the Coast Guard has established the top level Coast Guard Quality Council. It consists of the Commandant, Vice Commandant, Area Commanders and Chief of Staff. Each major command has an Executive Steering Committee. Quality Process Advocates, Facilitators and Major Field Unit Coordinators have been selected, and an extensive training program is in place within the Coast Guard.

On the Auxiliary side, Dan Maxim and I were invited to attend a training seminar in Portsmouth, VA in April. We joined with the Fifth Southern Auxiliary, Coast Guard District Headquarters people, a large group from local Naval installations and people from industry. Our District Commodore and Vice Commodore will be attending one of the similar seminars being scheduled throughout the Fifth District during the July, August and September period.

Yes, we will be hearing more about TQM — much more. The challenge to be “THE BEST AT WHAT WE DO” is not new to the members of the 5(NR) Auxiliary. We can implement another Fifth Northern slogan “LET’S DO IT” by following the lead expressed by CDR P. A. Turlo, writing in the June issue of “Total Quality,” a Fifth District publication. Under the heading “A TQM Starter Kit” CDR Turlo presented the following grid.

RIGHT THINGS WRONG	RIGHT THINGS RIGHT
WRONG THINGS WRONG	WRONG THINGS RIGHT

Take a look at the grid. Where does the work you do fit? If each of us aims for our work to fit in the top right hand block, we will indeed be “TQM starters.”

John Mc Intosh, PDCO, 5NR

1991 Spring Awards
Banquet Agenda

Auxiliary Coxswain

Presented By Capt Melvin

“Congratulations! You have earned the highest qualification the Boat Crew Program has to offer ...that of Auxiliary Coxswain. Wear your pin proudly, support and promote the Boat Crew Program wherever you go, and instill in all of our members the desire to qualify and participate in our Operations Cornerstone.”

David E. Wick 2-3 Bryon J. Dial, Jr.
James F. Whitmore 7-12

AUXOP

Presented by Capt Gehring

“Congratulations. You have earned the highest membership status that the Coast Guard Auxiliary has to offer...that of AUXOP member. Wear your pin proudly and instill in all of our members the desire to constantly increase their knowledge and thus their value to our Coast Guard Family.”

Leon P. Schicchitano	11-3	Elizabeth E. Guest	5-6
Beverly A. Graeff	11-6	John B. Mitchell	5-6
John C. Kmiec	13-3	Robert V. Nemiroff	6-6
Bruce C. Holton	13-5	Leon V. Lohrman	10-2
Norman J. Murphy	13-5	James W. Schmitt	10-5
Sonny J. Wachter	13-5	Linda A. Spayd	11-2

AUXILIARY GROUP ACTION AWARDS

Presented by Capt Gehring

Certificates and Pins presented for the following awards:
Sardet Coordinators - (Operational Distinguishing Device Authorized)
District Staff - Publication
District Staff - Vessel Examination
District Staff - Member Training
DIRAUX Office Administrative Support

“D” AWARD - Auxiliary Award of Merit

Robert M. Brereton	1-5	Elsie M. Nichols	10-8
Anthony T. Fimowicz	5-7	Robert H. Nichols	10-8
Andrew D. Ritzie	6-5		

“C” AWARD - Administrative Merit

Nancy K. Davis	1-4	Karen B. Nice	3-2
Helen M. McCabe	2-4	Allen E. Wenrich	11-3

“B” AWARD - Operational Merit

William E. Pierce	3-2
L. Daniel Maxim	6-6

Coast Guard Flotilla

Meritorious Achievement Award

- The Flotilla Meritorious Achievement Award recognizes the superior Flotilla in the Fifth Coast Guard District, Northern Region.

- Considered in the evaluation are such elements as; the year-end, nine page AUXMIS Summary, DIRAUX Records, Goal Attainment Program activity, and District Awards program activity.

- The award consists of a certificate and the Flotilla Meritorious Achievement Ribbon and Miniature Medal for each member of the winning Flotilla.

The Flotilla Meritorious Achievement Award
was presented for 1990
to Flotilla 14-03

EANCON 1991

Commodore’s Banquet:

On Saturday evening at the Commodore’s Banquet, Vice Admiral Howard B. Thorsen, Commander, Atlantic Area, was the guest speaker. He discussed the magnificent performance of the Coast Guard Reserves in the war in the Middle East and the Coast Guard’s efforts in the war on drugs. The admiral praised the Auxiliary for its good work and stated that Auxiliarists are valuable and important to the execution of the Coast Guard missions.

VADM Thorsen, who was retiring in June, was given a ship’s clock from the National Commodore, on behalf of the Auxiliary.

NATIONAL

REAR COMMODORE’S AWARDS

1NR: Public Education and Operations
1SR: Operations and Member Training
5NR: Member Resources, CMEs, Publication, Public Affairs
5SR: CMEs, Public Education, Operations, Member Training, Public Affairs
7th: Public Education, Operations, Member Training
8th: CMEs, Public Education, Member Training

NATIONAL

VICE COMMODORE’S AWARDS

1NR: Public Affairs
5NR: Operations and Member Training

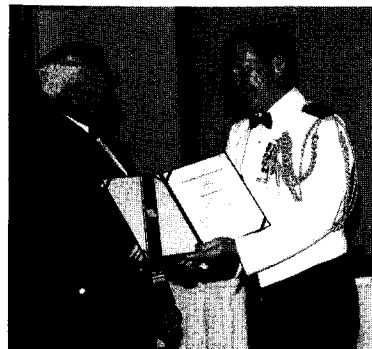
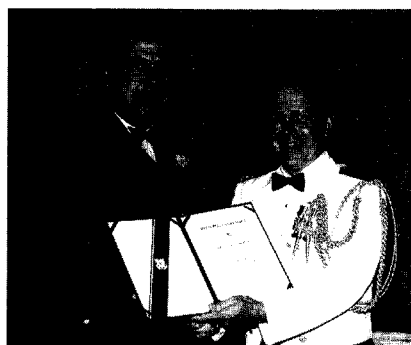
NATIONAL COMMODORE’S AWARDS

5NR: Member Resources, CMEs, Public Education, Operations, Member Training, Public Affairs

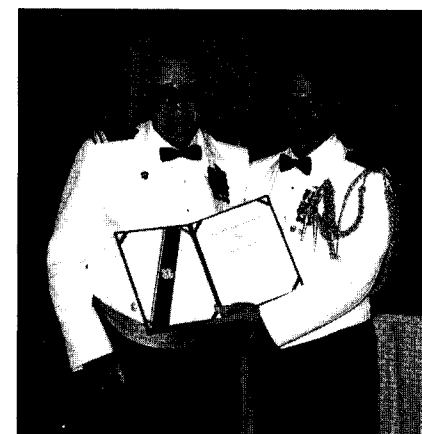
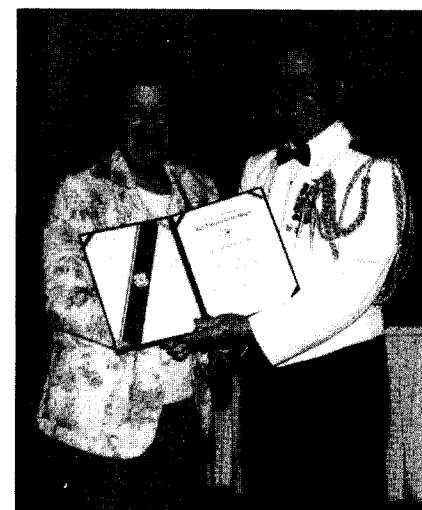
(Extracted from “EANCONversations” — highlights of the Eastern Area National Conference held at the St. Petersburg Hilton Hotel and Towers, Florida on 16 - 18 May 1991)

Harriet Howard, DVC-AL

1991 Spring Awards Conference

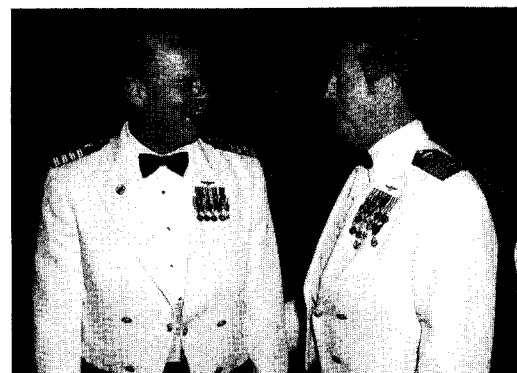
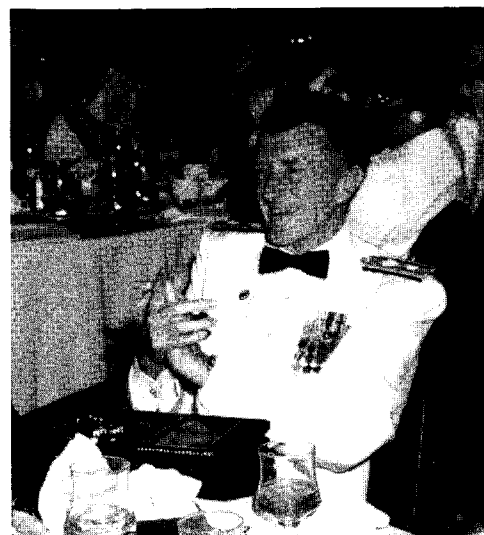
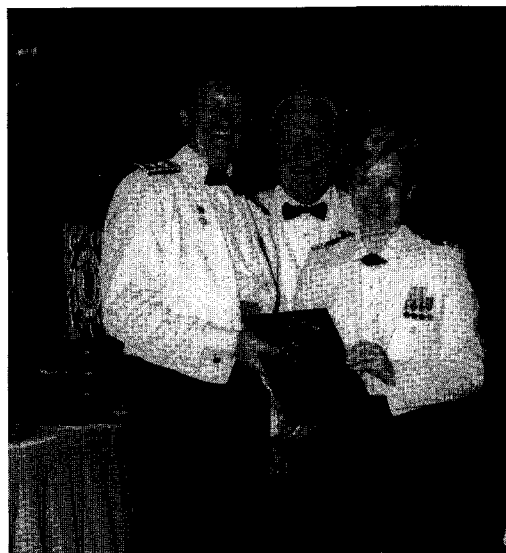


Lancaster, Pennsylvania



1990
NATIONAL VICE COMMODORES AWARD
FOR EXCELLENCE IN MEMBER TRAINING

FIFTH COAST GUARD DISTRICT
NORTHERN REGION



EANCON 1991



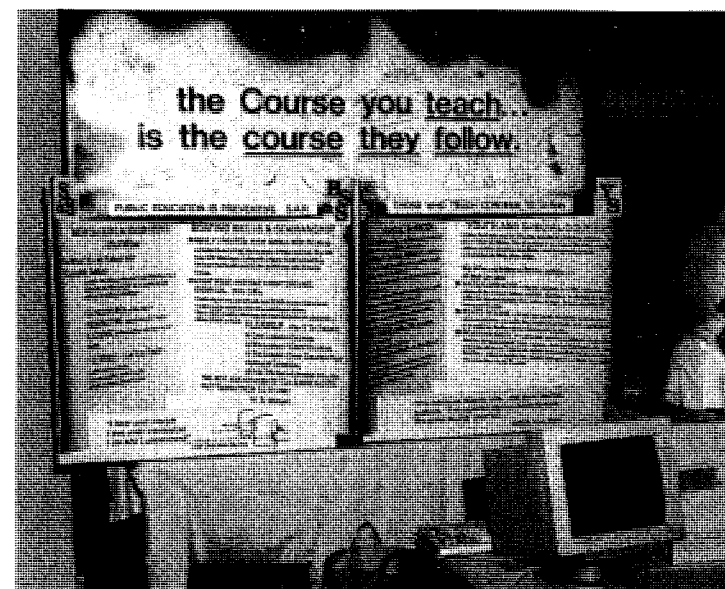
1990
NATIONAL REAR COMMODORES AWARD

FOR OUTSTANDING PERFORMANCE IN
COURTESY MARINE EXAMINATION
PUBLIC EDUCATION
PUBLIC AFFAIRS
OPERATIONS
MEMBER TRAINING
MEMBER RESOURCE

FIFTH COAST GUARD DISTRICT
NORTHERN REGION

WILLIAM E. PIERCE, DCO

ST. PETERSBURG, FLORIDA



1990
NATIONAL VICE COMMODORES AWARD

FOR EXCELLENCE IN
OPERATIONS

FIFTH COAST GUARD DISTRICT
NORTHERN REGION

NATIONAL COMMODORES AWARD
PRESENTED TO
FIFTH COAST GUARD DISTRICT
NORTHERN REGION

FOR BEST PERFORMANCE IN
MEMBER RESOURCES
COURTESY MARINE EXAMINATION
PUBLIC EDUCATION
OPERATIONS
MEMBER TRAINING
PUBLIC AFFAIRS

WILLIAM E. PIERCE, DCO



Fifth Coast Guard District Change of Command Ceremony

On 14 June 1991, District Commodore, Gene Pester, Vice Commodore Harry David and their ladies were privileged to attend the Change of Command Ceremony for the Commander of the Fifth Coast Guard District, held in Portsmouth, VA. Gene was selected to serve in the honor platoon. Admiral Welling became the commander of the Fifth Coast Guard District on 29 June 1989. He became commander of the Atlantic area and Commander U. S. Maritime Defense Zone Atlantic. He was promoted to Vice Admiral on 28 June 1991.

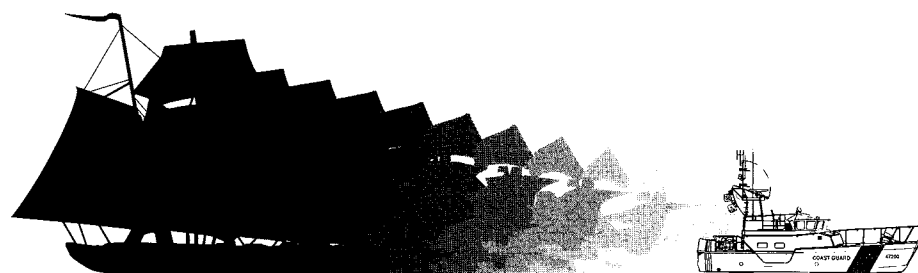
Admiral Welling was and is a good friend of the Coast Guard Auxiliary. He made mention in his Portsmouth address that the Auxiliary has been most helpful and supportive of the Coast Guard and went on to site the many things the Auxiliary had done while he was in command of the Fifth.

Gene and Harry presented Admiral Welling with a check from our District for over \$6,000, which represented contributions to the Coast Guard Mutual Assistance Fund. Admiral Welling said he was deeply grateful and wished to express his thanks, on behalf of the Coast Guard, for our most generous contribution. DCO Gene also presented a "Linden" Anniversary clock to Admiral Welling from the grateful members of the Fifth Northern for all of his past help and support to the Auxiliary.

Our new District Commander is Rear Admiral W. Ted Leland. Prior to his selection for flag rank, Admiral Leland was chief of operations for the Seventh Coast Guard District. He is very familiar with the Coast Guard Auxiliary and its contributions to the Coast Guard. He indicated that he was looking forward to meeting all of the Auxiliarists in the Fifth District.

(Photos on the following page were taken during the Change of Commands at Portsmouth and Governors Island).

Eugene M. Pester, DCO, 5NR



**COMMANDER
FIFTH COAST GUARD DISTRICT
PORTSMOUTH, VIRGINIA 23704-5004**

17 June 1991

Dear Commodore Pester,

Sheila and I greatly appreciate the beautiful Linden Anniversary Clock the Auxiliarists of Fifth Northern presented to us on our departure from Fifth District. Your presence in the Honor Platoon representing all the members of the Fifth Northern was of great significance. The Auxiliary's contributions to the boating safety program are a perfect example of volunteerism at its finest. Your public education classes, the one-on-one CME program, and the operational patrols are just a few examples of services you provide the boating public and the Coast Guard. The honor of being selected as the Best Auxiliary District in the nation was well deserved and I am extremely proud of your accomplishments. In addition, your donation of over \$6,000 to the Mutual Assistance Fund demonstrates that you are truly one of the family.

Thank you not only for the gift, but most importantly for your support and friendship. We are leaving Portsmouth with many fond memories and a deep sense of appreciation of the Auxiliary. I look forward to seeing you and Jane at the change of command on Governors Island. If not, we will be seeing you in Atlanta in September.

Sincerely
Paul A. Welling
PAUL A. WELLING
Rear Admiral, U. S. Coast Guard
Commander, Fifth Coast Guard District

Eugene M. Pester, Jr., DCO
Fifth District Auxiliary (Northern Region)
512 Feaster Avenue
Feasterville, Pennsylvania 19053

Change of Command Ceremonies — Portsmouth, Virginia and Governors Island, New York



Admiral Welling accepting
1991 Mutual Assistance Fund Drive Check.



(Above) Admiral Welling accepting Linden Anniversary Clock
from the Auxiliarists of the Fifth Northern.



(Above) Gene Pester explains to
Admiral Welling — "We need
more shallow draft boats."

(Right)
From left to right:
Harry David-VCO,
Jean David, Jane Pester
and Gene Pester-
DCO.



(Left) Change of Command
Ceremony at Portsmouth, VA.



(Left) Commandant—Admiral J. W. Kime (center) photographed with Gene Pester-DCO and Harry David, VCO.

(Right)
An old friend of the Fifth
Northern—Admiral George
Passmore and his wife Rita at
Governors Island.



Division III

Fifth Annual Awards Presentation

Division III celebrated their Fifth Annual Awards Presentation on 23 May 191 during an enjoyable evening of our fourth cornerstone — *Fellowship*.

The host facility was the VFW Hall in Glassboro, NJ, which is also the meeting place for Flotilla 3-5.

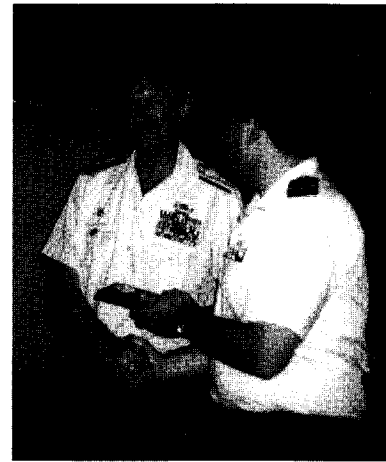
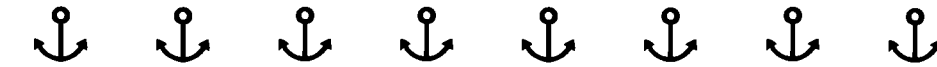
Individual and flotilla awards earned during 1990 were presented by some special guests in attendance who included: Lt. Commander Paul R. Gauthier (Group Cape May Operations), RCO-E, Edward W. Rearich, Jr., and MB1 Barry E. Zane (Station Supervisor SARDET Fortescue).

The evening began with a welcome and introduction of guests by DCP Karen B. Nice. Invocation was given by IPDCO William Pierce, followed by the flag salute led by Nicholas Gribaudo, FC 3-5. Presentation of Awards was directed by PDCO John D. McIntosh.

Closing remarks and comments from guests were somewhat hastened by the enticing aroma from the buffet -not to mention the cake that launched a thousand ships!"

Submitted by:

Darlene R. Liguori,
SO-SR, III, 5NR



AIDS TO NAVIGATION



Nancy K. Davis,
DSO-AN, 5NR

"Training seems to be the key word connected with the Aids to Navigation/Chart Updating Program."

So many of us are so very familiar with the area of water where we do our boating that we don't "see" some of the discrepancies to aids to navigation, or we don't "see" some of the construction that should be reported as a chart update, or we don't "see" when a charted landmark has been demolished and should be reported. Training seems to be the key word connected with the aids to navigation/chart updating program.

Training has been offered and will continue to be offered to any Division or Flotilla that desires same. If you and several other members want a workshop, a training session, or just a good discussion group on the subject of aids to navigation, just let your staff officer for aids to navigation know. Either that staff officer or I will be glad to set up the type of session that you need and want. The District staff for AN is willing to travel, teach, and help in any way possible to make this program easier for each member.



I have received several questions on how to get an aids to navigation/chart update patrol. Earlier this year the procedure for

requesting and reporting Aids to Navigation / Chart Updating Patrols was mailed to each SO-AN, each FSO-AN, and each member of the District Board. Even with a large distribution such as this, members still have questions about what to do. I hope to answer any future questions by including the information in Topside on how to request said patrols and what to do after the patrol so that each member of the District will have access to the correct procedure. *BUT*, if any member does not understand the procedure, please drop me a rapid draft or call me.

Procedure for Requesting and Reporting Aids to Navigation/Chart Updating Patrols

1. MEMBER:

- completes 5NR-OP1 form.
- by rapid draft letter to DSO-AN, via SO-AN of area in which patrol is requested, indicates date and area of patrol and requests (if needed) largest scale chart of area being patrolled, Coast Pilot, Light List, film. (Remember, each inspected operational facility using navigable waters will already have a Coast Pilot and Light List on board.)
- forwards completed 5NR-OP1 form and rapid draft letter to SO-AN of area in which patrol is requested.

2. SO-AN:

- Verifies availability of patrol date and area by checking patrol matrix in Policy Manual.

NOTE:

An SO-AN may divide the Division's total area of responsibility which is indicated in the Policy Manual into smaller areas for aids to navigation/chart updating patrols. Inform DSO-AN of the areas if this is done.

- If date and area are available, forwards 5NR-OP1 form to SO-OP of area in which patrol is being scheduled,

AND

Forwards original copy of rapid draft to DSO-AN who will supply needed materials.

3. SO-OP:

- Forwards patrol orders to member.

NOTE:

On Pennsylvania Sole State Waters, the SO-OP will include a reporting form/"map" for the area with the patrol orders.

Member does the patrol, and upon completion of patrol:

4. Member:

- Completes one CG-5474 or a rapid draft letter **indicating the area covered on patrol**, i.e., Light List No. ????? to Light List No. ?????, or the number of the patrol area covered.
- Completes **one** CG-5474 for **each** discrepancy found.
- Forwards the forms listed in 4.a. and 4.b., above, to the DSO-AN

NOTE: On Pennsylvania Sole State Waters, the CG-5474 is not used. The reporting form/"map" supplied with the patrol orders is sent directly to the DSO-AN.



When CG-5474 and NOAA 77-5 forms are received, they are not automatically distributed. First of all, each and every one of the forms is checked for completion.

- Is the observer's full name given? Are member numbers given for all of the observers?
- Is the primary observer claiming all credit or sharing credit with other observers, or equally dividing credit?
- Was the latest edition chart used for the report? Is the attached section of chart or photocopy of said section clearly marked showing the position of the reported item, and does it state how position was determined?
- Have all applicable parts of the report been completed?

(Continued)

Aids To Navigation (Continued)

5. Have the discrepancies to aids to navigation been reported to the nearest Coast Guard unit by radio, landline, or mail? Is the name of the unit notified and the date and time of the notification given?
6. Have bridge discrepancies been reported to the District Commander (oan-br) of the Coast Guard district in which the bridge is located?
7. Are chart number, edition, and date shown?
8. If reporting depths or clearances in and above the water, has the exact time of observation, time zone and date of the observation been given?
9. When reporting a landmark removal: Who did it? When? Why? Was something new constructed?
10. Has supporting data, photographs, etc. pertaining to the report been included with the report?

This is just a short list of some of the items that are checked prior to the report being distributed. Sometimes it is necessary to return the report to the observer for clarification or completion of the report; at other times I'll only send a letter requesting more information; and if it is only a simple question, I'll even call the observer. BUT you need to remember that when the reports are not complete or do not clearly "picture" the discrepancy, it takes additional time to obtain the information and the report cannot be forwarded to NOAA and OAN in a timely fashion.

Every time that a report comes across my desk that is **complete**, provides **supporting documentation** or **pictures**, and is **ready to be forwarded** I am extremely happy and could hug the observer (after all, it's less work for me).

★ ★ ★ ★ ★

Members have been on the water checking the aids to navigation in the 5NR District and reports are being received almost daily. 1991 is proving to be a great year.

Nancy K. Davis, DSO-AN, 5NR

CAREER CANDIDATE



**Allen E. Wenrich,
DSO-CC, 5NR**

A.I.M. Academy Introduction Mission "A.I.M. is a Year 'Round Program"

What happens with, and to, A.I.M. candidates at this time of the year?

- ★ **The 1986 A.I.M. candidates** who accepted appointments and followed through are graduating as ensigns in the Class of '91. They are excited and apprehensive about their "billets" and what is in store for them in their career as a Coast Guard Officer.
- ★ **The 1990 A.I.M. candidates** who have been accepted as cadets in the Class of '95 at the Coast Guard Academy are excited and apprehensive about "swab summer". They are anxious about what is going to take place to change their lives in an intensive and hectic training program for the next four years.
- ★ **The 1991 A.I.M. candidates** have participated in the A.I.M. "Satellite" Program at the Coast Guard Training Center in Cape May held 17 and 18 May and are anxious to know if they have been selected to attend "A.I.M."



Week at the coast Guard Academy 1 through 7 August. All of the 1991 candidates know that they must submit applications for the Class of '96 by 15 December to be considered.

The Coast Guard Auxiliaries involved with A.I.M. are looking over their shoulders with pride and a deserved feeling of confidence that they have done their job well, and that many young people they have touched have achieved their early life goals. The Auxiliaries also know that now is the time to start looking for AIMER's to be considered for the Class of '97!

A.I.M.

*is your year' round program!
Get involved!*

*Allen E. Wenrich, DSO-CC
Donna K. Carpenter, ADSO-CC*

MISSION OF THE U. S. COAST GUARD ACADEMY

"To graduate young men and women with sound bodies, stout hearts, and alert minds, with a liking for the sea and its lore, and with that high sense of honor, loyalty, and obedience which goes with trained initiative and leadership, well grounded in seamanship, the sciences, and the amenities and strong in the resolve to be worthy of the traditions of commissioned officers in the United States Coast Guard in the service of their country and humanity."

—Extracted from: *The U.S. Coast Guard Academy 1990-91 Bulletin of Information.*

MEMBER TRAINING



Mary Clare Bowlus - DSO-MT, 5NR

NEW Instructor School

Although we probably do not like to admit it, training of our new instructors is, more often than not, a hit or miss proposition. You know the one I mean. You have them read the manual (maybe), give them the exam, and now you're an instructor.

Since 1991 has been declared a year of excellence in teaching, we are going to DSD (Do Something Different) on 13, 14, and 15 September 1991. On those dates there is going to be a district school to train new instructors. The school will be conducted at the Holiday Inn, Lionville, Pennsylvania. It will be open to any Basically Qualified Member who is not an instructor. We will also accept a limited number of members who have qualified as instructors since January 1991.

The School Will Be Funded.

Flotilla Commanders, now is the time to start promoting this school to those new members, you have recruited from the fall 1990, and spring, 1991 public education classes, who have expressed a desire to become instructors.

The district membership training staff has an enormous amount of planning to do prior to this school to make it a success. Therefore, do not wait until the last minute to register. Complete the registration form on Page 47. **DO IT NOW!**

If you have any questions about the school, you can reach me at (B) 302-995-2131, Ext. E76 from 0830 to 1700, or (H) 302-994-0789 after 1900.

Mary Clare Bowlus, DSO-MT, 5NR

NATIONAL SAFE BOATING



MURIEL G. LEWIS, CHMN., NSBW, 5NR

National Safe Boating Week July 1991

I want to take this opportunity to thank all the members of the Fifth Northern who did such an outstanding job in making National Safe Boating Week the best one ever. Reports keep coming on from the various Flotillas and Division, and the enthusiasm has been wonderful. We have had boat parades. We have had "blessings of the fleet." There have been many, many courtesy examination stations. Boating safety booths have been set up at ramps, marinas, municipal buildings, parks. Recognition of this event has reached far and wide, and the beneficiaries of all your activities are the boaters who come, see, absorb, and enjoy all the things you have been doing.

Spreading the word of boating safety is one of the major efforts of the Auxiliary, and each and every one of you has done a magnificent job in this. And the added bonus is the fellowship that has prevailed while all this has taken place. I think we are all that much richer in our associations through the effort expended in making this a banner year.

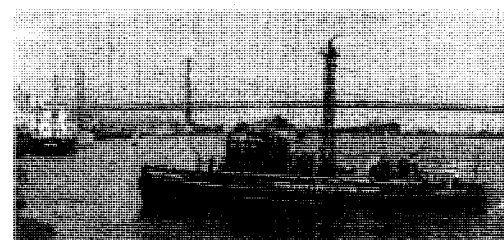
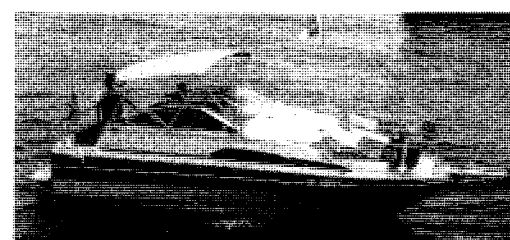
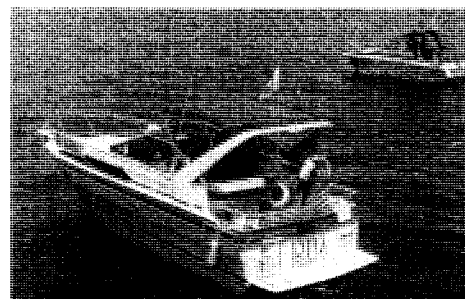
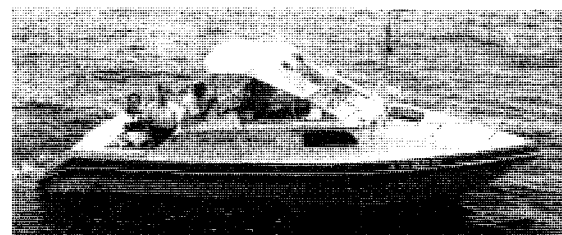
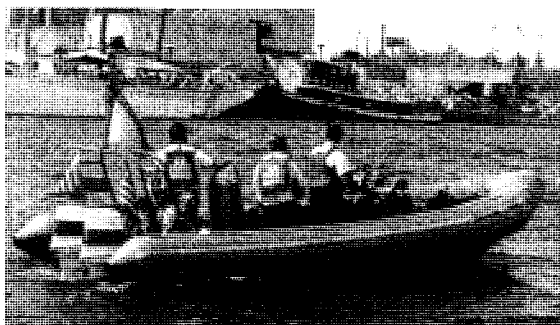
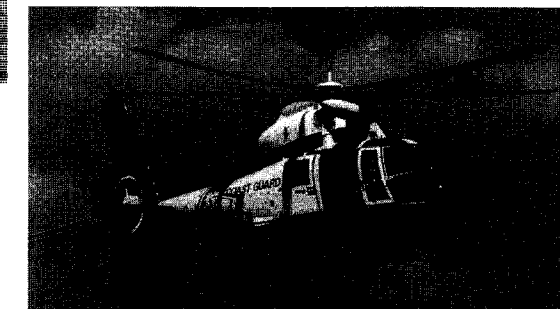
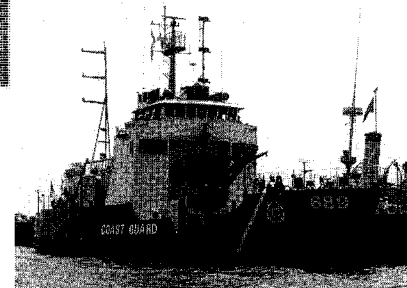
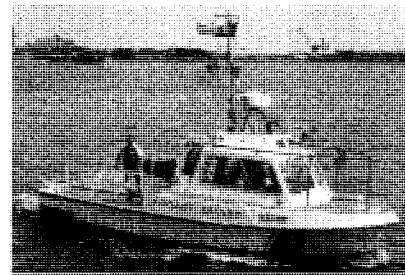
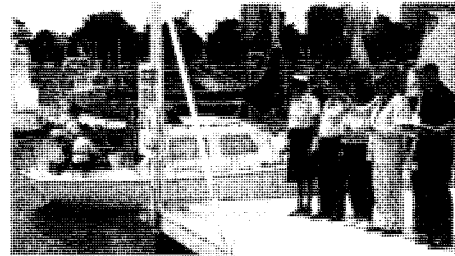
Those of you who have worked so hard know that the more you put into the Coast Guard Auxiliary, the more you get out of it, and the more you enjoy it. The bottom line is that the work gets done while you have fun doing it. And it is fun.

Thanks to all of you who helped make this a great event.

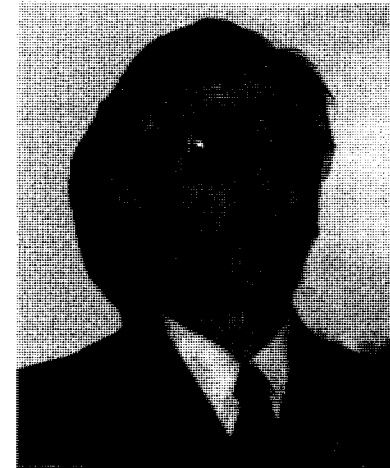
And - have fun!

Muriel G. Lewis, SPO-NSBW

*National Safe Boating Weekend at Penns Landing
Boat Parade and Blessing of the Fleet
Sunday 2nd June 1991*



VESSEL EXAMINATION



IRA DOLICH, ADSO, VE, 5NR

Marine Dealer Visitation Program

A Chinese proverb sagely advises that the longest journey starts with a single step. Hopefully, it's not too great a leap to imagine that the all important first step to a lifetime of boating fun and excitement for the new boater starts with the marine dealer. Whether it be a new or seasoned boater, the Marine Dealer Visitation (MDV) Program is one of the most ideal formats for reaching the boating public. For new boaters, information provided through the MDV Program can set the proper course for good boating habits. For the seasoned boater, the same information can help to hone and improve accumulated skills.

The purpose of the MDV Program is not a complicated issue. It is to provide, in an organized manner, marine dealers with the most current boating safety information and establish a point of contact for boaters interested in boating safety. You might ask why bother with dragging all those pamphlets around? Without being overly dramatic, you might answer - to save lives! It's hard to argue with the concept that making safety information available to any boater may result in that boater becoming less of a hazard on the waterways and behaving in a more responsible manner.

The program works and works well because there are benefits for all involved. For the marine dealer the MDV Program helps establish a positive boating safety image with the public. This may help stimulate sales of safety equipment by promotion of the Auxiliary's CME program. Certainly, if the dealer has questions about boating safety, contact with the dealer, the Coast Guard and the Auxiliary is enhanced.

For the boater, there are many potential benefits. The boater is exposed to a focused source of federal and state safety requirements. The information packets may be the boaters' first exposure

to the mission and services available from the Auxiliary. I can personally attest that my interest in the Auxiliary came from a pamphlet and PA booth set up a dealer where I outfitted my first boat. The boating public also benefits by coming away with information that gives them a better understanding of the boaters' responsibilities.

What's in it for us (the Auxiliary)? Dealers provide a convenient distribution point for notifying the public of Auxiliary programs and boating safety literature. Once a rapport is established with the dealer (especially if you visit four times a year as recommended), the dealer may make his facilities available for use as a CME station or as a location for an PE course. Last, but by no means least, dealers can be a contact point for recruiting new Auxiliary members.

In summary, the MDV Program clearly provides a service to all the players as each element generates positive benefits to all concerned

My predecessor observed that the MDV Program is the only Auxiliary activity that embodies all the corner-stones of the Auxiliary.

Pick one. Member Resources? The marine dealer is a marvelous place to find experienced boaters as potential members. How about

Vessel Examination? If the marine dealer is part of a marina, well, you get the picture. This analysis can be extended to Public Education, Aids to Navigation, etc., etc.

The "Recession", high cost of fuel, user fee, luxury tax notwithstanding, our waters are filled with many untrained boaters.

At some point, all boaters will visit a marine dealer to buy something or just to browse. A well maintained and prominently displayed MDV Literature rack could very well make the difference between an unpleasant and possibly tragic boating outing and a fun day on the water.

Ira Dolich, ADSO-VE, 5NR



Instructor and Vessel Examination Schools Held in Lionville, Pennsylvania

Instructor Training School

Eager to learn they came, with the recommendation of those who went before, they were anxious to get started. It would prove to be a busy, intensive next few days, learning all of the Instructor skills, and finally putting them to use. It would not be all work though, and fellowship was prevalent in the evenings and at meal time.

Thursday evening, the first day, was spent with introductions and basics. However the big thing was the two minute impromptu presentation that tended to ease the tensions and for everyone to get to know each other.

Friday, breakfast at 0700, classes at 0800. Split into small groups, the students learned many of the basic skills from the four instructors. After lunch there were the various methods of instruction, how and when to use them. Following dinner, Mary Clare Bowlus conducted an Audio/Visual laboratory where the students were given assistance in preparing overhead transparencies for their presentation the next day.

After breakfast on Saturday, came the highlight of the school. It was time to make the presentation. Before arriving, each student received a list from which to choose a subject to give a ten minute presentation before the rest of the student body. Having prepared their presentation before arriving, and fine tuned it from what they had learned in the previous sessions, they were ready to begin. With a name drawn from the "hat," the presentations began. Each student was taped on Video and at their conclusion, reviewed the tape with an evaluator while the others prepared written critiques. I am sure that by the time the last presentation was given, all breathed a sigh of relief. However, all agreed that it was a well worthwhile exercise. Following dinner many joined in the hospitality room for an evening of fellowship and unwinding.

Sunday did not bring relief, as there were more classes on team teaching, workshops, what's new, and "do's and don'ts." Following lunch, exams were given and certificates of attendance were awarded. The consensus of all was that the food was good, the fellowship great, and the instruction superb. There will be another school on 13 through 15 September 1991 for new instructors and unqualified members. Your flotilla commander will have applications. If you are not certain if you want to attend, just ask anyone who has been there.

Harry L. David, VCO 5NR

VE School

On Friday 8 March 1991, thirty Auxiliaries assembled in the Brandywine Room of the Holiday Inn, Lionville, Pennsylvania to begin their two and a half day course on "How to be a Vessel Examiner" or how to better their skills. After introductions, the class watched a video in which RCO-C Paul D. Owens conducted a CME on a vessel. Given this introduction to the program, the students knew what was in store for them during the next two days.

The schedule called for an optional "Power Walk" at 0600 Saturday morning. As far as can be determined, no one was present. After a hardy breakfast, classes began with Mary Clare Bowlus, Carol Owens, David Becker, Bill Stumbers and Art Talley as the Instructors. For the remainder of the day, the students went from class to class for instruction on what to look for and how to conduct an examination. Before dinner everyone assembled at the indoor pool for an opportunity to put on PFD's in and out of the water and try on a "Mustang" suit and go into the water.

After dinner, everyone assembled in the parking lot and through the courtesy of the Bristol Flare Corp. and Olin Corp., had hands-on experience of igniting flares.

Although a day late, it looked like the candles on Commodore Pester's Birthday Cake.

Not all of the weekend was work and study, after the flare demonstration, many gathered in the Vice Commodore's room for an evening of "Fellowship."

Sunday morning arrived and still no visible takers for the "Fitness Workout." We then had a lecture by Pennsylvania Fire Marshal Ron Contois on fire extinguishers and how to use them. Ron and Harry Bickel had several on hand to illustrate the various types. Next, everyone went outside to do a hands-on in the use of the fire extinguishers by putting out an oil fire. A valuable lesson, as this was the first time that many in the class had this experience.

The remainder of the morning was spent doing "practice" examinations and in taking the test for Vessel Examiner.

After lunch, Mr. Edwards, Commodore Pester and Rear Commodores Paul Owens (Central) and Ed Rearick (East) presented certificates the students who attended the school. Thanks to the dedicated staff, I am certain that everyone enjoyed the course and the fellowship, and agreed that it was a weekend well spent.

Harry L. David, VCO-5NR



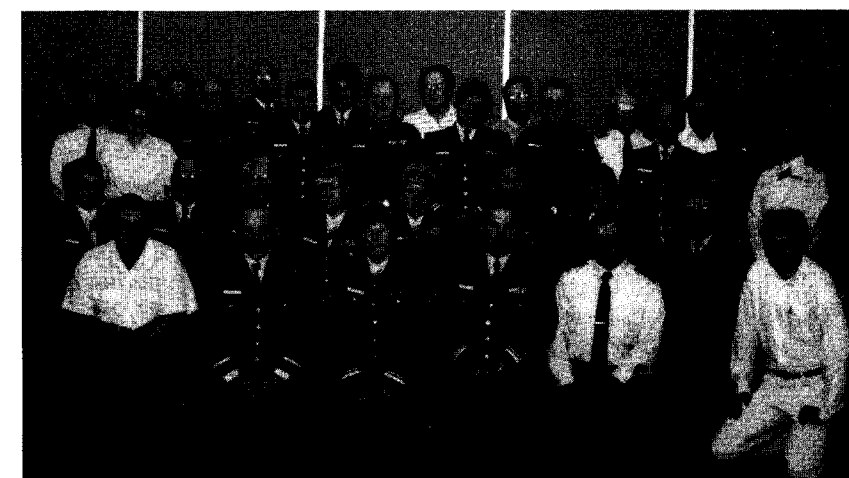
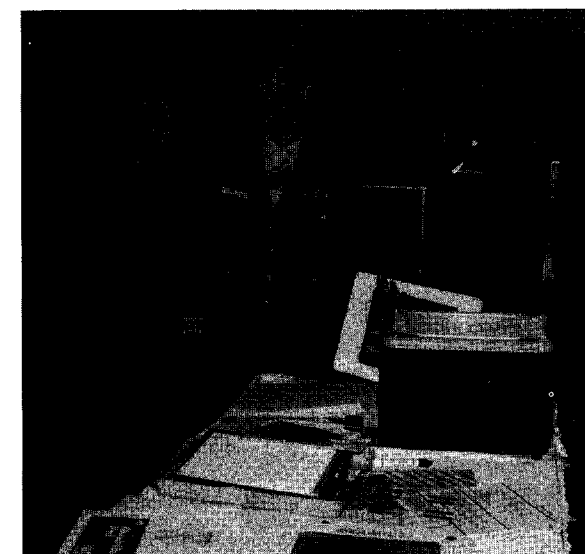
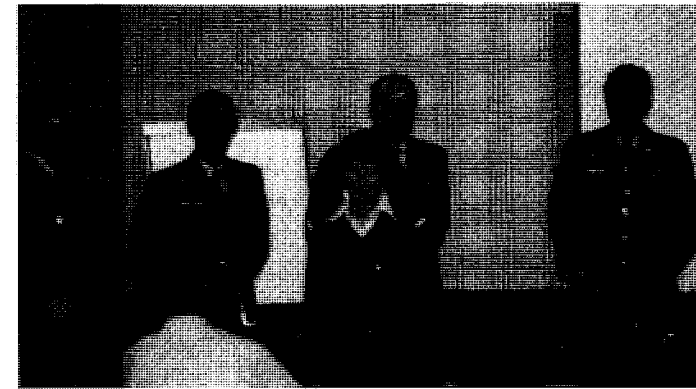
In Memoriam

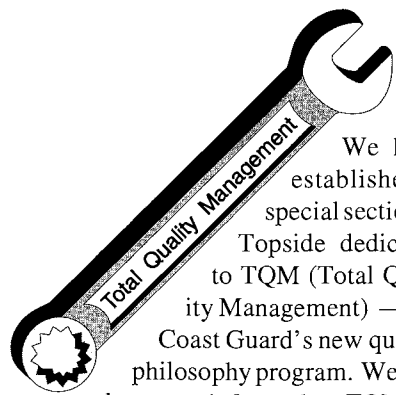
John J. Meys — Flotilla 1-4
23 April 1991

Victor F. Baumeister
Past Commodore and Commander of
Flotilla 1-8
12 May 1991

Cyrus D. Speck — Flotilla 1-1
4 July 1991

Instructor and Vessel Examination Schools





We have established a special section in Topside dedicated to TQM (Total Quality Management) — the Coast Guard's new quality philosophy program. We will keep you informed on TQM activities and progress in the Fifth Northern District from the TQM Coordinators and welcome inquiries and articles from everyone.

TOTAL QUALITY MANAGEMENT What is it?

Max Depree once said, "We cannot become what we need to be by remaining what we are." This thought captures the very essence of what Total Quality Management is about. We must change in order to stay competitive in today's society. We must change if we are going to give the public the service that they deserve.

Total Quality Management encapsulates management and leadership principles developed over thousands of years of history and as new as today. It stresses, not requires, the commitment of every employee, from the lowest rung on the ladder to the very highest in order to build quality into every product and service. In short, it is a whole new way of thinking about your job.

A key tenant of Total Quality Management is that people who perform work day in and day out are in an ideal position to know what changes need to be made in order to provide the best product or service. Management, while controlling the purse strings and charting the course for the future, is frequently too distant to know of or respond to necessary changes. So, while overall guidance may come from the top down, the impetus for change comes from the bottom up.

As you learn more about this amazing process you will be taught skills and techniques that will help you work in groups, identify problems that have been bothering you since you reported aboard as well as provide input that could result in significant changes in the way the Coast Guard does business.

So, what is Total Quality Manage-

ment? It is both a philosophy and a set of skills for managing and improving work. It integrates management and leadership techniques, existing improvement efforts, and technical tools under a single disciplined approach focused on continuous improvement.

TQM: Another albatross?

Some of you may remember the Coast Guard's leadership program of the 70's and 80's. SPOLAM, JOLAM, win win, and style 2 leaders were part of our common language then. Now, suddenly up jumps TQM. Most people on the Coast Guard had never heard of TQM, or Total Quality Management, until a few months ago. Now it is becoming a common buzz word throughout the Coast Guard.

When I first hear of TQM, my reaction was "here we go again, another management style alphabet soup of the week". Other reactions I've heard are "just another program", "here today, gone tomorrow", or "just something else to keep us busy filling out reports and going to training". In other words, just another albatross around our necks.

But now that I've done some TQM reading and learned some of the techniques, I am convinced it is more than "just another program". It is a way of life aimed at improving our work product and our work environment. It integrates basic management techniques, existing improvement efforts, and technical tools under a disciplined approach focused on continuous improvement. All that is no more than a fancy way of saying that it is a way of being the best we can be.

Since Total Quality Management doesn't add any new people to the Coast Guard, it will exist as an overlay on the existing organization. More work you say? Yes, at the beginning. But what will happen in the long run is that you, the boot seaman of the Commanding Officer, will be able to solve many of the old problems that have been eating away at your daily allocation of time, thereby freeing yourself up for more productive work. TQM is the first thing I have seen that holds the real promise of "all hands" involvement in im-

proving our service to the public and to each other.

So, Total Quality Management isn't another albatross around our neck. It is a new way of doing business. It is here to stay and will bring welcome relief.

**CAPT R. T. Rufe Chief,
Operations Division
Fifth Coast Guard District**

TQM IMPLEMENTATION IN D5

Many people have asked when we will implement Total Quality Management. The answer lies somewhere between "We already have" and "next year". Parts of the TQM process are already at work throughout the District; others will be phased in over the next several months. For instance, most of us strive everyday to do the right thing, an important part of the TQM process. A few people have already received TQM training or have started reading books from the suggested reading list.

I think the real question in most people's mind is when will the formal TQM process start? We have set an ambitious goal in starting with the D5 staff over the next few months. Field units will be targeted later this year or early next.

It is important to realize that, since Total Quality Management requires the personal commitment of each member of the Coast Guard family, each one of us must be educated about TQM before it is implemented. Each of us must do his or her part to learn about and participate in the TQM process. Managers must be committed, facilitators must be trained, and all personnel must receive basic information on Total Quality Management.

(Continued)

T.Q.M. Corner

A second factor to consider is that TQM is never ending. We can't push forward thinking to solve all the problems and then sit back patting ourselves on the back for doing a good job. We must pace ourselves and ensure that each member is properly training and educated about Total Quality Management. If we don't, we will end up falling right on our face.

**LCDR P. L. Stephenson
Asst. TQM Coordinator**

SUGGESTED READING LIST

The Deming Management Method
by Mary Walton

The Goal by Eli Goldratt

The Team Handbook by Peter R. Scholtes

The Memory Jogger by GOAL/QPC

*How to Get Started Implementing
Total Quality Management*
by the Federal Quality Institute,
Washington, DC

Commit to Quality
by Peter Townsend

Excellence in Government
by David Carr & Litterman

Out of the Crisis by W. Deming
Leadership is an Art by Max Depree

Service America
by Karl & Kemke Albrecht

The Eternally Successful

Organization by Phillip Crosby

Quality is Free by Phillip Crosby

Leading by Phillip Crosby

Quality Without Tears by Phillip Crosby

Running Things by Phillip Crosby

Total Customer Service
by Davidow & Uttal

Future Perfect by Stanley Davis

More Like Us by James Fallows

The Art of War by Samuel Griffith

T.Q.M. Corner

BUZZ WORDS

Definitions you should become familiar with.

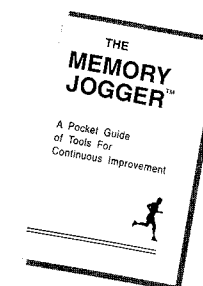
Customer: Any person who receives a work product from another; anyone who is affected by a process. An internal customer is someone in the same organization; an external customer is someone outside the organization.

Quality: "Doing right things right." It requires each member to daily look at their particular work activities and decide if what is being done is the Right Thing and if it is being done Right. It is an attitude of continuously improving a little at a time as opportunities present themselves.

Supplier: Any person who provides input or a work product to another. We are all suppliers in the sense that we provide information up, down or across the chain.

Foundational Concepts and Principles:

1. TQM is customer-oriented.
2. TQM involves a long-term commitment to the continuous improvement of all processes.
3. TQM success demands top management leadership and continuous involvement.
4. Products and services are the result of processes, and all processes are subject to inherent variation.
5. Much of the knowledge needed to improve a process resides in the workforce.



TOTAL QUALITY

Improving quality and productivity in the Fifth Coast Guard District.

View from the top

Q: Why TQM?

A: The Coast Guard needs TQM to be more competitive. We continually portray ourselves as the best buy for the taxpayers' buck. I think in a large part that's true. But unfortunately that hides from our perspective the need to be better. TQM is going to allow us in a systematic fashion to be better. It's going to be a vehicle, a process, which is going to allow everybody in the Coast Guard to contribute in making the Coast Guard more competitive and better.

Q: You mentioned competitiveness with other federal agencies. Competing for what?

A: Competing for the tax dollar. We're in competition with everybody else that wants federal dollars to do important work. We have to satisfy members of Congress and the Department of Transportation that we are earnestly and properly using the money given to us. We have to demonstrate to Congress and the Department of Transportation and to the Administration that we are good, honest custodians of this federal wealth. We have to demonstrate that we are doing the job as well and as efficiently as it can be done.

Q: How do you see TQM doing that?

A: It will help us focus on providing service to the taxpayer. It has to be service that's necessary and it has to be valuable service. We must appreciate that our clients out there see a world of changing technology and their needs will change with time. Now for all of us, all 39,000 military employees and 6,000 civilian employees plus our reserve personnel, to provide quality service to the American public we all have to be seeking out and eliminating waste that does exist in almost everything that we tackle to some degree. We have to first of all ensure that we are doing the right things. Then we have to ensure that we are doing the right things the

(Continued)

T.Q.M. Corner

right way. Now, at my level I see things in a more macro sense. There are second class petty officers, there are seamen, there are junior civilian employees who all do things for the American public. They serve customers, both the public directly and other members of the Coast Guard. So we have customers outside and customers inside. We all do. Our job is to provide our customers the things they need in a quality way, every time and each time. What we're going to do in the Coast Guard is to come together in natural work groups. We're going to look at what we do and try to figure out whether we can do it better, quicker, cheaper, be more responsive to the needs of our clients. What it really is is a system, a process, which allows the worker, who knows so much about the process that he's involved in, to make a contribution...to make it more efficient, more timely, less costly.

Q. Isn't it true that TQM is basically designed for manufacturing organizations and it is a relatively novel approach to try it in a service oriented organization?

A. Well, not so novel. I think you and

I appreciate that Total Quality Management, as you suggest, has its footing in the industrial process. But what we see throughout government and throughout much of the service industries, the knowledge industries, is the application of quality and quality training brings successes. Successes in government services, government agencies, and industries that are focused more on service than on hard goods. I might point out that the other armed services are jumping aboard the quality move with equal enthusiasm. In fact, the Air Force and parts of the Navy have been TQM advocates and participants for some time. So, we're hardly breaking new ground.

Q. What can the average Coast Guard person do right now to become more involved with Total Quality Management?

A. The Commandant of the Coast Guard is a TQM advocate. Every admiral, and senior officer in the Coast Guard that I talk with I view as a quality advocate. So number one, TQM has arrived and it's going to be with you for the rest of your career. You'd better get aboard. you should learn about it as quickly and rapidly as you can. It's

going to be taught in all of our C schools, Coast Guard Academy, Officer Candidate School, leadership schools, and recruit training. Everyone coming into the Coast Guard is going to be taught about TQM. All of our readers are about to be, within this next year, recipients of various levels of quality training. And as a result of that quality training they'll have a much better perception of the part they're going to play. Between now and then, that's between today and the time they get that training, they can start reading the articles that are being published in the Commandant's Bulletin, in Bearings, in government literature of all types relating to quality and how to make it happen. They're going to be part of the quality team, everyone in the Coast Guard will be a quality engineer.

*From an interview with
RADM Paul A. Welling,
Commander,
Fifth Coast Guard District.*

By LCDR Phillip Stephenson

COMMANDER
FIFTH COAST GUARD DISTRICT
PORTSMOUTH, VIRGINIA 23704-5004



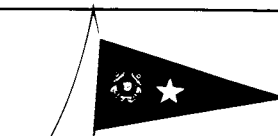
5 February 1991

VISION STATEMENT

Our top priority in the Fifth Coast Guard District is high quality service to the American public across the spectrum of our responsibilities. Our continued ability to achieve this depends on the quality of our people, our leadership and management ability, and our commitment to excellence.

In an everchanging world we recognize the necessity for a dynamic balance among our operating and support programs. We must focus on the needs of customers inside and outside our service while continually striving to improve the processes which make sustained excellence possible.

Paul A. Welling
Rear Admiral, U. S. Coast Guard



OFFICE OF THE
DISTRICT COMMODORE

EUGENE M. PESTER JR.
512 Feaster Avenue
Feasterville, PA 19053
(215) 357-2362

T.Q.M. (TOTAL QUALITY MANAGEMENT)

T.Q.M. is here — it is alive and well. All of our members will be hearing more and more about it as time goes by. Here is the Fifth Northern Region T.Q.M. Vision / Mission Statement:

The Goal of the Fifth Coast Guard District, Northern Region, Auxiliary is to provide quality service to the United States Coast Guard and to the boating public across the entire range of our activities. Our ability to continually attain this goal depends on our commitment to excellence and on quality. The quality of our membership and the quality of our leadership and management.

We need to maintain a balance among our various programs. We must also meet the needs of those to whom we provide service, while continually improving our processes and methods to make continued excellence possible.

Eugene M. Pester Jr., District Commodore 5(NR)

The National Transportation Policy Agenda

The Directions for national transportation policy are captured under six major themes:

- Maintain and expand the Nation's transportation system.
- Foster a sound financial base for transportation.
- Keep the transportation industry strong and competitive.
- Ensure that the transportation system supports public safety and national security.
- Protect the environment and the quality of life.
- Advance U.S. transportation technology and expertise.

Samuel K. Skinner

The Coast Guard Vision Statement

*The United States Coast Guard is committed
to continuous improvement of its performance as the world's
leading maritime humanitarian and safety organization.*

*We strive to be the armed force offering the most challenging
and rewarding career for the young men and women of our Nation
while preserving and honoring these customs and traditions that
have served the country so well in peace and war.*

*We are responsible to changing national priorities.
We are willing to explore new areas of endeavor, and
we seek a balance in response to our traditional missions
in support of national security, law enforcement, maritime safety
and environmental protection.*

*We are committed to providing for the welfare of our people
and their families so that the Coast Guard can stand, always ready,
to serve, protect and enhance our Nation's maritime interests.*

ADM J. W. Kime, USCG
Commandant

Each of the Coast Guard's seven Major Programs — Search and Rescue, Marine Environmental Protection, Enforcement of Laws and Treaties, Ice Operations, Aids to Navigation, Marine Safety, and Defense Readiness — is an integral part of at least one of the Secretary's six key themes and a tangible reflection of the Commandant's Vision Statement. From saving lives to protecting our fragile environment, from keeping domestic waterways safely navigable to safeguarding the security of our Nation, the United States Coast Guard is truly...

Semper Paratus

Extracted from the "Budget in Brief" contained in

The Commandant's Bulletin - March 1991

Lieutenant Commander Donald B. Thompson Speaks at Fifth Northern Eastern Area Meeting

*"What an honor — to work for
the President in this kind of
personal fashion — what a thrill."*

Those were the closing words of a presentation by United States Coast Guard Lieutenant Commander Donald B. Thompson, Commanding Officer of Station Portsmouth Harbor, NH, and the Presidential Security Detachment, Kennebunkport, Maine. Mr. Thompson was the guest speaker at the Eastern Area Meeting, which was hosted by Division VII, 5NR and held in Waretown, New Jersey on 15 March 1991.

Charles Tier, Captain of Division VII, introduced Mr. Thompson and presented some background information about him. Mr. Thompson, who graduated from the Cape May Recruit Training Center in May of 1976 as an honor graduate, also served as Commanding Officer at Station Barnegat from 1985 to 1988.

Mr. Thompson outlined the history of the Presidential Security provided by Portsmouth Harbor Station where the original 1989 crew of twenty-three has increased to sixty. After describing the geography of the area and noting that the Station is located at the site of Fort Constitution, Mr. Thompson went on to present information about current personnel and equipment at the Station.



Photo Above: (Left) James Whitmore, VCO-VII, and (right) Charles Tier, DCP-VII, present an engraved desk clock and pen plaque to (center) Donald B. Thompson, Lieutenant Commander, USCG, following his presentation on the Kennebunkport, Maine, Presidential Security Detachment at the Eastern Area District Meeting.

The Coast Guard's role in maintaining Presidential Security is performed at the request of the Secret Service. Mr. Thompson said that applying the Secret Service policies designed for use on land to a water situation was often quite a challenge. Some of the difficulties encountered in providing twenty-four hour security for President Bush's Walker's Point home and the surrounding area were demonstrated in a series of slides. Mr. Thompson said that the President's desire for a "quiet boat ride" on his boat, "Fidelity," is definitely affected by the number of people and watercraft that must accompany him. Aircraft are also part of the security team. The President was in many of the slides shown.

Mr. Thompson related several humorous stories. He also noted that one of the fun parts of the detail is that "you get to see the President do the same things that you or I would do to entertain our family and friends." Another bonus is having the opportunity to meet many nationally prominent people and take part in special events, such as a visit by the Eagle, the Coast Guard Academy's sailing ship.

Mr. Thompson went into detail about how Auxiliarists have played a significant part in helping the Coast Guard provide the necessary security. He noted that the President's boat is inspected annually and always receives Decal #000001; the local Auxiliary performs the actual CME. Area Auxiliarists also provide important communications and patrol support — especially at times when extra security detachment and deployment of regular Coast Guard personnel might otherwise create a problem in responding quickly to problems of the local boating public.

After concluding the formal part of his presentation, Mr. Thompson answered several questions asked by the Auxiliarists. An engraved clock and pen desk plaque was presented to Mr. Thompson as a special token of appreciation and thanks for his presentation.

*Submitted By:
Merril Allen, SO-PB VII, 5NR*

Seventy-Five Years Ago

....vessels entering Salem River pass southward of the gas and bell buoys at the intersection of the new Castle and Reedy Island ranges, and steer southwestward for a quarter of a mile until past the black buoy at the entrance. Salem River empties into Salem Cove three miles southeastward of Pea Patch Island and is the approach to the city of Salem where it is noted there is considerable trade in steamers, barges and many smaller boats. The deepest draft entering is about ten feet. There is a draw bridge crossing Salem River just below the mouth of Little Salem River. It is a center pier draw south opening at 49.5 feet wide and north opening 46.5 feet wide and having a 6.5 foot head room above high water. Both openings are used. Coal in limited quantities can be obtained at Salem and there is water on the wharves. In summer a passenger steamer runs from Salem and landings on the eastern side of the Delaware River to Philadelphia.

Salem River was originally navigable to Courses Landing, fifteen miles above Salem and two and one-half miles above the village of Sharptown. A dam has been placed across the river about nine miles above Salem and the river above the dam is connected with Delaware River by Salem Canal. In 1915 the river from Salem to the dam was navigable for small boats at low water, and small launches could cross the dam at high water into the upper part of the river.

Seventy-Five Years Ago

....vessels entering the Maruice River would find the East Point Lighthouse, "a white dwelling on the point of the east side of the Maruice River, as the most prominent mark in the vicinity." There are numerous oyster stakes off the entrance but no difficulty will be experienced if guided by the fixed aides until sure of the buoys. The channel across the bar into Maruice River is marked by buoys and a lighted range. Each light is on a white post with a slatted daymarker. In the absence of local knowledge it is safe to take it on a rising tide and proceed with caution.

Maruice River is navigable to the city of Millville twenty-one miles above the mouth. The landings near the mouth are the center of a large oystering and fishing industry, and there is considerable trade in the upper river, mostly in towed sand barges. The deepest draft entering the river is eleven feet, and this draft is taken to Millville at high water.

Bivalve is a railroad terminus and an important oyster shipping point on the west bank of Maruice River two and one-half miles above the mouth. Gasoline and provisions are obtainable and there is water on the wharves. There is a railway capable of hauling out vessels of 150 tons and six or seven feet draft, and a machine shop for ordinary repairs to motors.

Storm warnings are displayed.

Maruice River, a post office opposite Bivalve, is also the terminus of a railroad and a shipping point for sea food.

Port Norris is a town about three quarters of a mile from the river and northward of Bivalve.

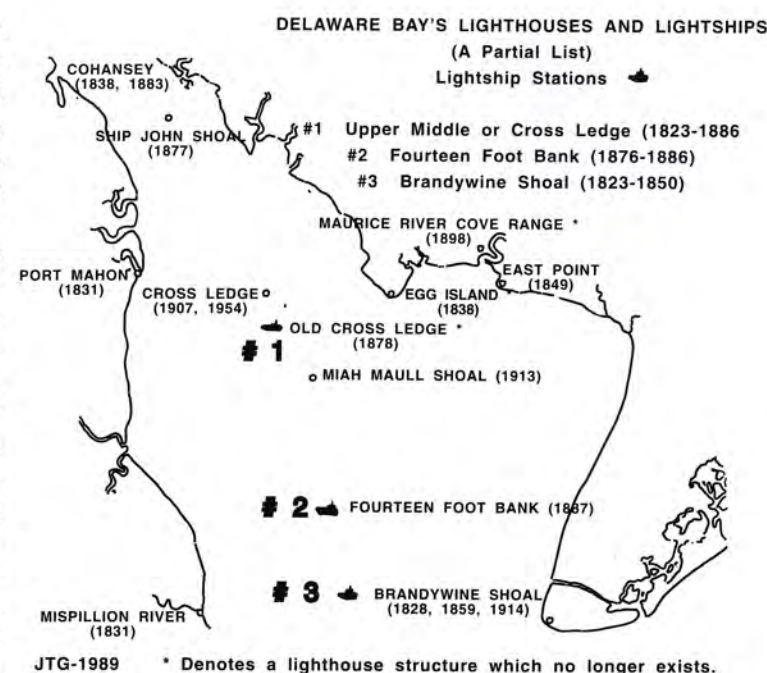
Between Port Norris and Millville are the villages of Leesburg, Dorchester, and Port Elizabeth on the east bank, all on the railroad, and Maruicetown on the west bank. There are railways at Dorchester capable of hauling out vessels of about one hundred tons and six feet draft, and a machine shop for ordinary repairs to motors. A highway drawbridge crosses the river at Maruicetown.

Millville is an important town at the head of navigation on Maruice River. It has railroad communication and several factories. A drawbridge having a draw opening thirty-six feet wide crosses the river at the lower end of the wharves.

Seventy-Five Years Ago

....vessels approaching the Cohansey River would find it marked by The Cohansey Light House which is described as a "white dwelling." The river is navigable to the city of Bridgeton seventeen and one-half miles above the entrance. It has considerable trade carried mostly in barges to the upper end, and small schooners and motor boats in the lower end. The deepest draft is taken to Bridgeton at high water.

Greenwich Pier is described as a railroad terminus and shipping point for sea food. It



is on the west bank of the Cohansey River about four miles above the entrance. Gasoline, provisions, and water are obtainable. There is a railway capable of hauling out vessels up to eight feet draft, and a machine shop for ordinary repairs to motors. Greenwich is a town about one mile from the wharves.

Bridgeton is described as an important manufacturing town and railway center at the head of navigation on the Cohansey River. There are two drawbridges at Bridgeton, each a center pier draw, both openings clear. The clear width of openings of the lower bridge is 42.5 feet and the upper bridge about 40 feet.

Vessels approaching the Cohansey River from Northward usually leave the main channel of Delaware Bay southward of the red buoy at the south end of Arnold Point Shoal steering east — southeastward with Cohansey Lighthouse well on the port bow. From inside the entrance to about one mile below Bridgeton there is a natural channel with ample width and depth and easily followed; in the absence of local knowledge it is safer to take it on a rising tide and proceed with caution. Thence to Bridgeton the channel has been obtained by dredging, and some local knowledge is required to follow it. Vessels bound to and from the upper part of the river usually run with the current.

**From The United States Coast Pilot,
Atlantic Coast, Section C, 1916.**

**Richard W. Nice, SO-PE,
Millville 34**



Letters to the Editor

SNPS John Ryder
Port Security Unit 301
U.S. Coast Guard
APO, New York, NY 09298

8 April 1991

Dear Annette:

How are you? Well things are going find over here. Let me tell you about me. I'm stationed in the Port of Al Jubayl. I'm 100 miles south of Kuwait and 65 miles east of Iran. I'm a boat gunner on the 22 Foot Coast Guard Raider boat. My job is to basically shoot the weapons on the boat. We live in tents on a pier. We started getting real food a couple weeks ago. We were eating meals out of envelopes. They're called MRE's (Meals Ready to Eat). These are okay. The seas over here are nothing like the states. We get swells anywhere from two to fourteen feet within a half an hour. Another neat thing we don't have are sea snakes. The snakes aren't bad as long as you don't bother them. Sunrise is beautiful here. You get to see sunrise during the last watch. The sun will come up over the Gulf and just as it gets the same height as the clouds, we've got a black haze that runs through the sun. The haze is from the fires in Kuwait. There's word that my unit may move to Kuwait, but we're unsure at this time. Another thing that we see from the boats are the dolphins. They run alongside the boats and jump in front of the boats.

We have a few guys in my unit from the Auxiliary. In fact, one guy's father is the Commodore for First District. He wants a picture of us to put in the Navigator. I received the tape that all the wonderful folks in District II and invited guests of the Change of Watch put together for me and Dave Wick. I haven't seen or heard from Dave since he left from Florida. Patricia Belz did an outstanding job putting that tape together for us. If she sent half the letters home that she sent here, I'm in trouble with my mailman. Patti and the rest of District II - I wish you the best and hope to be home soon. After listening to that tape, I know I have some good friends to come home to.

Miss ya,

Editor's Note: John Ryder is also VFC Flotilla

From the Gulf

2-1. In the photo (right) John is shown holding the Auxiliary Flag on one of the Port Security Unit's 22' Patrol boats. The photo of Dave Wick, which appeared in the Spring issue of Topside was also provided by John Ryder through Patti Belz. *Thanks again John and Patti.*

4 April 1991

Dear Annette:

I just received the tape from both the Division Meeting and the Change of Watch. I heard you might like a "Report" for the Topside on our activities. As our Saudi counterparts would say "No Problem." So sit back and enjoy while I take you from Camp Blanding Florida to Saudi Arabia. What a trip. I'll try to keep it concise, but please feel free to alter (with restriction) these sentences.

The Coast Guard Reserve unit sent to train at Camp Blanding in Starke, Florida was unique in the history of the Guard. Never before had the Reserve been brought together for such a specialized mission as that which awaited Port Security Unit 1 upon deployment in Saudi Arabia.

The 100 or so men and two women came from thirty-seven states and represented less than 1 percent of the Fleet Reserve. Almost immediately, the Training Center set out to determine whether these guardsmen were capable of rating such a selected status.

I'm part of the Land based force known as MARSEC, short for Maritime Security Section. For four weeks nearly without respite, we trained as The Coast Guard's equivalent of ground infantry. Twenty hour days were the norm, not the extreme, as we learned tactics; drilled, marched and discovered just how far we would go to achieve our goals. Training exercises saw us manning weapons not normally associated with our service. While on three separate occasions we manned foxholes late into the night awaiting the arrival of our "Terrorist" Trainers.

Through it all, these men that I am proud to associate with and call friends, grew into a cohesive and talented group. Marching daily in woodland battle dress uniforms did not find them with their heads hung low in fatigue. Rather, Blanding echoed with their singing and, every so often, a cadence better left unreported here.

The fear of the unknown always existed. But it well may have been the idea of chemical warfare that caused most to give serious attention to the



training cry "Gas" that was liable to be uttered at any moment, anywhere. Where seconds are the standards of measure, MARSEC became skilled in preparing for a type of war not seen by Americans since the late days of WW I. Look to yourself, then help your friend. Time and time again the "Buddy System" was emphasized as the core of survival. Without your friend, whether on duty or under attack, your life became more threatened.

And so we trained awaiting deployment. Six weeks - eight weeks; graduation, and then wait some more. Desert Shield had become Desert Storm. The unit in Saudi awaited our relief as the ground war began, but we still stayed at Blanding. Then finally our ticket to leave was punched and on the evening of 4th March, 113 Coasties left Florida for Germany and then to Saudi.

Once here we relieved our sister unit and sent them home. For us the war only lasted a mere thirty-six hours before word trickled down of the Cease Fire. Life in Saudi could be looked at a bit more calmly now and what we saw left little doubt that home was where we all wished to be.

Raw sewage pumped into the Gulf turns its waters algae green; while we used bottled H₂O whenever we need to drink. The odor from waste materials is always at our whitewashed camp. As we leave to travel to our duty posts, Saudi appears to be the world's largest refuse pit. The Saudi's have great wealth and great poverty. They build enormous structures as if to convince themselves that they have the status of a civilized nation. Here the holy words of Islam cry out five times a day, but it appears that faith competes with materialism on a grand scale.

From The Gulf (Continued)

There are hundreds of things to tell and if God wills (Inshalla in Saudi), and time permits, I'll write again from the King Abdul A212 Port-Damman, Saudi Arabia. As I leave you, our boat crews patrol the gulf and MARSEC stands the security. To all of you who wear the uniform of the nation's oldest seagoing service, volunteer or not, have pride in yourselves.

You are related to the men and women serving here in the Gulf. Regular, Reserve, Auxiliary — one family with the common motto "Semper Paratus". Be proud of that association and whenever asked, tell the folks you now know 113 "family" serving in the Gulf.

My best to you all.

*Dave Wick, IPFC 2-3,
BM3, USCGR*



In Memoriam

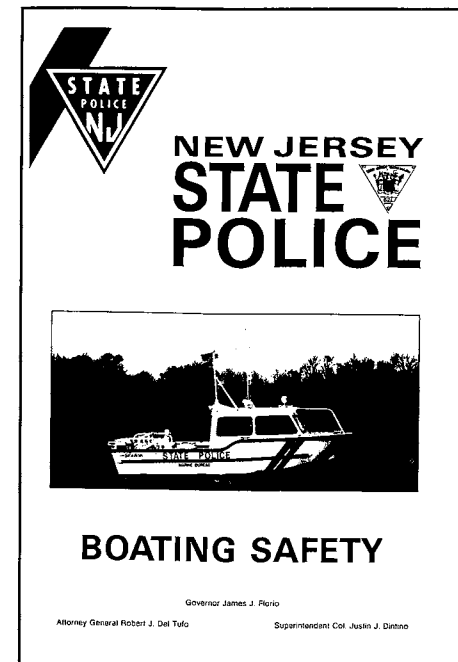
**Harry Alvin Harrington
Born of Pearl and Harry, Sr.,
in Norfolk, VA on 24 April 1917.
Deceased 8 April 1991**

Harry attended Delaware City High School, graduating as class valedictorian in 1936. In high school, Harry showed his interest in sports by playing on the Delaware City High School football team. Judging from Harry's small stature, he must have been just as feisty then as the Harry we knew and loved.

Many who know Harry will find it hard to believe that he was ever shy, as he managed to keep his sensitive side covered most of the time. Harry was so afraid of speaking in front of a crowd that he avoided attending his graduation because as Class Valedictorian, he would have to speak.

Harry loved the outdoors and was an avid hunter and fisher and spent many enjoyable hours in the freezing rain and snow waiting for his chance to bag his limit.

Most of all, Harry was a patriot. None of us who knew Harry can possibly think of him with-

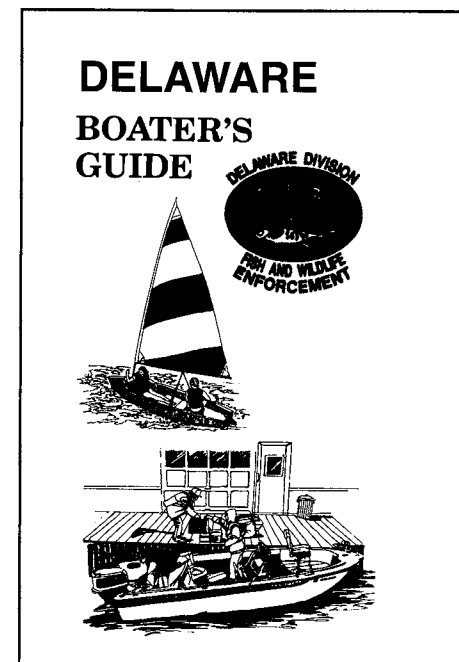


New Jersey

The pamphlets appearing above are produced and distributed by the respective state marine divisions. If you wish to obtain additional copies for your Division, Flotilla or Public Education Classes, contact your VE officer for more information.

The New Jersey brochure was unfortunately mislabelled in our Spring issue of Topside. We would like to extend special thanks to Lt. Nicholas J. Sheyka, Marine Law Enforcement Bureau for the State of New Jersey for notifying us of that error.

—*The Editor*



Delaware

1938 when she was sweet sixteen, and the longevity of their relationship speaks volumes on their love, dedication and commitment.

Harry was a Mason, a member of Armstrong Lodge #26 AF&AM and was a 32) member of the Delaware Consistory

Harry joined the U.S.C.G. Auxiliary in 1968 and was active in all of the cornerstone programs of the Auxiliary and attained just about every qualification possible. He was an PE instructor, Vessel Examiner, Coxswain, Qualifications Examiner ("QE") and held the rating of AUXOP. He was twice a Flotilla Commander and was Past Vice Captain of Division I. Harry loved the Auxiliary and could be found during much of the summer at Delaware City working on "Bubba" (our patrol boat) or at the SARDET Communications Center.

Many have handmade wood replicas of the Hillcrest lighthouse to remember Harry by, which he made for table decorations at the Division I 1990 Change of Watch. But some of us have some very special memories. Memories of working with and learning from Harry. We have lost a good friend and the Auxiliary has lost a dedicated member, but Harry will never be gone as long as we remember him and that will be for a long, long time.

*Richard G. Pyle,
SO-MT-01, 5NR*

An Unsolicited Testimonial from a New Jersey Boater

Here is an unsolicited testimonial from a New Jersey boater who will never forget the Coast Guard Auxiliary, especially one Miriam Compton, FSO-MR, 05N-03-04, and what the Auxiliary stands for. We don't know who forwarded the letter, but one thing is certain, it was not Miriam, for she is the kind of person who does many nice things for people without a thought of personal recognition. She has a habit of hiding her light under a basket. Miriam is an extremely caring, dedicated Auxiliarist who spends most of her spare time serving the boating public without regard for her own personal inconvenience.

Here is the story: Miriam, while on her way to Cape May, found a disabled boat and trailer parked along a back road some twenty-two miles from Millville, New Jersey. She stopped, identified herself as a member of the Coast Guard Auxiliary, and asked if she could be of any help. The owner of the boat and trailer, Mr. Norm Parks, explained that he had a flat boat trailer tire which required replacement. Miriam asked him if he and his

wife would like to get into her car and she would drive them to Millville where she thought they might be able to obtain a replacement. Mr. Parks placed the flat tire in the car and he and his wife got in and headed for Millville. They finally found a dealer who carried the special tire size required, had it mounted, and then drove back to the boat and trailer. Miriam stayed with them until the tire was placed on the trailer and saw the parks on their way to Stone Harbor, New Jersey. Miriam received a nice card shortly after the assist, thanking her for all of her kindness. Mr Parks said in his card that at least fifty cars passed him while he was broken down. No one stopped to offer an assist until Miriam arrived on the scene.

We, in the Fifth Northern, are fortunate to have a person like Miriam on our team. She is a very special person and one we are all proud of.

Eugene M. Pester, DCO-5NR

**Mr. Norm Parks
312 Barbara Drive
Clarksboro, NJ 08020**

May 28, 1991

Dear Coast Guard Commander:

On May 25, 1991, my boat trailer tire blew out. The traffic was very heavy on the highway.

Miriam Compton, from the Coast Guard (Auxiliary), a very charming lady, came to our rescue. She went out of her way to help my wife and I.

She drove about 30 miles out of her way until we came to a place to buy the right size tire.

I wish there were more people like Miriam. I really appreciated the help and kindness she gave us.

You don't even have to be in the water for the Coast Guard (Auxiliary) to help. Thank God for the Coast Guard (Auxiliary).

Sincerely,

Norm Parks

PANIC AT LAKE WALLENPAUPAK 15 JUNE 1991

At 10:00 hours we took a turn around Lake Wallenpaupak with Auxiliarist Donald R. Mirriman, FSO-OP as operator, Paul Mackes, SO-OP and Barbara Mackes as crew, all from Flotilla 10-02. The patrol started at 1st Klas Marina and proceeded to go around the lake.

We were returning from the dam when we encountered a man and a woman fishing with a three year old child aboard. The child was not wearing a PFD. We pulled along side of the fishing vessel and informed the boaters that they would have to put a PFD on the child. This is the law. We stated that any child under the age of nine years and all non-swimmers are required to wear a PFD at all times while on the vessel. The woman put the PFD on the child and he immediately started to cry. The man then asked us how we would like to listen to that all day. Mr. Merriman informed him we were sorry, but it is both state and federal law.

We then resumed our patrol around the lake. A boy on a jet ski was lost so we guided him. We proceeded to Ledgeale and returned. As we approached the narrows between Laruel Lane and Parkside, we noticed a fifteen foot outboard, run-about, bow rider walling in the wakes of passing vessels. There were four persons aboard. Two of them were in the bow of the vessel making it ride very low in the water. No one had a PFD on. The low bow was inundated when a twenty-four foot cruiser caused a dangerous wake. We pulled along side and asked everyone to put on their PFD's. All persons except one held onto the gunnels of the sinking vessel. The PFD's floated out on the lake. A passing boater fastened a line to the trailering eye by jumping into the lake and swimming over to the vessel. Paul Mackes held up the bow of the vessel. Barbara Mackes and Don Merriman transferred all persons from the sinking vessel to the facility. The elderly woman's hand had to be pried from the gunnel by her husband. Barbara Mackes covered the younger woman with a blanket as she was getting nauseated and going into

shock. PFD's were put on all persons. Don Merriman took the helm and Paul Mackes handled the tow lines. The vessel was towed to a marina about a mile away.

All persons were transferred from the facility to the dock and the vessel secured to the dock so it could not sink. The young woman had swallowed some water and was nauseated, but all others were all right.

When we departed from the dock, there were four very grateful persons standing thee. They were grateful for the assistance of the United States Coast Guard Auxiliary. We were glad we were there too.

Paul R. Mackes, SO-OP-X

MAYDAY Call to the CGC Confidence

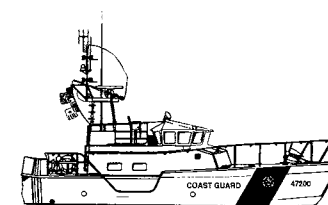
The following article was received from BM1 K.J. Gunning, previously stationed at Indian River, Delaware, who is now assigned to Patrick AFB, Florida on the USCGC Confidence.

While around the Bahamas (east side) the Bahamians received a MAYDAY call from a sail boat that was taking on water after hitting something and going down rapidly. A VSL was dispatched from the Bahamas but was quickly turned around due to weather. Aircraft from Air Station Miami were dispatched to try to locate anyone in the water since comms with the vessel were lost. We were also close by and responded. At first light operations briefed the boat crew for the RHI (Rigid Hull Inflatable) as to where they were to search. The RHI, which was gone for about an hour but still hadn't located anything. The CSG CONFIDENCE was doing PS search and rescue Helo from Air Station Miami and was searching around an area to the south. After I got back from getting my binoculars, I scanned the water along with about twelve others for the two persons or anything that would give us a clue as to their whereabouts. I located a cooler, which let to the rest of the debris from the sailboat. The helo was launched after refueling and within five (5) minutes, located the two (2) people. A second boat was launched from the CGC CONFIDENCE called the MSB

(motor surf boat) where myself, MK1 Taylor, HS2 May, and SN Wagnor were the crew. We had to send a rescue swimmer in the water since you could see that both people were exhausted. After we got the female aboard I looked off to the port side of the MSB and noticed a shark and advised the HS2 and MK1 to move a little faster. The male was then brought aboard and finally the rescue swimmer. Both were transported back to the CGC Confidence where they were treated and then flown to Miami for further evaluation. It was through everyone's effort and enthusiasm not only from AIR Station Miami, but from CGC Confidence that both were found safe and alive. The couple had been in the water for approximately twelve to thirteen hours. Since the radio on the sailboat failed because of the vessel sinking, a hand held radio was used. The female received back injuries from flying into the rigging and almost drowned after becoming entangled in the halyards. Her husband was able to cut her loose. How did they stay afloat? Both were wearing life jackets and were clinging to a fender. It becomes very difficult to locate PIW especially when people don't have time to grab items like flashlights, strobe lights, a mirror such as what we were on our life vests. The couple had all there equipment on a raft that they were getting ready to depart in but with all that was going on, didn't notice it floated away until later. It is always hard to stress the equipment needs on not only recreational vessels, but all types of vessels. This case closed with a happy ending.

This rescue was written up in People Magazine, the National Enquirer and was also televised on CNN and other news stations. A British pilot was on the one CG Helo. The case took place back in March 1991.

**BM1 K.J. Gunning
USCG CONFIDENCE
(WMEC 619)
Patrick AFB, FI 32925**



From a New Auxiliarist

Hello, my name is Bob Chenery. I am the newest member of Flotilla 1-5. My impression of the Auxiliary was people standing around giving lectures on boating safety, visiting schools and churches, and taking a boat ride once in a while. Was I ever wrong! I was amazed at all the functions and operations that the Auxiliary is involved in.

I wanted to learn more about boats and boating safety, which is why I got involved in the Auxiliary. I've learned a great deal from the BS&S Class, Flotilla Officers and members. The Auxiliary has opened my eyes to a worthwhile organization filled with dedicated, professional people. Being caught up in the excitement of it all, I accepted a position in my Flotilla as an officer. I plan to hold this office with pride and am dedicated to doing the best job I can.

Spring has come and summer is almost gone!! We have all been busy informing the public on the rules of the road so we can all have a safe boating season. One way we can continue to do this until the end of the season is through vessel examinations. Remember, we (myself included) should give no breaks. Giving breaks could cost a life, vessel and other property damage. Let's cut down on boat misuse and accidents which means less rescue work for the Coast Guard and us.

Let's try hard during the remainder of this boating season to reach our goals and keep this super group of people working together.

I hope that all our sons, daughters and friends have arrived home safely from their service in the Gulf. God Bless them all.

**Richard Chenery,
FSO-AN, 1-5, 5NR**



Public Education NEWS

Flotilla 53 Harrisburg, Pennsylvania

Presented the "Water 'N Kids" program to over 800 students of the Camp Curtin Early Childhood Center. These students, whose ages range from four through eight, attend school at the largest facility of this type, in the state of Pennsylvania. A special award of appreciation was presented to Mr. Mucmanno, the school principal, for his support of the program.

Mr. Musmanno is seen in the picture receiving the award from VFC William E. Weihbrecht, with SO-PE Stephen R. Lang looking on. Mr. Lang and Mr. Weihbrecht made nineteen presentations over a four day period with the help of flotilla members Evangeline Imler and Brenda Lang, not present for the picture.

Each student received an individualized certificate by the completion of the program.

Mr. Musmanno is looking forward to hosting the program in the upcoming school year, along with the companion program "Boats 'N Kids." Bill and Steve admitted to having a lot of fun with the youngsters and are hopeful they can do it again next year.

William E. Weihbrecht,
VFC 5-3, 5NR



Safe Boating Week

Flotilla 12-9

Flotilla 12-09 capped-off a very successful Safe Boating Week campaign for the Division. On Saturday, June 8, a safe boating exhibit/booth at Shorts Marine, Long Neck Delaware, Delmarva's largest and most diverse boat dealer. Our position drew the attention of a continuous flow of boaters seeking everything from fuel and



equipment, even new boats, to discussions on equipment requirements, classes and vessel examinations. A sign-up list provided, attracted a score of boats wanting the much cherished Auxiliary decal; some were attracted to our presence and were examined on site. Of special significance was the discussions with first time boat owners who were looking for guidance. We were gratified by the continued interest shown bringing to mind the old adage "An ounce of prevention is better than a pound of cure."

Manning the "Booth" were: Eleanor R. Hoefer, SO-SR, John Hoefer, FSO-VE, J. Norman Bennett, FSO-PE-09 and M. B. Page, DCP-XII. Pictured below are the Hoefers.

M. Britton Page, DCP-XII



Coast Guard HH65A helicopter is seen lifting swimmer from water in front of packed house at Penns Landing during National Safe Boating Weekend.

Auxiliary Sardet *FORTESCUE*

"As in the past, the major aspect of the program also included the training of crew, operators, and watchstanders."

For the fourth year, the Auxiliary operated the Search and Rescue Unit at Station Fortescue on the Delaware Bay. On 4, 5, 11 and 12 May, the Station was totally in control of the Search and Rescue Unit under the supervision of Coast Guard Station Cape May. Radio watch was maintained each day and patrol boats were provided for the three areas of responsibility. During this period there were two rescue responses with disabled boats which were towed to local ports of safety.

As in the past, the major aspect of the program also included the training of crew, operators, and watchstanders. On 5 May, for example, there were three patrol vessels underway, as well as an Auxiliary "standby" boat. Twenty-one people participated in some capacity, representing all six flotillas in Division III.

For additional information on these and other SARDET Fortescue activities, contact:

Richard W. Nice, SO-PE III
1976 N. East Ave. #7
Vineland, New Jersey 08360
Tel. (609) 696-3785

Photographs taken by M. Compton-0304
(Millville Flotilla)



Fourth Cornerstone after a Training day on the water.

"Now Hear This!"

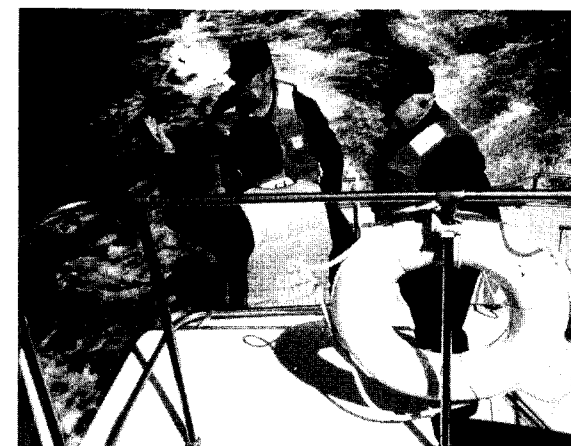
IPDCO William Pierce set "rules" before getting underway for a day of training at Station Fortescue.

(L to R): Bud Compton, Darlene Liquori, Bill Pierce.



"Underway for training aboard Auxiliary Vessel 313039"

(Front Left to R)
Ted Rekart, 0306,
Richard Nice, Coxswain, 0304,
New QE, Harry Peterson, 0304



"QE Training Aboard Auxiliary Vessel 313039"

(Foreground left:
Dorothy Collins, Jenny Peterson

Background:
(L to R) Harry Peterson, QE Trainee, Bill Pierce, QE, Bill McMeekin, Operator Trainee.



LONG LEVEL AUXILIARY SARDET STATION

*"We would like to introduce you to
the very first
Sole State Inland Sardet Station."*

For everyone who loves the water and enjoys boating, we, the Auxiliarists of Division, who operate Long Level Aux. Sardet, would like to introduce you to the very first Sole State Inland Sardet Station. It is located along the beautiful southern portion of the Susquehanna River, just above the Safe Harbor Dam. This body of water is known as Lake Clarke. The Lake is only about ten miles long, but it does get a lot of boating activity.

The fact that we supply boats and crew on every weekend and holiday from May 1 until October 30, gives confidence to the boating public that we are here to help them in any way that we can.

Our radio communications include both VHF-FM and CB. Our installation of a base aerial allows us to communicate with our patrol boats on Lake Aldred also. The building and grounds are supplied for our use by Safe Harbor Water Power Corporation. The setting is just beautiful, and the rent of \$1.00 per year is very good also. Much time and hard work by Division XIV Auxiliarists keeps the base in good condition. We believe the hard work is paying off.

We were commissioned as an Auxiliary Sardet Station last year, and we had a very successful year. We manned the station every weekend and holiday for 1990 and expect to do the same in 1991.

We are very proud to extend an invitation to any Auxiliarist who would care to come. We will also give you a tour of the Lake.

*Very proud to be
Long Level Sardet Coordinator
Henry L. Reeser*

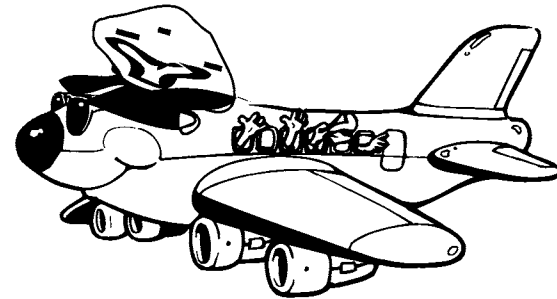
Division XIV is also active in a third lake, the body of water in Cordorus State Park, Lake Marburg, near Hanover, PA. They conduct patrols there on most weekends.

Members of the Division also participate in ATON patrols and are currently working closely with park Officials and the Pennsylvania Fish Commission to post height clearance signs on the highway bridges that cross the lake. The Lake is the scene of some Boat Crew Program training as well as CME activity.

Ann M. Herman, DCP XIV



Fly With Me!



CG-130 AIRCRAFT

There are many rewards and extra benefits available to members of the Coast Guard Auxiliary. One of the bounties is flying on the **Coast Guard -130** (when it is obtainable) to various National conferences.

If you desire utilization of flying the **"RED TAIL"**, if and when available, please send your name via post card or call me direct ASAP, and I will enter it on the list. Don't forget there may be a C-130 going to Atlanta, Georgia in September. So let me know immediately.

See you on the plane.

—RCO-C Paul D. Owens



*Photos Submitted By: Henry R. Reeser
Long Level SARDET Coordinator*



United States Coast Guard Auxiliary
Fifth District (NR)

Fall Conference

20, 21, 22 September 1991

Stouffer Valley Forge Hotel

480 North Gulph Road

King of Prussia, Pennsylvania 19406

Telephone: (215) 337-1800 or Toll Free 1-800 HOTELS-1 (800-468-3571)

Don't Miss Out on the Workshops and Fellowship!

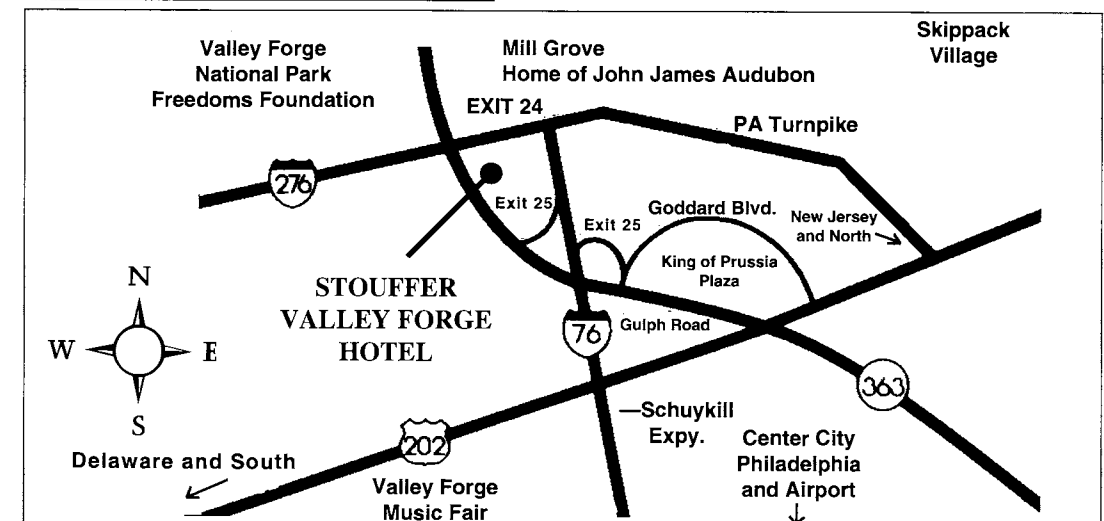
Mail your Reservations Early!

There will also be a Special Drawing

for Members attending their first Conference!

***The Prize will be a FREE Registration and Banquet Dinner
at the next Conference!***

Directional Map



*By automobile, take Exit 25 from I-76, or from the Pennsylvania Turnpike
take Exit 24 to Gulph Road.*

From State Route 202 take Route 363 (Gulph Road) north.

Stouffer Valley Forge Hotel is on the right side of North Gulph Road.



1991 FALL CONFERENCE
5TH CISTRCT NORTHERN REGION — U.S. COAST GUARD AUXILIARY
20, 21, 22 SEPTEMBER 1991
STOUFFER VALLEY FORGE HOTEL
SCHEDULE OF EVENTS



Registration Desk Friday 1500-2000
Registration Desk Saturday 0730-1100
District Materials Center Saturday 0830-1600

FRIDAY 20 SEPTEMBER

2000-2130 District Staff Meeting
2000-2130 Division Captains' Meeting
2130-2200 District Board Meeting (1992 RCO Election)
2130-2300 Welcome Aboard (No Host)

SATURDAY 21 SEPTEMBER

0830-1200 District Board (Reconvenes)
0930-1130 Ladies Coffee & Program
1000-1015 District Board Break
1030-1200 Communications (CM) Workshop
1200-1330 LUNCH
1330-1500 Member Resources (MR) Workshop
1330-1500 Information System (IS) Workshop
1515-1645 Public Education (PE) Workshop
1515-1645 Career Candidate (CC) Workshop
1830-1930 Attitude Adjustment Hour (No Host Cash Bar)
1930-2200 Banquet

SUNDAY 22 SEPTEMBER

0900-1030 Past Captains' Association Breakfast
1030-1230 Ex-Com Meeting

MENU

Medley of Fresh Fruit with Coconut
Tossed Garden Salad
Roast Loin of Pork with Calvados Sauce
or
Breast of Chicken California with Artichokes, Mushrooms & Basil Cream Sauce
Seasonal Vegetables and Potato
Rolls with Butter
Chocolate Mousse Torte
Beverage

UNIFORM OF THE DAY

Friday Evening Casual
Saturday Tropical Blue
After 1800 Dinner Dress White Jacket or Dinner Dress Blue
(White Shirt, Black Bow Tie, Miniature Medals, No Name Tag)
or appropriate Civilian Attire
Sunday Casual



**PERSONAL PROFILE
QUESTIONNAIRE**



(Miss)(Mr.)(Mrs.)(Ms.) Name Member No. 05N- - - -
(Last) (First)

Address:

City: State: Zip:

Telephone: (H) ()

(B) ()

Married: YES NO Wife/Husband Name:

Birth Date: Anniversary Date:

Length of Auxiliary Service: (Years)

Are You AUXOP? Are you a Coxswain?

Please list all AUX. offices held by you (Elected and Appointed)

Do you own a boat? Type: Length:

What other organizations do you belong to? (Past/Present)

Do you own or have access to a personal computer?

How would you be willing to use it to assist the District?

Do you play a musical instrument? Type:

Would you be willing to use this talent at District Functions?

Please list your hobbies and interests other than Coast Guard

Occupation: Retired: Active:

Special Skills: (Electrician, Plumbing, Carpentry, Photography, Etc.):

(Continued)



PERSONAL PROFILE QUESTIONNAIRE



Please list the three main Auxiliary activities you enjoy the most.
Please list in order of preference:

1. _____
2. _____
3. _____

Would you like to be considered for a position on the District Staff?

Yes _____ No _____

What areas would you like to be considered for? _____

Current security clearance and level (if applicable) _____

Please use this space to write in any additional information: _____

Completion of this questionnaire is strictly voluntary.

No One Is Required To Fill It Out Unless He/She Elects To Do So.

Please complete this form and send to:

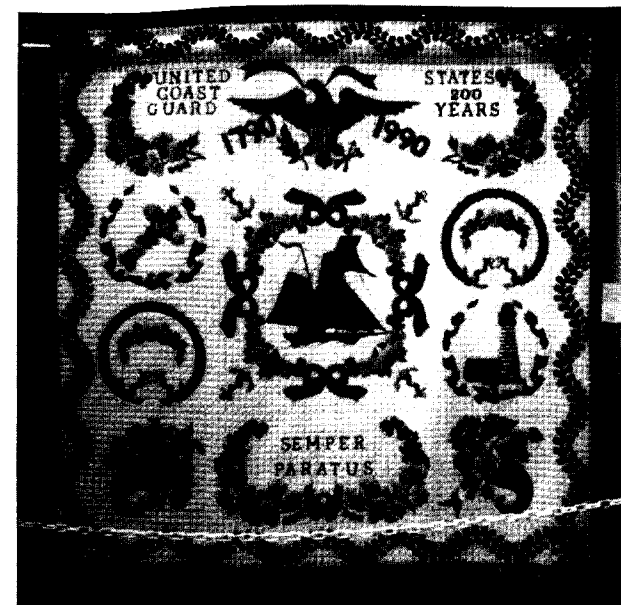
Harry L. David
152 Merrybrook Drive
Havertown, PA 19083
Tel. (215) 446-1324

Your Signature

Date

Thank you for your cooperation. We greatly appreciate it.

Eugene M. Pester
DCO Gene Pester



Coast Guard Baltimore

The "Coast Guard Baltimore" quilt shown above was on display at the "Quilters' Heritage Celebration - Baltimore: Then & Now" during 4 - 7 April 1991 in Lancaster, Pennsylvania. It was displayed by Lorene Liberty of Orleans, Vermont and was made for the Coast Guard 200th Year Anniversary.

*Photo and information submitted by:
Teddy Tryon, a friend of the Auxiliary.*

Both bears are 20" tall and made from a plush acrylic pile body with polyester fiberfil. The bear is the official mascot of the United States Coast Guard, Academy and Auxiliary and he can be the mascot of your boat too.

A GREAT GIFT IDEA

STYLE #	DESCRIPTION
CG9110A	Coast Guard Auxiliary Bear
CG-9110R	Coast Guard

Contact your materials officer for further details.

*Photo and information was provided by:
Arlene Dolich, Division VI, 5NR*

NEW Instructor School — REGISTRATION FORM

Name: _____

Member No.: _____

Address: _____

Day Time Phone No.: _____ Evening Phone No. _____

1. Are you an instructor? _____ YES: _____ NO
2. If yes, have you qualified as an instructor since
1 JANUARY 1991? _____ YES: _____ NO
3. If you are employed, does your job involve any teaching
or training? _____ YES: _____ NO

Mail this form to:

Mary Clare Bowlus, DSO-MT (5NR)
206 Rothwell Drive
Wilmington, DE 19804-3436

United States Coast Guard Auxiliary Fifth District, Northern Region EANCON 1991



U.S. Coast Guard Auxiliary, Fifth District, Northern Region Group after winning National Awards. Photo taken at the St. Petersburg Hilton and Towers, Florida immediately following EANCON Commodore's Banquet)

DEPARTMENT OF TRANSPORTATION
DIRECTOR OF AUXILIARY (NR)
FIFTH COAST GUARD DISTRICT
1 WASHINGTON AVE.
PHILADELPHIA, PA 19147-4393

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