

# 5NR **t** **pside**

Vol. 92, No. 1  
Fall 1992



*Columbus has returned to the New World and so has Topsiside*

Photo by Austin J. McGuire, III

## IN THIS ISSUE

Boating Safety.....	4
DIRAUX.....	5
District Commodore.....	6
Vice Commodore.....	7
Competition?.....	8
Safe Boating Week.....	10
A Day with Mister Columbus.....	12
EANCON Report.....	14
Editor's Corner.....	17
Courses Cut.....	17
Fellowship.....	18
Fall Conference.....	19
Second Annual Craft Show.....	21
DCO - Service Awards Memo.....	22
In Memorium.....	23
Public Education.....	23
Vessel Examination.....	24
State of the Union.....	25
Auxiliary Mission Objectives System.....	42
Orders.....	43
Communication Building.....	44
Heroism.....	45
Assistance.....	46
Sound Familiar?.....	47
A. I. M. ....	48
Responsibility.....	50
April Conference.....	51
Alexander M. Lewis.....	56
Classified Ads.....	58

Topside is published at no expense to the U.S. Government or the U.S. Coast Guard. Cost of this publication is borne by the dues paying members of 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 need to hear your comments. Critiques, suggestions and distribution concerns should be addressed to the editor.

## 1992 / 1993 Deadline and Publication Schedule

	Deadline	Publication
Winter	15 Aug. 1992	1 Nov. 1992
Spring	15 Nov. 1992	1 Feb. 1993

The dates provided above have been established as guidelines for publishing *Topside* during the balance of the year in conjunction with the 1993 Fifth Northern District Conference Schedules. Deadline Dates represent the final date by which articles must be received for the next *Topside* issue. Publication dates are the approximate time that *Topside* will be mailed to the membership.

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## Capt Robert A. Melvin, III Chief of Boating Safety

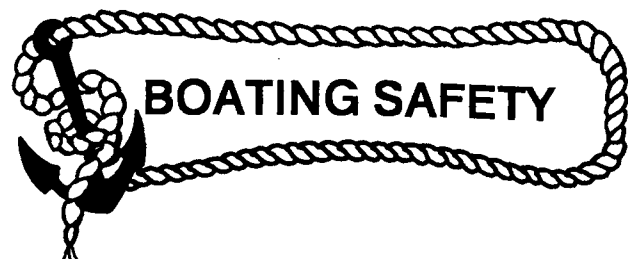
The boating season will be starting by the time you receive this article. Time for us to get busy with CME's, Marine Dealer Visits and of course patrols.

National Safe Boating week is scheduled for the week of June 7. We need to really push the educational aspects of our programs during this week to take advantage of all the local media opportunities possible. The Coast Guard is planning a massive boarding operation to demonstrate our commitment to having recreational boats properly equipped in accordance with existing regulations. You can advertise this fact to encourage boater's to take advantage of the CME which will assure them that they meet the safety requirements (don't forget to advise them of the law requiring a FCC License and the RVF Decal).

I always review the Boating Statistics publication every year and see what some of the trends are. You can use this information as "attention getters" in your PE classes. A lot of tables and graphs in this pub can be used to make overheads. Some of the more significant data is:

a. 91% (785) of all fatalities (865) occurred on small bodies of water (table p22).

b. 70% (599) of all fatalities (865) were caused by inadvertently entering the water; capsizing, swamping/flooding, sinking, or falls overboard (table p10).



c. The medium to small vessels, under 26 feet, continue to be involved in the most fatalities, 80%, or 693 of the 865 (table p20).

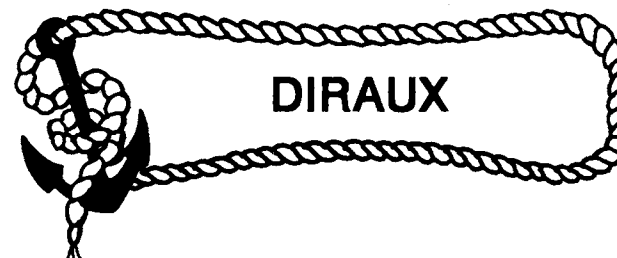
d. The person most likely to become a victim is between 26 and 50 years old, boating on a weekend, who has not had attended a boating safety class.

In the past decade, fatalities have steadily declined, except for two years, from 1360 deaths in 1980 to 865 deaths in 1990. Why? In a large measure due to your efforts in the class rooms, at the docks, and on the water.

This same publication lists the Auxiliary accomplishments for the year. I think they are worth repeating for those of you who haven't seen the stats:

Persons enrolled in Auxiliary public safe boating courses.....	335,034
Courtesy Marine Examinations conducted	278,706
Safety Patrols.....	29,656
Support Missions for Coast Guard.....	31,480
Assists to the public.....	8,418
Regatta patrols.....	2,968
Persons assisted.....	21,179
Lives saved.....	409
Value of property saved/ assisted.....	\$246,724,000

Very impressive indeed!!!! Bravo Zulu (sailor talk for well done!!!). Keep up the great work you are doing. I am proud to be a small part of your efforts and let me know what the Coast Guard can do to help you.



What a pleasure it is to be writing an article for *TOPSIDE* again. Unfortunately, I'm writing this at the end of April and it won't be published until August, so I'm sure I'll miss the opportunity to tell you about some really exciting things which will be happening this summer.

Believe it or not it is time to start thinking about who you want your elected leaders to be for the coming year and in some cases for the coming two years. Consider their past performance, their qualifications, their ability to get along and work with people, and their desire to serve. This district has a well deserved reputation as one of if not the finest Auxiliary district in the nation and one of the reasons for that is the leadership that YOU elect.

At this point in the year the MR goal of 3114 members appears to be attainable with some hard work. By the time August gets here you should be well aware of how your flotilla and division stands in relation to their goal. But remember, getting the people to join is just one step in the process of producing and retaining active, productive Auxiliarists. A warm smile and a friendly greeting at meetings, constructive suggestions for meaningful and rewarding program involvement, some guidance to get over the hurdles, and a pat on the back and a "thank you" for a job well done all go a long way toward making all members, both new and old, feel welcome and appreciated and make them inclined to become involved. These positive strokes mixed with a large dose of having fun will work wonders for the entire Auxiliary program and will certainly enhance the retention of all members.



## Harry L. David Vice Commodore

### JOIN THE COAST GUARD AUXILIARY



Promote Recreational Boating Safety

Help Your Fellow Boaters

Increase Your Boating Knowledge

Be a Proud AMERICAN...Volunteer!

ASK FOR DETAILS ON THIS CIVILIAN  
VOLUNTEER ORGANIZATION

Call Coast Guard Hotline

Toll Free

800 368 5847





## Capt Robert A. Melvin, III Chief of Boating Safety

The boating season will be starting by the time

Once again, our District was the proud recipient of the National Rear Commodore's Award for OUTSTANDING PERFORMANCE IN MEMBER TRAINING - OPERATIONS - PUBLIC AFFAIRS - AND PUBLIC EDUCATION. We fell short in just two categories - Courtesy Marine Examinations and Member Resources. As the man said, "We have found the enemy and he is us." We missed obtaining all six categories because of a lack of follow up and once we realized that we were falling short, it was too late to take remedial steps. Corrective safe guards have been introduced this year and I fully expect us to meet or exceed all of our National goals this year. Our members did a truly magnificent job in 1991, and everyone is to be congratulated for their outstanding performance. You all done good.

We are now almost halfway through the year and well on our way to meeting our objectives. We have on our team many new Division Captains who have just been elected this year and we also have a quantity of new Flotilla Commanders out there. We even have a new Rear Commodore on our Board. How many businesses could survive a complete change of leadership every

two years? I suspect very few, and yet the Auxiliary keeps growing in size and strength. Why?? How does one explain the phenomenon? Among the several reasons for the Auxiliary's success, may I suggest two. We chose our members carefully. They must display an interest and desire to increase their boating knowledge and skills. They must also have a quality of heart that enables them to give a portion of themselves in service to others by teaching public education classes, manning safe boating booths, conducting vessel examinations, performing patrols, and many other activities.

Secondly, we try to choose our leaders carefully. The selection process is truly democratic. We train them in January at our Elected Officers Course, we offer them an AUXLAM course to help them better understand personal behavior, management and leadership skills, as well as other leadership qualities. We insist that prior to becoming an elected officer in our great organization, the prospective leader must take and pass the Elected Officers test (newly revised).

But our 3000 plus members are busy people with great demands on their time - in their place of employment, at home with their families, in place of worship, and in their civic activities. Their Auxiliary engines must be ignited and fed a constant supply of fuel. This is the leaders job.

I have always marveled at the fascinating interplay between leaders and members in a volunteer organization. My experience tells me if leaders will provide the leadership, Auxiliaries will respond by following. It is a delicate relationship, because the leader cannot COMMAND or DEMAND.

Instead, he or she leads by persuasion and motivation, by carefully planning and suggestion, by encouragement and appreciation. Above all, he or she leads by example. Albert Schweitzer, the great scientist/humanitarian once said, "Example is not the main thing to influence others - IT IS THE ONLY THING."

Continued on page 24

QUESTION ?? Are you having fun? Are you enjoying what you are doing in the Auxiliary? Does Wednesday evening come and you say to yourself, "I have to go and teach tonight" or "Why did I say that I would go to the boat ramp on Saturday, I'd rather be Sailing"? Does this sound familiar? Well, it need not be, There are so many different programs in the Auxiliary that we can become involved in, that we don't have to stick to the same thing forever. If you no longer can enjoy what you have been doing, consider making a change to something else. We have so many options, that we can choose what we want to do.

Consider this, year after year you have spent your Saturdays at the ramp doing CME's, but it's not fun anymore. Perhaps getting involved in the Boat Crew program would be a great change of pace. Go to a AUXSARDET on the weekends and become involved with the training and fellowship there. Soon you will be a crew person and going on Patrols. From there, Operator and perhaps Coxswain.

Maybe you have been teaching a Public Education Class twice a year, doing the same thing over and over. How about getting involved in the AIM program; you cannot imagine the satisfaction obtained from working with those young people, and helping them get a great start. On the subject of young people, how about doing a "Water and Kids" class or two. This is also a great experience; just ask anyone who has given one. Administrative Support missions offer a chance to work in a Coast Guard Group or Station performing duties to relieve the C.G. personnel for more active duty. Get more involved in flotilla activities. Planning the annual picnic or Christmas party, or perhaps organizing the summer rendezvous can be a break. I do not mean to abandon your acquired qualifications and completely stop what you have been doing, but to shift into another gear to do something different for a change. Quite often the new involvement will give us the boost we need and perhaps better enjoy the Auxiliary.

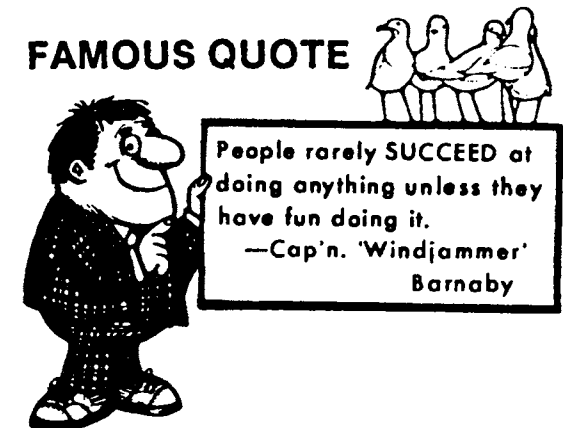
Now comes the commercial... You must all be



## Harry L. David Vice Commodore

tired of hearing about the District Schools and the training available, but what better way to get this new activity started. We have offered more schools and training this year than ever before, but you have not responded to take advantage of it. We even had to cancel one school. Perhaps we are not giving you what you want, in the way that you want it. The only way that we know this is from your input. The planning for 1993 is in progress now, drop me a note and let me know just how we can better satisfy your needs.

## FAMOUS QUOTE



# Public Education and Recruitment of Members

RCO-W Bobby G. Carter

There are many ways that we make our first contact with possible new Members. For example Boating Booths, National Safe Boating Week, our CME program, Operations, Public Affairs type Missions, but most important of all is our classrooms giving our Public Education program. Getting them into our classrooms is one of our best resources and they must be handled with much care. This is where we make the most impression upon them, the students and and possible new Members. The Instructor must project well not only himself but also his unit or Flotilla and the Auxiliary itself. This is where we must showcase ourselves. Public Education is our backbone and all Flotillas must do Public Education or some day they will fall on hard times and this may make it all but impossible with the rest of their programs that a unit can do or complete as a working Flotilla. So I repeat that Public Education is the most important type mission that our Members and their unit can do.

What is it that a Flotilla should showcase to a prospective new Member? 1. The unit has Members that are new and also Members of long standing. The point is that we all started out new at some point of time, so it would be expected that some of us are still learning new skills and boating knowledge as Auxiliarists-and there are those Auxiliarists of long standing that are sharing their knowledge with other Auxiliarists.

All Auxiliarists give something of their self, but all can not give the same. We all come from different lifestyles, different lines of work or employment and different beliefs. Therefore our contributions will be somewhat different than someone else's. Not all Auxiliarists need to be Instructors, or Vessel Examiners or in the Operations program. So for our new and possible Members we must find out what it is that they can do and what they want to do if they become Auxiliarists. So when you are in your Public Education classes take the time to showcase your unit and show them what a new Auxiliarist can do, but leave that up to them, not tell them what they must do. Remember this is a volunteer organization and what is needed is for the prospective member to become a new Member and at some point in time volunteer.

# Central is Eventful

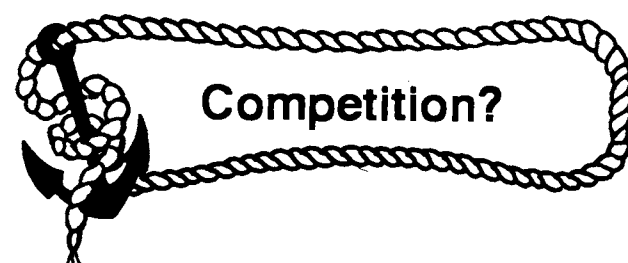
RCO-C, M. Philip Stamm

Central is moving along at a great rate. All of the Changes of Watch are now behind us, Amos goals have been set, and classes are finishing up in the different Division areas. Plans are being carefully made for the AUXSARDETS to make sure that they are manned both on shore and on the water. Robert Perrone, Sr. at Bowers Beach and Paul Owens at Delaware City, who are the Coordinators will be most happy to receive your assistance and to see that You are TRAINED to do Your job.

Speaking of training now is the time to go to work on the Specialty Courses. The seven courses available are most valuable to a boater and the completion of all the courses will result in being awarded AUXOP, the ultimate in membership status.

Hope that you all have a happy and healthy Summer and that the boating season does not go by too swiftly.

.....



Flotilla 4-5, on the Eastern Shore, has had problems attracting students to BS&S Classes because of location, plus there is serious rivalry from several sources. Recently a Wal-Mart Store opened in our area. There, we were able to obtain space to set up a Safe Boating Booth for two days. Members of Flotilla 4-5 manned the booth, signing up prospective students for our March class and passing out appropriate literature. We were amazingly successful in signing up 64 students -quite a number of whom were teenagers.

We accomplished this response despite the fact that Brownie Scouts were selling Girl Scout cookies directly across from our booth. Their exuberance and charm made for stiff competition.

Kathy Holleran, FSO/ PB 4-5

# Fun - a foremost priority

RCO-E, Edward W. Rearick, Jr.

Walter Hagen once wrote, *"You are only here for a short visit, don't hurry, don't worry, and be sure to smell the flowers along the way."* We should accept these words as a pretty good creed by which to live. We should also adopt them as a guide for us in pursuing our hobby, The Coast Guard Auxiliary.

Too often, I think we lose sight of why we joined and why we continue to belong to our organization. I find the words like *work, dedication* and *fellowship* over-used in describing our activities. I would think a better word would be *fun*.

I do not contend there is no work involved, nor do I imply that our members are not dedicated. What I would like to suggest is that the largest single factor motivating us is the ability to make our programs fun.

There is no question that our Changes of Watch and other social functions provide us with, among other things, entertainment. But, how about our other activities? Now that we are preparing for our on-the-water activities, look into our Aids to Navigation Program. It's no fun to do alone. Then we have our Operations and Vessel Examination Programs, aren't they designed to provide fun and fellowship?

While we're at it, let's remember Public Affairs. *"The Codfish lays ten thousand eggs, The homely hen lays one. The codfish never cackles to tell you what she's done. So we scorn the codfish, while the humble hen we prize, Which only goes to show you that it pays to advertise."* ...Anonymous

We all can and should participate in Public Affairs. Wal-Mart is giving us the opportunity of a lifetime. If we don't get our light out from under that bushel basket now, we never will. Considering the present economic conditions, we need to get our Boating Safety booths on all the ramps, marinas, boat shows and malls.

Finally, think about our Educational programs, AUXOP and BCQP. Are they really all work? If you don't get anything else from them, they will broaden your acquaintances. Our courses are designed not only to train members, but to provide them with additional information that will enhance their boating enjoyment. Look at TOP-PROP, it's designed for fun. It's not a course you say! Well, your right

but - it sure gives you the opportunity to show you learned the *"RIGHT STUFF."*

How often have you heard a fellow member say, "I don't go to the meetings because there is too much business and they are boring?" Take heed Commanders and Captains. The message is clear - are you doing everything that you can to make your meetings interesting and fun?

We are well into the new year. If we haven't yet, let's resolve to let the boating public learn about the opportunities and fun membership in the Coast Guard Auxiliary offers.

As we leave the classrooms and prepare to launch a new season, let us rededicate ourselves to the safe and skillful handling of our facilities, but let's not forget to "stop and smell the flowers along the way." Edward W. Rearick

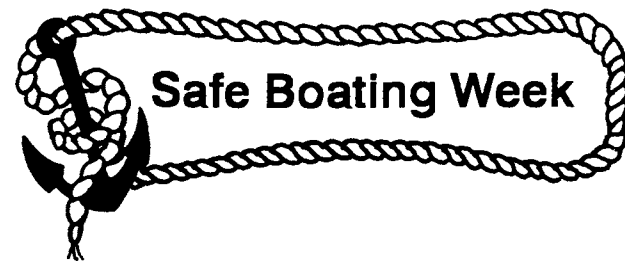
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Bill Schmidt  
FC, 06-10

A NEW FLOTILLA HAS BEEN FORMED AND CHARTERED IN THE CENTRAL BUCKS COUNTY OF PENNSYLVANIA. IT IS FLOTILLA 06-10 AND IS NAMED "NEWTOWN". THERE WAS A NEED FOR A FLOTILLA IN THIS AREA AND IN THE SHORT TIME THAT FLOTILLA 06-10 HAS BEEN ESTABLISHED WE ARE FINDING THIS TO BE TRUE. BASED ON THE ACCEPTANCE THAT FLOTILLA 06-10 HAS RECEIVED WE FEEL THAT IN A SHORT TIME IT WILL BE ONE OF THE BETTER FLOTILLAS IN THE 5th NORTHERN DISTRICT.

MEETINGS WILL BE HELD ON THE FIRST TUESDAY OF THE MONTH AT THE SAINT MARY HOSPITAL, LANGHORNE, PA. Bill Schmidt



Congratulations, 5th Northern! Once again you have made National Safe Boating Week an outstanding event, that will go down in the annals as one of the best in the nation. You have again done an outstanding job in informing the public about safety on the water, and have contributed to making the statistics for 1992 look great.

The boating safety booths were excellent, as were the courtesy marine examination stations. The boat parades keep increasing each year, as does the "blessing of the fleet". We are making ourselves heard, and that is good. The more we try, the fewer accidents and loss of lives we will experience.

As the District National Safe Boating Officer, I can truly tell you how very proud I am of this District. You have always come through for us, and I know our Commodore is also very proud of your efforts.

Now comes the plea for next year! Don't rest on your laurels. If your report to National isn't in yet, get it out as soon as possible. And -now that you have had a few weeks to relax and enjoy the summer, how about thinking of 1993? What did you do that went well? What can you do to improve what was done? How can you reach even more people than you did this year?

This is the time to hash and rehash the events for 1992, while it is still fresh in your minds.

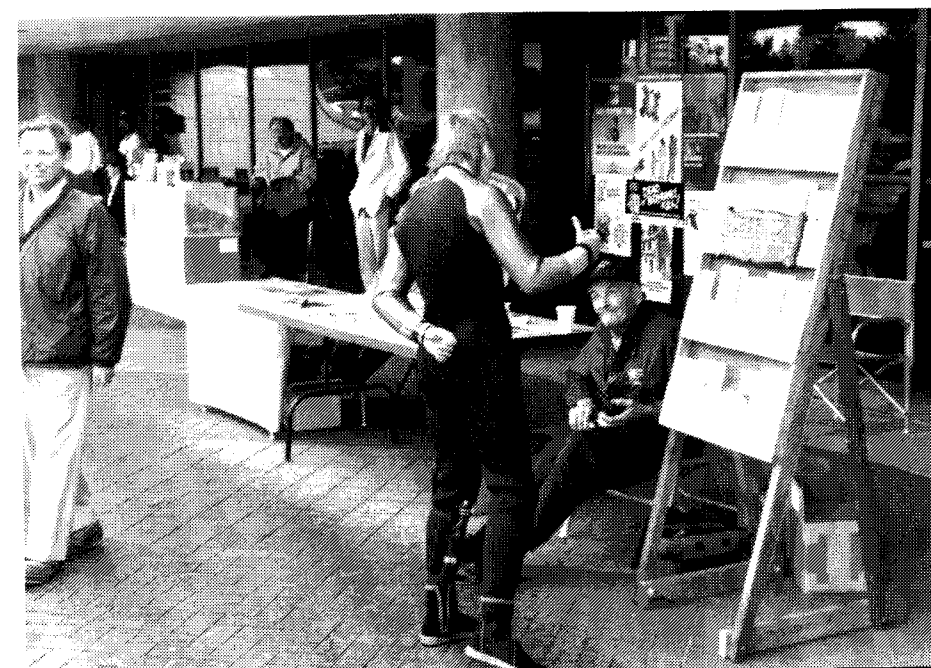
Again, if you need any help at all, just give me a call.

Above all, have fun!

Muriel G. Lewis, SPO-NSBW



Auxiliary Booth at Penns Landing



Rescue Diver and Auxiliaryist



Auxiliary Vessels  
as far as you can see



Philadelphia Fire Boat  
With a Salute to Safe Boating Week



## A DAY WITH MISTER COLUMBUS

By Austin J. McGuire, III

A long, long time ago, a captain set out with his three ships, the *Nina*, the *Pinta*, and the *Santa Maria* to cross the ocean. This captain's name is Lt. Commander Santiago Pineiro of the Spanish Navy.

This reporter's journey started not so long ago on 17 June 92. At 0600 hrs, I was shuttled from SARDET Salem to the 65 foot Coast Guard tug *Catanary* which was anchored just outside of the C and D Canal. At about 0745 hrs the Columbus Caravel left the C and D Canal being towed by the Spanish escort ship *Serviola*. This was the beginning of a mostly peaceful, day long trip.

Shortly after the ships entered the main channel on the Delaware River, they dropped their towlines and proceeded under their own power. As we approached the Delaware Memorial Bridge the *Serviola's* crew gave each ship a parting salute before it made way for the Philadelphia Navy Yard.

Around Marcus Hook this reporter was allowed to transfer to the *Santa Maria* to meet the crew and the captain. At about 1145 hrs, I boarded the *Catanary's* Rigid Hull Inflatable (RHI) dubbed *Cat II*. After a short trip I was aboard the *Santa Maria*. This is where I stayed until after we reached the Navy Yard.

While aboard, I was allowed to go to any part of the ship I wished, which included the Crow's nest and the Captain's quarters. This enabled me to see different aspects of the crew's life afloat including their food, work, rest, and Nintendo Gameboy. They showed me the safest way to enter and leave the crow's nest. Being in the crow's nest during the six gun salute from Fort Mifflin afforded me an impressive view.

When we reached the Navy Yard the three ships were greeted by an outpouring of people from land, sea, and air. People were on an aircraft carrier in the Navy Yard. On a beach on the Jersey side of the river another wall of people formed. There were numerous vessels, private, commer-

cial, and Auxiliary, which followed us to Penn's Landing. Along the way we had several aircraft including small fixed wing aircraft, private helicopters, and television helicopters. As we passed docks, the workers stopped working to greet and view the three ships. Once we passed the Walt Whitman Bridge, we received a watery escort from the Philadelphia Fireboat *Delaware*.

Because of the large number of vessels in the area the need arose for additional vessels for crowd control. The *Catanary* lowered the *Cat II* into the river and called for a 19 foot RHI from Group Philadelphia and two Philadelphia Marine Police boats. Due to the fine work of all agencies involved there were no accidents.

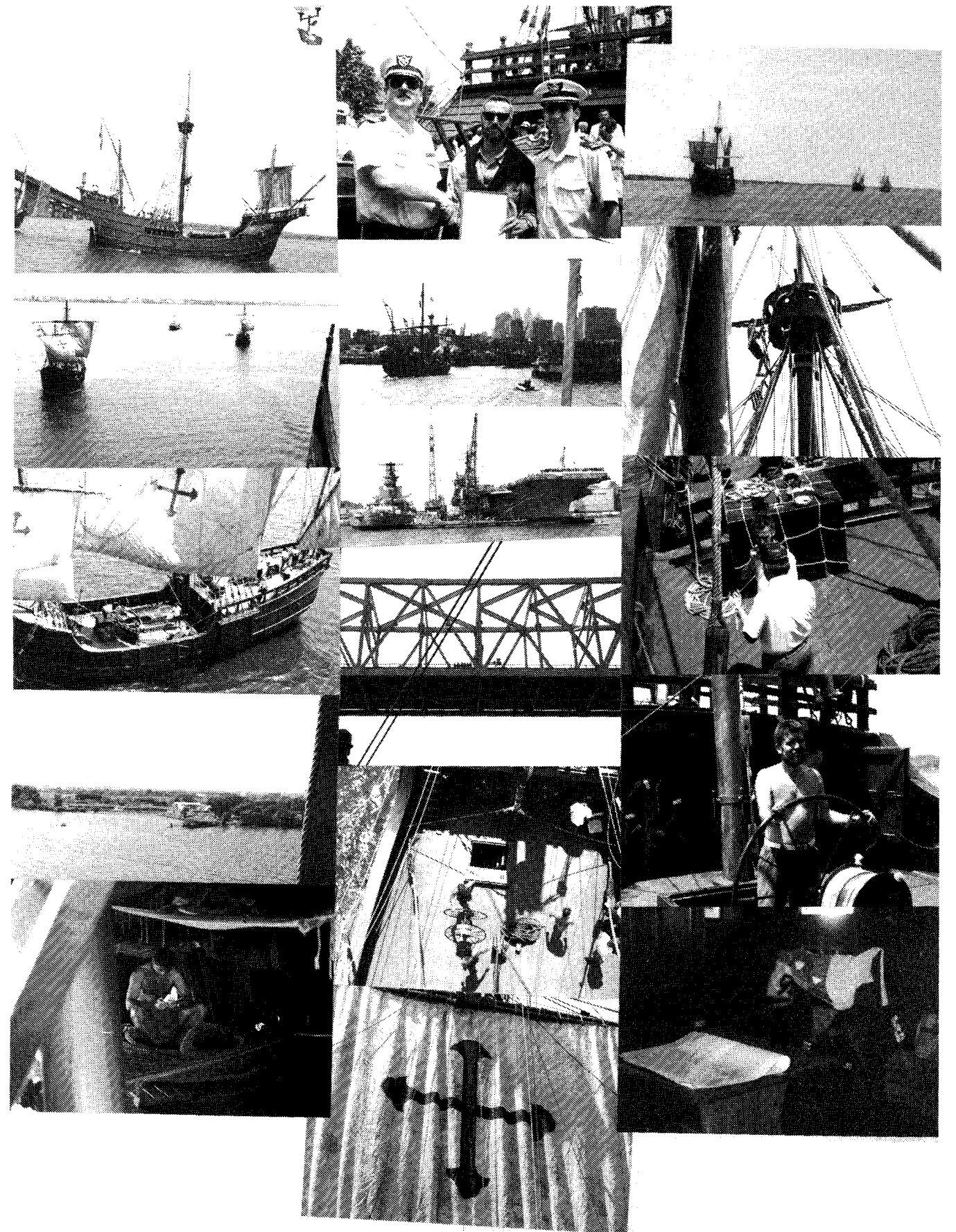
At about 1700 the three ships docked at Penn's Landing bringing an end to this leg of the ships' journey.

As a result of the friendliness of the crew and the captain, I recommended that Lt. Commander Pineiro and his crew be awarded a certificate of appreciation. District Commodore Gene Pester agreed with me, so on 21 June 92 DSO-PB Austin Mc Guire Jr. and myself presented to Lt. Commander Pineiro the District Commodore's Certificate of Appreciation.



Photos with this article by Austin J. McGuire, III

## New World Revisited



## EANCON REPORT

By Otis W. Littleton, DSO-PA

### 5NR HONORED 2nd YEAR IN ROW

The Eastern Area National Conference was held March 18-22, 1992 at the Omni International Hotel in Downtown Norfolk, Virginia. More than 450 Auxiliarists and their spouses and Coast Guard personnel attended, including a contingent from the 5th Northern.

The opening ceremonies were quite moving. The National Anthem was sung by Ms. Karen Beecher and the colors were presented by the United States Coast Guard Reserve Training Center Colonial Color Guard. The U. S. Navy Atlantic Fleet Band gave a tremendous musical prelude to the conference.

Peter Melera, National Rear Commodore, East, introduced the National Bridge, Stanley Y. Kennedy, National Commodore, Joseph J. Lanz, Jr., National Vice Commodore, National Rear Commodore, Central, William J. Schulte, Alfred C. Meadows, National Rear Commodore, West, Immediate Past National Commodore, Henry G. Pratt III and Captain William S. Griswold, USCG, Chief Director of Auxiliary.

EANCON was hosted by the Fifth Southern. We were welcomed to the "tidewater" area by Richard G. Miller, DCO-5SR who gave us a brief introduction to the local history. Following the usual introductions of all of the dignitaries, Rear Admiral W.T. Leland, Commander, Fifth CG District related how the Auxiliary members are held in extremely high regard and are "...one of the President's thousand points of light."

The theme for EANCON 92 was "Search and Rescue". This theme was eloquently addressed by RADM William J. Ecker, Chief, Office of Navigation Safety and Waterways Services and the luncheon speaker. RADM Ecker, responsible for

managing numerous Coast Guard core programs related how many of these programs involved the Auxiliary and their resources. RADM Ecker lauded the Auxiliary's involvement in these programs and the SAR program in particular. He also noted the large commitment of Auxiliary facilities that have been pledged to the "Grand Regatta", to be held later this summer in various ports along the east coast.

National Commodore Kennedy spoke of the dedication and quality productivity of the various National Department chiefs and their staffs. He urged that we continue to strive for excellence, and that the outstanding performance of the Auxiliary in 1991 had increased our stature with the Regular Coast Guard. Commodore Kennedy then discussed the National elections to be held in September at the National Conference. 5NR DCO, Gene Pester, was identified as a candidate for NARCO-EAST.

Symposia were held on Friday afternoon in Public Affairs, Finance, Information Systems, Member Resources, Operations, Legal Training and Vessel Examination.

The Fifth Northern was honored for the second time in as many years when it received the 1991 National Rear Commodore's Award for MT, OPS, PA and PE. District Eight won the National Commodores Awards this year.

Members got the chance on Saturday afternoon to watch a Coast Guard air/sea rescue demonstration at the rear of the hotel, as well as tour the CG Cutters, *The Bear* and *Block Island*. The buoy tender, *Red Cedar*, demonstrated the setting and recovering of a buoy.

The ladies had a special event that featured an exceptional display of Antique and contemporary costume jewelry. During the program, the ladies were given numerous tips on how to recognize quality pieces, including the ability to differentiate between genuine stones and imitations.

Those attending had a great time at the FUN Night aboard the *Spirit Of Norfolk*, a public cruise ship. There was an excellent dinner, entertainment and a night-time tour of Norfolk Harbor.



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# EANCON 1992



*"Those attending had  
a great time"*

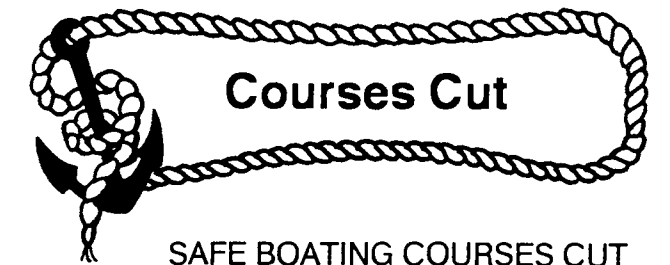


Welcome aboard the latest cruise of the magazine *Topside*. It was a long time leaving port but here we are. Topping the list of things to do is thanking all of the people that helped get this issue going. The staff in the Directors office, the leaders in the District and Divisions and the people in the Flotillas have been a great help and an excellent source of information. A special thanks must go to Helen McCabe of Royal Printing who donated the halftones for the quality pictures in this issue. Also, the past editors who have provided guidance and insight get a big thank you.

For the next issue, columns called "Letters to the Editor" and "Ask Mr. Uniform" have been suggested. What do you think? This is your magazine.

In this issue, there are articles on rescues both by the Coast Guard and by the Auxiliary. Although the article about the Coast Guard is very dramatic and the people involved received an award they greatly deserved, there is no reason that rescues by Auxiliarists are less important or less appreciated by the families of the people saved. The victims that we save don't always know the difference between a silver band and a gold one. They do know that we are part of the Coast Guard family and that's what counts.

By reading all of the reports and articles in this issue that say to have fun, this is fun. The Auxiliary has so much to offer that there isn't enough time to do everything. One thing that I cannot do is write your experiences. This issue is large because several items have been on hold. The next issue is empty. Help me fill it. Someone once explained to me about bragging rights. Let's show others how our right to be happy has taken shape. Write to me. I can't write the story for you. If you can, send me the story on floppy disk as well as a printed copy. To those that did for this issue, thank you. To those that did not, I must thank my wife Joanne for the countless hours she spent retyping most of this issue. See you on the water.



## SAFE BOATING COURSES CUT

One casualty of the Maryland state budget crisis is the cancellation of free safe boating courses run by the Natural Resources Police. The program to train and certify volunteers to give the course to children has also been cancelled. According to the Boating Safety Education Act passed in 1988, anyone born after July 1, 1972 needs to pass a test and be certified to operate a motorboat in Maryland. Successfully completing the state's eight hour course was the most common way to fulfill the requirements for certification.

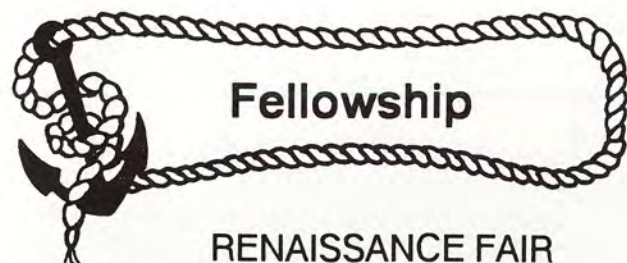
But there are still a number of avenues available for receiving the certification, according to Lt. David Street, Commander of Training and Education for the Natural Resources Police. The state course is still taught in schools where it was taught before. Coast Guard Auxiliary and Power Squadron safe boating courses, while not identical with the state course, are approved by DNR; additionally, the Coast Guard Auxiliary is going to offer the state course through its own volunteers.

The Natural Resources Police is working on getting county park and recreation departments to offer the course, and there are several private groups that have been approved for offering a course.

Home study is another possibility. The booklet used for the state course is available from: Natural Resources Police Boating Safety Program C-3, Tawes State Office Building, Annapolis, MD 21401. After studying the booklet, boaters-to-be can take an equivalency exam, which is scheduled by DNR.

Editors Note: Reprinted with permission from  
and thanks to Chesapeake  
Bay Magazine, March, 1992





Tudor of course.

Everyone enjoyed their day so much, and after a lot of urging to do it again, we have decided to repeat and plan another trip on October 17, 1992. The cost will be \$21.95 for Adults and \$15.95 for children. This includes admission and the feast. Transportation is easy by car via the Pennsylvania Turnpike, about 1-3/4 hours from Phila. Don't miss an unforgettable day. Get your reservation in early to Jean W. David, 152 Merrybrook Drive, Havertown, PA 19083, (215) 446-1324 and avoid disappointment.

See you at the Fair,  
Jean David



Did you attend the Fair, when a group of us went last August? If not, what a day you missed. The setting is a 30 acre sixteenth century English Tudor Village, located in the heart of the Amish country. Plumed Knights display their courage in the jousting arena, entertainers amuse and delight; conjurers and story tellers, exotic dancers, and scores of village people whose revelry and mirth brighten the darkest day. There are hearty foods, and noble drinks, games of skill, a market place, craft stalls, and winery.

The highlight of the day is to meet her majesty Queen Elizabeth I and her court, and maybe to be knighted by her like our Vice Commodore was, and is now known as "Sir Harry" in the village. Or to be chosen Lord and Lady of the Day, as our Commodore and his lady were. To top off the day, we partook of a Royal feast at which her Majesty made an appearance, and were entertained with strolling players. We dined on spitted pig, roast turkey, steak-on-a-stake, ribs of the boar, and assorted fruits, all served appropriately



## United States Coast Guard Auxiliary Fifth District (NR)

# Fall Conference

18, 19, 20 September

**Stouffer Valley Forge Hotel**  
480 North Gulph Road

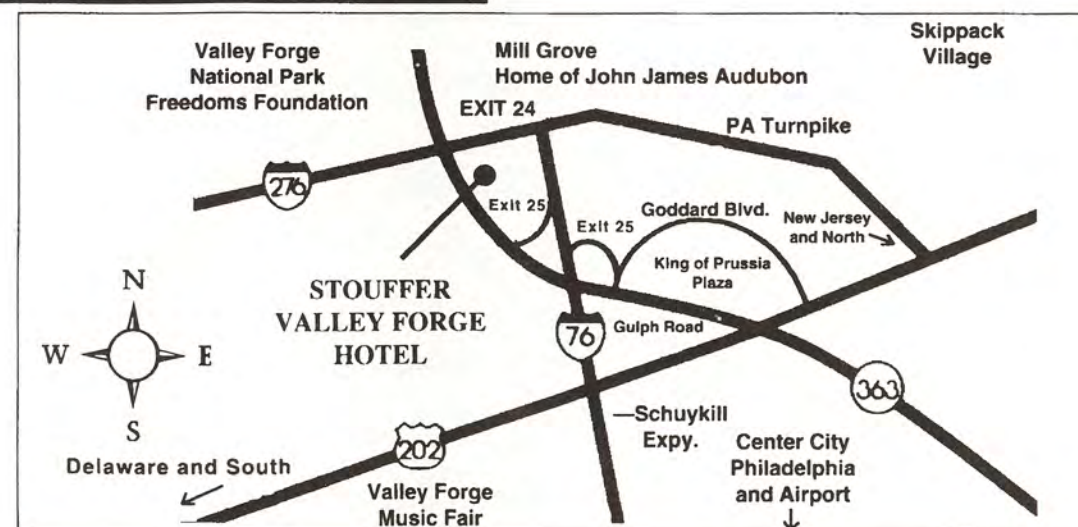
**King of Prussia, Pennsylvania 19406**

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.**



## HOTEL RESERVATION

Rates: Single.....\$68.00 per night  
 Double.....\$68.00 per night  
 One night's deposit required  
 By check or credit card  
 Make your Reservations early  
**CUT-OFF DATE - 21 AUGUST 1992**  
**FOR HOTEL RESERVATION**

Use this portion of page for Hotel

## RESERVATION FORM FOR SPECIAL RATE

U.S.Coast Guard Auxiliary 5th Northern  
 1992 Fall Conference 18,19,20 September

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_

Arrival Date: \_\_\_\_\_ Leave Date: \_\_\_\_\_

Require one night's deposit by check or

\_\_\_ MASTERCARD \_\_\_ VISA

\_\_\_ DINERS CARD \_\_\_ AE

Card Nr. \_\_\_\_\_

Expiration Date: \_\_\_\_\_

Signature: \_\_\_\_\_

I desire reservations for:

\_\_\_ Single @\$68.00 per night  
 \_\_\_ Double @\$68.00 per night  
 \_\_\_ Non-Smoking Room

MAKE CHECKS PAYABLE TO AND MAIL TO:

STOUFFER VALLEY FORGE HOTEL  
 480 North Gulph Road  
 King of Prussia, PA 19406  
 (215) 337-1800 FAX:(215)337-4506

## CONFERENCE REGISTRATION

Use this portion of the form for your Auxiliary  
 Conference registration for the Fall Conference  
 at the Stouffer Valley Forge Hotel in King of  
 Prussia, PA, 18,19,20 SEPTEMBER 1992.

Name: \_\_\_\_\_

Flotilla No. \_\_\_\_\_

\_\_\_\_\_ Registrations - fee for each person  
 over 17 years of age attending @\$3.00 \$ \_\_\_\_\_

Tickets-(Saturday Night Banquet)  
 Surf & Turf @\$38.00.....\$ \_\_\_\_\_  
 Filet of Sole @\$28.00.....\$ \_\_\_\_\_  
 London Broil @\$23.00.....\$ \_\_\_\_\_

\_\_\_\_\_ Members(Past Captains)attending  
 PCA Breakfast.....\$ \_\_\_\_\_

Guest PCA Breakfast @\$11.00 .....\$ \_\_\_\_\_

\_\_\_\_\_ Attend Ladies Coffee (NC)

GRAND TOTAL .....\$ \_\_\_\_\_

**LAST DATE FOR REGISTRATION**  
**11 SEPTEMBER 1992**

## REGISTRATION FOR WORKSHOPS

The following number of persons will attend  
 workshops scheduled for this conference:

\_\_\_ Public Affairs (PA) 1000-1130 SAT  
 \_\_\_ Public Education (PE) 1300-1430 SAT  
 \_\_\_ Career Candidate (CC) 1300-1430 SAT  
 \_\_\_ Member Resources (MR) 1445-1615 SAT  
 \_\_\_ Information Systems (IS) 1445-1615 SAT

MAKE CHECKS PAYABLE TO:  
 U.S. COAST GUARD AUXILIARY 5(NR)  
 Mail to: Beverlee Wachter  
 Conference Coordinator  
 59 Carlton Avenue  
 Marlton, NJ 08053-1824

## SATURDAY NIGHT MENU

Brandied Wild Mushroom Bisque Encroute

Fields of Green with Vinigrette

Choice of  
 London Broil with Cabernet Sauce  
 Filet of Sole - Stuffed with Crabmeat  
 Lobster Tail & Petit Filet

Roasted Potato and Vegetables

Fresh Fruit Tart on Raspberry Coulis

Warm Rolls & Butter Coffee or Tea

## 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

## SECOND ANNUAL CRAFT SHOW

Come one, Come all - 5(NR) members and their  
 families are about to give you another SUPER craft  
 show at the September Conference.

PLEASE DO NOT HIDE YOUR TALENTS UNDER  
 A BARREL !! Let us see how many different crafts  
 are made by our people.

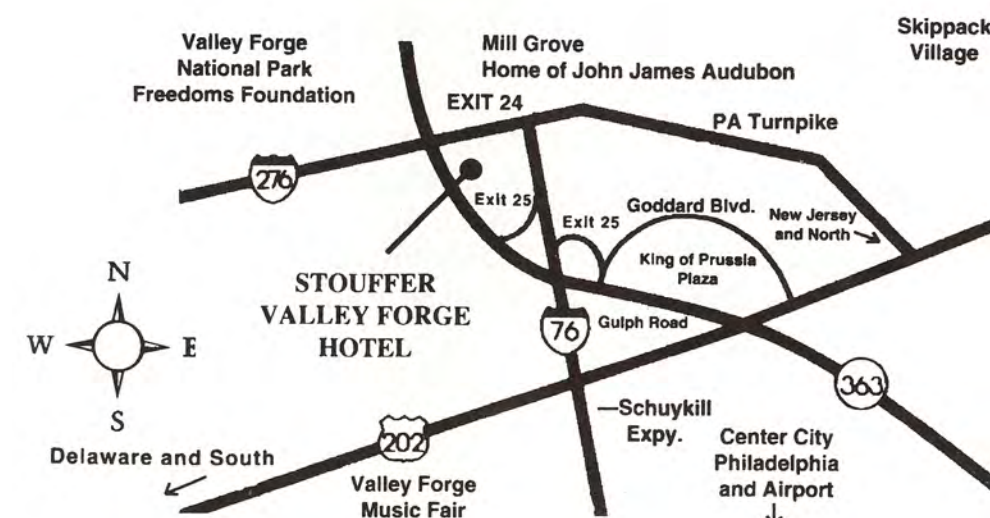
Your committee is already working hard to make  
 this the best craft show ever. Last year was  
 special, it was the first. Now we know what you are  
 capable of, let us go out there and do it.

To enter, contact:

Alice F. Stamm  
 405 Randall Rd.  
 Wyncote, PA 19095

or call (215) 887-1826, it is that simple.

WE CANNOT CALL YOU,  
 YOU HAVE TO CALL US.

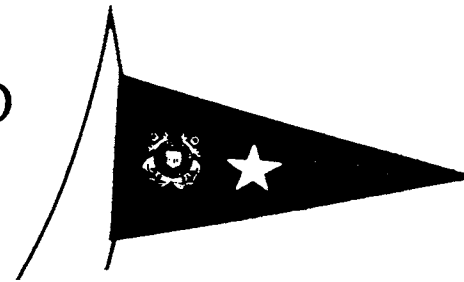


Take exit 25 from I-76, or from the Pennsylvania Turnpike take Exit 24 to Gulph Road. From State Route 202 take Route 363 (Gulph Road) north. Stouffer Valley Forge Hotel is on the right side of North Gulph Road.



# UNITED STATES COAST GUARD AUXILIARY

FIFTH COAST GUARD DISTRICT (NR)



OFFICE OF THE  
DISTRICT COMMODORE

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

16751.1

27 December, 1991  
(AMENDED - 25 FEBRUARY, 1992)

DCO - MEMO 2-91

SUBJECT: AUXILIARY MEMBERSHIP SERVICE AWARDS

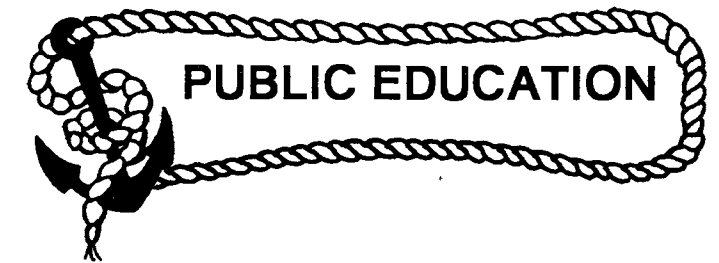
1. Several questions have been raised regarding the District policy governing the distribution of 5-year, 10-year, etc. membership service awards.
2. The following distribution rules apply in the Fifth Northern Region:
  - A- CERTIFICATES, SIGNED BY THE DIRECTOR OF AUXILIARY (5-20 YEARS OF SERVICE) ARE MAILED TO THE APPLICABLE FLOTILLA COMMANDER FOR PRESENTATION AT AN APPROPRIATE CEREMONY.
  - B- CERTIFICATES, SIGNED BY THE COMMANDANT (25-OR MORE YEARS OF SERVICE) ARE PLACED IN "AWARDS FOLDERS" AND MAILED TO THE APPLICABLE RCO FOR PRESENTATION AT APPROPRIATE DIVISION LEVEL CEREMONY.
  - C- NAMES OF THOSE RECEIVING CERTIFICATES FOR 25 OR MORE YEARS OF SERVICE WILL BE ANNOUNCED AT THE DISTRICT CONFERENCE AND LISTED IN TOPSIDE.
  - \*\* AMENDED D- PERSONS ACHIEVING 50 YEARS OF AUXILIARY SERVICE SHALL BE INVITED TO ATTEND THE SPRING DISTRICT CONFERENCE WHERE THEY AND THEIR SPOUSE WILL BE RECOGNIZED AND HONORED. THE COST FOR THE SATURDAY NIGHTS LODGING, LUNCHEON, AND EVENING BANQUET WILL BE PAID FOR BY THE DISTRICT.

Eugene M. Pester, Jr.  
District Commodore,  
Fifth Coast Guard District,  
Northern Region.

## In Memorium

The following is a list of those members that have passed on since the last issue of *Topside*. There are many names on this list and they will all be remembered as differently as they were different. The point is that they all be remembered.

01-01 Cyrus Denton Speck  
01-01 Reese Savage  
01-04 Eugene Christmann  
01-08 Victor Baumeister  
02-76 Alexander Lewis  
03-02 Ben Mealey  
04-08 Jack Parker  
04-09 Kathleen A. Dutter  
04-11 Herbert Ey  
05-07 Barbara Piotrowski  
05-16 James R. Martin  
05-16 Paul E. Miller  
06-03 Ken Lannen  
07-04 Elizabeth Creveling  
07-04 Robert Hnatko  
07-09 Louis Manaru  
07-10 Bill Hussong  
07-12 Edward Frank  
07-12 Lawrence Lindgrin  
08-02 Edward Flood  
08-02 Edward Plisewicz  
08-02 James McMenamin  
08-05 Arthur Force  
08-05 Larry O. Reale  
09-03 Sam Freed  
09-04 Roger Johnson  
10-01 Arthur Ackerman  
10-04 Frederick A. Kriebel  
10-05 Charles "Chill" Frederick  
10-05 Walter Edwards  
10-06 Carroll Wolf  
11-02 Chuck Early  
11-02 Leon Waninger  
11-03 Harvey Sander  
12-04 Alvin D. Parsons  
12-04 Irvin Saxton  
13-01 Al Bowman  
14-01 Leroy M. Shank



QUALITY. That's the word we have been stressing in Public Education at the spring Conference, it was very refreshing to hear our leaders say that QUALITY, instead of quantity, was what we should be striving for. If we achieve quality, quantity will follow naturally.

As Instructors, we have a tremendous responsibility to the students in the Public Education classes. If they receive quality education, not only will the drop out rate decrease, but we will have safer boaters on the water.

Taking advantage of the District training schools, as well as holding training sessions on the flotilla/ division levels, will enhance the Instructors skills and give them an opportunity to share ideas and techniques with other Instructors.

The Fifth Northern Region will continue to be a leader in education as long as we, the Instructors, continue to improve our own knowledge and abilities.

Tahnell Vogt, DSO-PE

 **Coast Guard**

**Boating Safety Hotline:**  
**800-368-5647**

- ✓ For Boating Safety Recall Information.
- ✓ To Report Possible Safety Defects In Boats.
- ✓ For Answers To Boating Safety Questions.
- ✓ **Call, Toll Free!**

Effective leaders must continually remember who they are, whom they would lead, and where they would lead them. Certain qualities will endear a leader to our members: enthusiasm, friendliness, careful preparation, hard work, accessibility, reliability, and confidence.

Auxiliarists invariably respond to good leadership. I have never hesitated to ask the right person to do a job. We have one chance to say "NO" in the auxiliary. That is when we are invited into Auxiliary membership. There after, one can expect reasonable assignments to be accepted. Members know the job must be done. So select you assignee and tell them you need their help. The Auxiliary engine will run smoothly, but it is not self starting. This is the job of the leader at every level,

In this year - 1992 - of extraordinary challenge and Auxiliary opportunity, we will succeed if each of us does his or her part. I know you are all up to the challenge - now lets prove it to the Auxiliary, the Coast Guard, and our customers, the boating public.

.....

**JOIN  
THE COAST GUARD  
AUXILIARY**



Promote Recreational Boating Safety

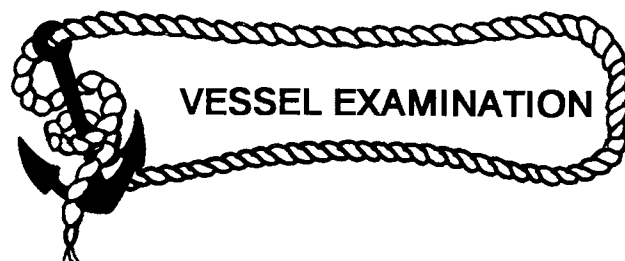
Help Your Fellow Boaters

Increase Your Boating Knowledge

Be a Proud AMERICAN...Volunteer!

ASK FOR DETAILS ON THIS CIVILIAN  
VOLUNTEER ORGANIZATION

Call Coast Guard Hotline  
Toll Free  
800 368 5647



Vessel Examination is one of the most important programs in the Auxiliary with our one-on-one contact with the boating public. Through our professionalism, we sell the Auxiliary and all of its programs.

Aside from being professional and courteous with the boater at all times, we need to take time to do a little educating along with the examination.

Our goals for this year are not only to do as well or better than last year, but to do these Courtesy Marine Examinations thoroughly. We may not be Marine Surveyors, but by putting a SEAL OF SAFETY on a vessel means that we have examined that vessel and certify that it meets the safety standards of the Auxiliary. We also need to follow this same procedure when doing Facility Inspections. We need to be sure that all Facilities have the proper equipment needed for these vessels (Operational or Non-Operational).

Our professionalism also carries through to "dressing professional", as in wearing the proper uniform while doing CME's whether we are on a boat, at a ramp or at a Courtesy Marine Examination station.

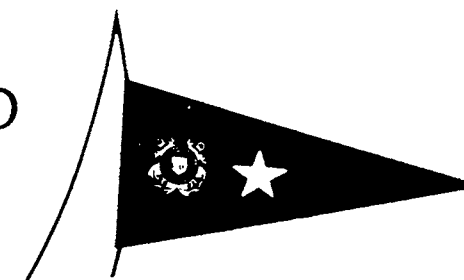
Our staff will be emphasizing the importance of doing the very best that you can do, presenting the facts, being courteous and dressing professionally.

DO THE BEST YOU CAN DO IN '92'  
-- BE A VESSEL EXAMINER

Carol Owens, DSO-VE

**UNITED STATES COAST GUARD  
AUXILIARY**

FIFTH COAST GUARD DISTRICT (NR)



**OFFICE OF THE  
DISTRICT COMMODORE**

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

27 April, 1992

From: DISTRICT COMMODORE, 5(NR)  
To: ALL FIFTH NORTHERN AUXILIARISTS

At our recent Spring conference a friend of mine expressed concerns he had heard about what was going on in the District IE WHAT'S HAPPENING ?? I attribute part of this communication gap to the fact that we lost one of our most valuable means of disseminating information - TOPSIDE. Thank God that problem is now behind us with this our first issue for over a year.

I requested our DSO-PB to publish my quarterly State of the Union reports, sent to our National Commodore, which I hope will tell you, in part, what has been going on during the past 16 months. While it does not contain all of our District happenings, I think it will tell you most of what went on.

Please take the time to read these reports. If you have any questions or comments, don't hesitate to call or write me.

You all have done a most fantastic job during 1991 and all indicators tell me we are in for an even more successful 1992.

Let's get the job done and as Captain Griswold would say, "LET'S HAVE FUN DOING IT."

# UNITED STATES COAST GUARD AUXILIARY

FIFTH COAST GUARD DISTRICT (NR)



## OFFICE OF THE DISTRICT COMMODORE

**EUGENE M. PESTER JR.**

512 Feaster Avenue  
Feasterville, PA 19053  
(215) 357-2362

16751.1  
31 March, 1991

TO: NACO Stanley Y. Kennedy  
FROM: 5NR District Commodore  
SUBJECT: Fifth Coast Guard District (NR) State of the Union

### ACTIVITIES

This has been a very busy three (3) months for me as District Commodore. I have attended eleven (11) of the fourteen (14) Changes of Watch. Also attended five (5) Flotilla Changes of Watch. My bridge and I attended and participated in the graduation ceremonies of our two (2) day District Vessel Examination School held in Lionville, PA. Attended the two (2) day State Law Administrators Conference held at Portsmouth, VA. Attended the Change of Command for the Commanding Officer, Coast Guard Group/MSO Philadelphia. Attended two (2) of the three (3) area meetings. The third is scheduled for April. Attended six (6) Division and four (4) Flotilla meetings. Attended several District Committee Meetings. Had a most successful District Conference in January. We held an Elected Officer's Training School in early January. This training session was very well attended by most of the elected officers. As a matter of fact, this was the largest attendance we have ever had at any of our Elected Schools. The critique sheets filled out by the participants, were most flattering and complimentary. The students indicated the school, which ran from Friday to Sunday, was both interesting and informative. We also conducted a Division Staff workshop on Sunday, 6 January, which was run by the District Staff officers and all of the Division Staff Officers are encouraged to attend. These classes were also well attended and all seemed to have favorable comments about the course contents. I have held three (3) EXCOM meetings so far this year and (1) Fiscal and Steering Committee meeting. All of our District, Division, Flotilla AMOS objectives have been sent out and accepted. We will have to stretch in order to meet them but most agree they are obtainable. Have been stressing contributions to the Coast Guard Mutual Assistance Fund. As of this writing, we have received in excess of \$3000.00. An outstanding performance by our Auxiliary members. In addition to all of this I have been teaching an A.C.N. course on Wednesday evenings since the first of the year, just to keep my hands on the operation. This will give me something to fall back on should I get impeached.

### FUTURE ACTIVITIES

1. A three day Instructor Training school is scheduled to be held in April. I have been asked, by the DSO-MT, to assist by serving as one of the instructors. I, of course, will be there, along with my Bridge to participate in the graduation ceremonies.
2. We are planning to have one (1) or two (2) District Aids to Navigation schools this year. More if needed.
3. Chart Correction Parties are scheduled for April. We bring in members who take charts of our Area of responsibility and up date.
4. Aids Verifier school is also scheduled for April.
5. A S.A.R. school is being set up for May.
6. We are exploring the possibility of establishing a District Computer Club which will emphasize the use of personal computers for Auxiliary purposes. The things we will stress will be the use of the school attendance records, and much more. This will tie in nicely when we start performing our own in-put at the DIRAUX office this year. We will need key punch operators, as well as other computer operators.
7. Classes are being conducted in Watch Standers procedures. This class will travel to the various Divisions as the need and interest dictates.
8. Have developed a "Personal Questionnaire" which will appear in our District publication TOPSIDE. We are asking all of our Auxiliary members to fill out the questionnaire (STRICTLY VOLUNTARY). Members are also told the information they provide will be used strictly in-house i.e. by the Coast Guard and Auxiliary only. (SEE ATTACHMENT)
9. Our TOP-PROP competition is alive and well. Flotillas/ Divisions are showing a great deal of interest and we expect a larger participation this year than last. Challenges are being made among Flotillas and Divisions. The final judging will be held in September.
10. We will be concentrating on adding NEW MEMBERS plus retaining the ones we have. We will also try to get the older members who have dropped out of the activity circle, back on the participatory side of the ledger.
11. Our April conference, which will be held at Lancaster, PA is ready to go. We anticipate a large crowd and much activity. Looks good.
12. Our four (4) SARDET stations are being readied for opening day. Coordinators are hard at work lining up crews and establishing areas of responsibilities.
13. We are exploring the feasibility of establishing a new SARDET station on Lake Wallenpaupack, Hawley, PA. We want to tread lightly in this area since we presently have four (4) SARDET. stations in our District. A problem could surface by adding a fifth station which could task our manpower resources and limit our ability to properly man all stations as we should. More on this later in the year.



## ITEMS OF INTEREST

1. We are looking into the possibility of creating a new Division in the Western Area. This is an item that has been discussed frequently in the past. I have appointed IPDCO-Bill Pierce to serve as the expansion committee chairman to look into the various aspects of this project, and to report back to the EXCOM as to the committees findings. The creation of a new Division must be approached cautiously, and will not be rushed into. Many factors must be considered.

2. The fourth cornerstone is very much alive and well. A music theater night is planned, a trip to Baltimore is also being looked into, and a trip to Lancaster to see the Renaissance Fair is scheduled for sometime in the Summer. A District picnic is also scheduled in conjunction with our July District conference.

3. We have placed the Rear Commodore, Paul Owens, in charge of our AIR TRANSPORT COMMAND for the District. We are establishing a District "wish" list showing those members who are interested in flying on the C-130 should one be made available. We will prioritize the "wish" list as follows: 1-EXCOM; 2-DIST STAFF (FUNDED FOR EANCON/NACON); 3-DIST. BOARD; 4-DIST. STAFF; 5-FC'S; 6-VFC'S; 7-MEMBERS

## PROBLEM AREAS

1. We, along with the world, are frustrated in not being able to obtain Boat Crew Manuals and A.C.N. textbooks. We have no idea when these will be available. We need these books to assist us in our recruiting endeavors and to help meet our AMOS goals. Members join our great organization in order to further their boating education. I, for one, am embarrassed when I have to tell these people we don't have the materials to teach them these subjects. HELP!!!

2. It looks like we will be without a Director for approximately six (6) weeks. Our Director will be leaving us 1 June and our new Director will not appear on the scene until mid July. This can cause us some real problems. Don't know what, if anything can be done about this, but I can see some real problems being created by this absence.

3. Budgetary constraints will have a negative impact on our ability to do some of the things we were able to do in 1990. I am told, "don't expect any fall out money."

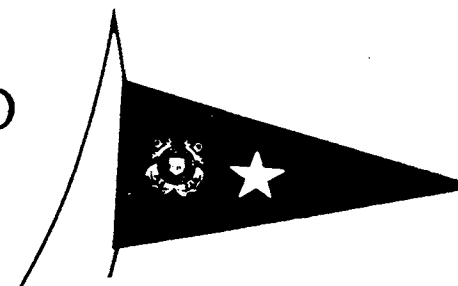
## GENERAL COMMENTS

The District is very much alive and well. No major personnel problems. Our members appear to be very enthusiastic and are anxious to get on with the boating season. I have an excellent Vice Commodore who is extremely supportive and helpful. As a matter of fact I am blessed in having a fine Bridge all of whom work well together. The District Staff is doing a fine job keeping the membership informed, and helping where needed. They all are very creative, intelligent, and dedicated and there is no doubt in my mind they will make the District look good in 1991.

This is my first report to you as District Commodore and am not certain this is what you wanted or if it is in the format you expect. Hope it is satisfactory.

# UNITED STATES COAST GUARD AUXILIARY

FIFTH COAST GUARD DISTRICT (NR)



OFFICE OF THE  
DISTRICT COMMODORE

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

16751.1

30 June, 1991

From: District Commodore, Fifth Coast Guard District

To: National Commodore, Stanley Y. Kennedy

Supreme Allied Commander of all C.G. Aux Units

Commander in Chief of the Sioux and Cherokee Nations

Subject: FIFTH COAST GUARD DISTRICT (NR) 2ND QUARTER REPORT

## ACTIVITIES

1. I am extremely proud to be the Commodore of the best District in the Nation and I am sure this includes the world. As you know, we made a clean sweep of the National awards given out in Florida. This marvelous accomplishment was not due to good luck but was caused through the hard work of the dedicated Auxiliarists of the 5th Northern.

2. We are also very proud of the fact that we presented a check in the amount of \$6,321.00 to Admiral Paul Welling as our contribution to the Coast Guard Mutual Assistance Fund. This further demonstrates our belief that we are indeed a part of the "ONE COAST GUARD FAMILY". I know this was the highest contribution made in the 5th District and I suspect this was the highest in the country. It would be very interesting to know what amounts were contributed by the Auxiliary in all of the Districts. Publishing these standings of the Auxiliary Districts could well serve as a stimulus for increasing the contributions in the future - just a thought.

3. Examining our AMOS goal objectives, and our year to date objectives, and our year to date activities tell us that we are ahead of 1st year figures. (May 31, 1990 vs. May 31, 1991.) We are also on target as far as our National goals are concerned. Our people are most active in all of the cornerstones as our Y.T.D. results indicate.

4. I attended and participated in our District Instructors Training School which was held the first week of April. A highly successful school - well attended and well received. Our members are most pleased with the schools we have offered both last year and this year. My Vice Commodore, Harry David, does a superb job making the necessary arrangements for the various schools, handling the registrations, meeting with the staff to set up the curriculum and all the other countless details



necessary to ensure a smooth running school.

5. Attended our Western Area meeting, visited 5 Division meetings, and visited 3 different Division Safe Boating Weekend activities.

6. We had a most successful Spring District Conference held in Lancaster, PA. There were many awards presented which monopolized most of the weekend. Workshops were also conducted. Excellent attendance at the District Board meeting as well as the Workshops. Seems like the only one who did not receive some type of recognition was the rest room attendant.

7. Several Watch Standers courses been held and more are scheduled during the next six (6) months.

8. Had a large 5 (NR) attendance at the Eastern Area Conference held in Florida. Over forty (40) of our members were there. Our sincere thanks go to the greatest NARCO (E) in the Auxiliary today - our very own Peter Melera, who saw that twenty-five (25) seats were made available to us on the C-130. We filled them all.

9. Met with the Penna. Fish Commission the last weekend of May which was held at Fisherman's Paradise, Stackhouse, PA. The DCO or his designee was there from the 2nd and 9th District. It was a good meeting - good discussion, good exchange of ideas, and several minor problems were resolved. The Penna. Fish Commission was the host, providing lodging and meals for the two (2) day meeting and was so successful, plans are being made to conduct another meeting next year. We also had the opportunity to practice the 4th cornerstone by fishing in the creek adjacent to our meeting place. The creek was well stocked with trout but no one caught any.

10. My Vice Commodore and his wife and Jane and I attended the Change of Command held at Portsmouth, VA. I was chosen to serve in the Honor Platoon. I felt privileged and honored to represent our District and members in such a capacity. Admiral Welling was most glowing in his praise of the Auxiliary and the support we provide the Coast Guard. (What a guy and a good friend of the Auxiliary.)

11. We had a farewell dinner party honoring our former Director, Bill Cherry, on Thursday, 27 June. It was very successful. We did not open the affair to the District members because Mr. Cherry had made it abundantly clear many times that he did not want a big splash when he left - just hand shakes and a good bye. We respected his wishes and restricted the gathering to just the EXCOM. We presented Mr. Cherry with a Remington 30-06 rifle, which was given to him in the name of all of the 5 (NR) members, Bill was very pleased and touched.

12. My Vice Commodore and his wife and Jane and I attended the Change of Command held at Governor Island, New York, this past weekend. I never saw so many Admirals and Captains in my life. Admiral Kime was there along with many other dignitaries. It was a great affair and I was glad we were there, especially since we were the only Auxiliarists in attendance, that we could see.

#### FUTURE ACTIVITIES

1. We have scheduled another Instructors Training School to be conducted 9 September, 1991. Also more Watch Standers courses, Aids to Navigation, SAR school, and Boat Crew Training, as well as other school on as-needed bases.

2. We will be having a Training Aide contest at our July District Conference. Hope to get winners to send on to National, in September.

3. An Arts and Craft contest is scheduled for our September Conference. This is our first try at this endeavor. Indicators tell us it will be well received and many of our members will be showing of their handy work.

4. Our District Personal Questionnaire is slow in coming in. We suspect many people are reluctant to tear the form out of their Topside publication. We are having additional copies printed which will be distributed at various meetings, and activities. I am sure this will help.

5. TOP-PROP Competition is moving along. Final judging is scheduled for September, 1991.

6. We are constantly emphasizing recruitment, Our MR-AMOS goal for 1991 is 3046 members. Y.T.D. we have 2951 members or 96.88% of our goal. We will meet and exceed this goal and therein hangs our reason for success. New people strengthen our District programs and help the older members remain active by training the new ones.

7. All four (4) of our SARDET stations are up and running. Lots of activity, participation and fun with many new members becoming involved.

#### ITEMS OF INTEREST

1. We had an exceptional National Safe Boating Week in the District. Many Divisions set up V.E. stations and P.A. Booths along with "Blessing of the Fleet". Muriel Lewis, our National Safe Boating Week Chairperson did a fantastic job organizing and disseminating information as to what to do and when to do it. She could write a book about this particular activity which could serve as a model for the Nation.

2. Our new Director, Commander Albert Muccilli has arrived on the scene. As a matter of fact, he joined us at Bill Cherry's farewell dinner, along with Captain Melvin. I get the impression that Mr. Muccilli is a take charge person who has already become involved in our District activities. He is most welcome and I am looking forward to working with him. We are also most fortunate in having an outstanding assist. director in the person of C.W.O. Ken Edwards, who will help bridge the gap nicely. Mr. Edwards and his wife are really great people and have been accepted as part of the 5th (NR) family - they are one of us.

I am presently in the process of re-scheduling my Division visits in order that I may take Mr. Muccilli around with me to meet the Division Captains and his members. We will attempt to cover all of the Divisions during the third quarter, time and activities permitting.

3. Plan to conduct an individual performance review with all of the District Staff at which time the Vice Commodore and I will review the District results, Y.T.D., that pertain to their area of responsibility. We will discuss the programs the staff member has introduced and what their plans are for the remainder of the year. This performance review will be conducted in a warm and friendly way, keeping in mind the principles and concepts of T.Q.M. The staff, for the most part, is doing a tremendous job, but we hope the review will help improve our District results even further. We feel it is important that the staff is made aware of how they are performing in our eyes as well as the District, and how much of a key player they are in obtaining excellent District results.



4. We have met privately with the principals involved in the establishment of our new Division (DIV XV), to discuss with them their concerns and to answer any questions they may have. All looks good. A sequence schedule has been developed showing the dates, time frames, and activities necessary in order to make the formation of the new Division happen opening day of business, 1 January 1992. More on this as things develop.

**PROBLEM AREAS** 1. We lost our SARDET location at Delaware City. The Marina owner has asked us to leave. VCO David, RCO Owens, Walt Moulder and I visited a location at Wilmington, DE. The Wilmington Fire Police, located along the Christina River, has offered us a slip which we can use for the remainder of this year. We have accepted their kind offer and have moved our boat there. Meanwhile, we are looking at two (2) locations along the same river which might prove suitable for a long term stay. One of the locations is called the KALMAR NYCKEL SHIPYARD. And the other is the Wilmington Public Launching Ramp, both locations are on the Christina River. One way or another we will be located somewhere along that river this year and next.

2. I am still awaiting information regarding the 1992 TALL SHIPS CELEBRATION. It is less than a year away and I think we should be hearing about the plans, if any exist and our participation if wanted. We should have profitted from Tall Ships 1986 and recognized that early planning is essential.

3. I have a number of people who have expressed an interest in attending the National Conference in Atlanta. We hope that a C-130 will be made available. Time is flying by and we have less than three (3) months to make our plans and inform our people. Can we find out if a C-130 will be available????

4. It would help tremendously if someone would publish the 1992 dates and locations of NACON (E) - (C) - (W) plus the date of the National Conference. I find it hard to believe that this information (at least the dates) are not available at this time.

#### **GENERAL COMMENTS**

1. The District is strong. A few minor problems here and there but nothing we can't handle. Our one single problem and I suspect it is a universal one, is communication i.e. improper information or the lack of proper information. We will keep working on this but I am afraid it will always be with us.

2. I just graduated thirteen (13) people from my ACN Course. The final average grade was 92.6. They must have had a hell of a teacher, at least that is what I keep telling them.

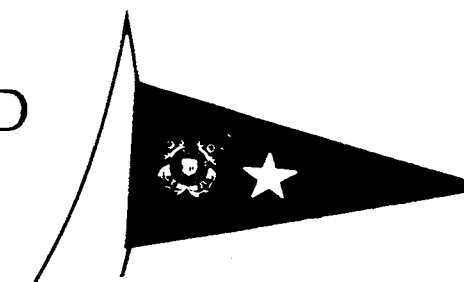
3. Just had a hernia operation last week (19 June). Everything worked out just great, but it has slowed me down a little. My biggest problem is getting past my wife in order to do what I want to do. This too in time will pass.

Well this concludes my report. Hope it meets with your approval. Have a nice day.

DCO Eugene M. Pester

## **UNITED STATES COAST GUARD AUXILIARY**

FIFTH COAST GUARD DISTRICT (NR)



**OFFICE OF THE  
DISTRICT COMMODORE**

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

16751.1

17 November, 1991

From: District Commodore, (5NR)

To: National Commodore, Stanley Y. Kennedy

Subject: **3RD QUARTER DCO REPORT - FIFTH DISTRICT. (NR)**

The continuing saga of the fifth District (NR) happenings are hereby submitted. Sorry my report is late. I will attempt to be more prompt in the future.

Listed below are some of the District activities that happened during the third quarter, 1991:

1. We had a most successful July District conference. Combined the meeting with a District picnic. Our July conferences have not been too well attended in the past and this year was no exception. Our people are actively engaged in Patrols, Vessel Examinations, as well as other Auxiliary activities. Vacation time also is a contributing factor. Our members would much prefer being about Auxiliary outside activities than attending a District conference. I totally concur and since this is their wishes, we have decided not to have a July, 92 weekend conference. We will, instead, have a one day District Board meeting which will be held at Group Philadelphia.

2. My VCO and I, along with our wives visited with our friends and neighbors of the Fifth Southern District at their District Board meeting in July. We found the meeting to be very interesting, informative, and helpful. It would be nice if they would reciprocate some time. It has been a long time since they have joined us at one of our conferences.

3. Tried a cornerstone project in the form of a District fishing trip in August - mildly successful.

4. VCO Harry David and I attended a T.Q.M. training session in Baltimore, MD. in August. We have formed our TQM team and have tasked them with three (3) very hot projects, i.e. SARDET- BOWERS BEACH, THE DISTRICT AWARDS PROGRAM, AND THE DISTRICT TOP-PROP COMPETITION. They have met, formed Quality Action Teams, and are well on their way to a resolution of the problems.

5. Had good attendance at NACON -Atlanta. Could have had many more interested Auxiliaries



in attendance had a C-130 been made available. I hope we rethink our National policy regarding these flights. Our members look forward to attending EANCON and NACON but in many cases the cost of transportation makes the trip prohibitive. We have a list of FREQUENT FLYERS on stand by should future flights be made available.

6. We conducted a District Instructor Training school in September. It was well attended and well received by the students. The class was held over the weekend and we invited the BLA officers from Delaware to attend and participate as class members. They accepted and were impressed with the course curriculum and the effectiveness of the instructors. They were so impressed that they requested us to put on the class for their instructors in the State of Delaware. We informed them that due to time constraints and District activities our instructors were unable to train all of their instructors, however we have agreed to train their trainers. A date and time has been established and this will happen. (Bread cast on waters.) We have scheduled a District I.T. school for 1992 but we are uncertain, at this time, if budgetary constraints will permit us to go ahead. We had planned to invite the BLAs from New Jersey and PA to participate.

7. Had a great September conference. Tried a new idea-a District Hobby Show. Our members supported the activity in typical (5NR) fashion. Had many exhibits, some of which were truly amazing, imaginative, and creative. (See photos in January issue of Topside.) Next year, I am sure, the Hobby Show will be even bigger and better. We were amazed at how much talent we have in the District. Our workshops were well attended. There was also a workshop in OPS held on Sunday.

8. We are in the process of forming a new Division located in the Western Area. It will be known as Division XV. The chartering ceremonies will be held on 8 December, 1991 in Berwick, PA. We are also in the process of forming two (2) new Flotillas-on in Central Area and one in the West. More on this in my 4th Quarter Report.

9. I have attended twelve (12) Division meetings and several Flotilla meetings during the third quarter. Our new Director, CDR Muccilli attended most of these meetings with me. This afforded him the opportunity to meet the folks in the District. He has been well received by our members and this has made the transition go smoothly.

10. Will be replacing some of the District Staff for 1992. Have been most successful in all of the cornerstones this year and expect to perform even better in 1992.

Our year to date results are:

	YTD	NAT. GOAL	OVER/UNDER
MR	3057	2988	(+) 69
MT	2269	2725	(-) 456
PA	5342	5021	(-) 321
VE	26500	30431	(-) 3931
PE	530	635	(-) 105
OP	3974	4759	(-) 785

As you can see, we are somewhat behind our National Goals in some areas, but the year isn't over yet. The one major problem we are facing is in Vessel Examination. I am afraid the "RECREATIONAL BOATERS FEE" has but a crimp on this operation. With all of our activity in Member Training, I am surprised we are behind in that category. We have added a goodly number of AUXOPs and

COXSWAINS this year. We have conducted Watchstanders courses and offered much Boat Crew Training. All of this activity should be reflected in a larger number of M.T. hours but it has not shown up yet. We are still looking into this problem. I feel certain that we will meet our M.T. goal by years end. OPs got off to a somewhat slow start. The problem was addressed in mid summer and we were successful in turning it around. Make no mistake, the depressed economy has had a negative impact on some of our programs. For example, we have observed that some of our business owners, who in previous years, spent their weekends boating, and going on patrol have had to give this up in order to devote more of their time on the weekends to their business. Many never got their boats in the water this year. We had an exercise scheduled (GOOD GUYS VS. BAD GUYS) this summer but this activity was cancelled. One of our most active SARDET boats was laid up for almost the entire boating season. This caused us to curtail some of our BCQ training and some patrols. In spite of adversity, we were able to regroup and indicators tell us we will meet our AMOS goals by year end or at least most of them. (VE is still questionable as of today but we have not given up.)

11. A twenty four foot, 1981 Prowler Trailer has been donated to us by the American Cyanamid Company (assessed value - approximately \$ 3,000.00.) The trailer is in mint condition and we propose to use it at our SARDET station in Delaware, once we obtain the necessary clearance from the Commandant of the C.G. The request has been sent by my Director to the Admiral.

12. We have the usual in-house problems. Nothing of any major consequence and none that can't be resolved. I think one of the largest difficulty is a universal problem and one that has been with us ever since I have been in the Auxiliary and probably before then i.e. getting the people to report their completed activities. They are simply satisfied just to do the work and are not overly concerned about filling out the proper forms. We are going to concentrate on this problem in 1992 by establishing a "SPO-IS" in each of our three (3) Areas. Their job will be to track the Divisions performance in their respective Areas, make analysis by Division/ Flotillas where required in order that weaknesses may be identified early up and enable the DCP and DSO's to move in and take corrective action where necessary. We are developing this program in our District and it will go on line 1 January 1992.

13. This has been a very busy year so far and fourth quarter looks like a bear. Many scheduled Changes of Watch to attend, one new Division chartering ceremonies and two new Flotilla charterings, plus the usual trouble shooting visits as required. I'm not complaining, but I don't know how DCOs can properly handle this job and still earn a living. It is a full time job, seven days a week, but I love it.

WE CAN USE HELP

1. The Recreational Boaters fee is a real downer as was mentioned earlier in my report. It would be of tremendous help if National and/or the Coast Guard could make available to the Districts an insert/ flyer explaining the Coast Guard Auxiliary position in this regard. We are really suffering from bad press or lack of correct information as to the Auxiliary's role in this program. We are not troubled where there is no Coast Guard presence in lakes in Western Penna, but we are being bashed in our VE program along the Atlantic Coast and Bays. We should do a better Job in PA explaining to the boaters that we will not turn them in for not having a R.B. decal in place at the time we make a vessel examination. They just don't believe us or they don't want to take a chance.

2. Our 1992 District budget has been slashed substantially which may have a negative impact on our schools and outreach programs. This is a shame because our members really look forward to

participating in our highly successful training programs.

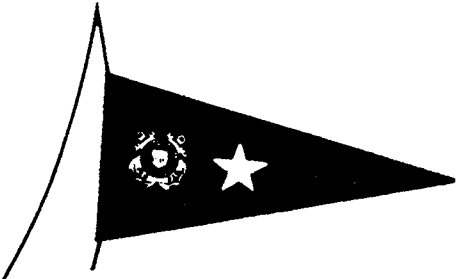
3. We must develop an excellent recruiting program because our future successes will greatly depend on our having new members involved in our various programs. They are out there waiting to be asked to join our great organization. We have been most successful in recruiting new members but we still have a long way to go. We will be concentrating on this in 1992.

In summary, I would say our District is alive and well and doing a good job in all of the programs. We have our minor skirmishes but this goes along with any volunteer organization. I have my moments of frustration as does everyone else when things don't go as well as I think they should. I am sure the other DCOs share the same feeling, but this doesn't make me feel any better when things fail to run smoothly.

I have a great District that performs in an outstanding fashion. I also have a hard working, dedicated VCO who is extremely intelligent and is very supportive of me and our programs. The District Staff, for the most part, are excellent performers, who are most conscientious and dedicated to their job responsibilities. They can be counted on in good times and bad. Any successes we have enjoyed are the direct result of their effort and dedication along with their Chief of Staff, Harry David. No District Commodore, past or present has had a better group of people to work with.

# UNITED STATES COAST GUARD AUXILIARY

FIFTH COAST GUARD DISTRICT (NR)



OFFICE OF THE  
DISTRICT COMMODORE

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

16751.1 6JAN92

From: DCO(5NR)  
To: NACO, Stanley Y. Kennedy

Subject: YEAR END DISTRICT COMMODORE'S REPORT - 1991

1. October pretty much spelled the end of our boating season and the Fall classes began. Some locations reported a lower than normal class enrollment, while others saw a banner enrollment. Hard to figure - no pattern emerged.

2. VCO David and I met with our new District Staff to discuss happenings in 1991 and a general performance review. Thanked them for a great year. Discussed with each DSO and his / her ADSOs our AMOS results this year to date. The discussion centered around their particular area of responsibility. Discussed strengths and weaknesses as we perceived them. The discussion was conducted in a warm and friendly way and they appreciated our having a frank discussion with them on an individual basis. We particularly stressed what we all could do to improve on 1991 results. I feel the performance review was very successful. I expect to see an improvement in 1992. Our 1991 results were just great but we all agree that they can be improved upon and we know how to make the necessary improvements. Some of our District Staff members were new in 1991 but they are experienced and are looking forward to a banner 1992. Their ideas and suggestions were excellent. They are upbeat and anxious to get started. We have added a few new faces to our District Staff which will only help to strengthen our 1992 programs.

3. In November, Our Director, Vice Commodore and I visited with the head of the PA Fish Commission and his staff to discuss ways and means we could help each other. A very profitable meeting and one I intend to continue this year, i.e., schedule regular meetings with them. We are most fortunate in having an excellent working relationship with them. They are extremely supportive of us and our programs.

4. Met with the RCOs to discuss the game plan for 1992. We had and have an excellent EXCOM - couldn't be better if I had picked them myself. We disagree at times but that is healthy and the way it should be.

## COAST GUARD MUTUAL ASSISTANCE

### WHAT IS IT?

The Mutual Assistance program is Coast Guard people helping one another when they need it the most. Coast Guard Active Duty members, retirees, Reservists, Auxiliarists and Civilians are all eligible for financial assistance from CGMA. Coast Guard Mutual Assistance is an independent non-profit organization. Your tax deductible contributions provide charitable assistance, and assistance for education, housing or adoption.

### WHAT ARE THE BENEFITS?

Coast Guard Mutual Assistance provides assistance under the following programs:

#### Emergency Loan Program

- Basic maintenance loans to members who suffer sudden financial or personal loss
- Members stranded while traveling during a transfer or return from leave
- Transportation at a time of illness
- Travel Assistance for family members at a time of illness
- Temporary income supplements when pay checks are lost, stolen or delayed

#### Admiral Roland Student Loan Program

Loans for undergraduate or post-graduate education are available through a private, non-profit agency. Funds may also be used for vocational or professional instruction.

#### Housing Assistance Program

When no other home is owned, loans of up to \$5,000 are available to help pay closing costs if a need exists. Loans of up to \$2,500 are available to renters to help pay security deposits, based on need.

### Adoption Assistance Program

Provides loans up to \$5,000 to active duty personnel to offset the high cost of adoption. Without this program, some members might be precluded from fulfilling their dreams of having a family. This program helps both the members and the adopted children.

### General Assistance Program

- Funeral expenses
- Extraordinary medical or dental expenses
- Household goods loan
- Vocational/Technical Training
- Debt consolidation loan
- Financial counseling

### WHO BENEFITS?

#### Active Duty Personnel

- Emergency Loan Program
- Admiral Roland Student Loan Program
- Housing Assistance Program
- General Assistance Program
- Adoption Assistance Program

#### Commissioned Officers of the Public Health Service Serving with the Coast Guard

- Emergency Loan Program
- Admiral Roland Student Loan Program
- General Assistance Program

#### Retired Military Personnel

- Emergency Loan Program
- Admiral Roland Student Loan Program
- General Assistance Program
- Housing Assistance Program

### Dependents of the Above

- Emergency Loan Program (under certain circumstances)
- Admiral Roland Student Loan Program
- General Assistance (under certain circumstances)

### Members of the Coast Guard Reserve, Civilian Employees of the Coast Guard, and Active Members of the Coast Guard Auxiliary.

- Emergency Loan Program
- Admiral Roland Student Loan Program

### WHY SHOULD I CONTRIBUTE?

We're a proud service made up of the best men and women in the world. And when one of our shipmates is in need, it's our job to help him or her.

Your TAX DEDUCTABLE gift can be given to your unit's Mutual Assistance representative or sent directly to the Board of Control. An allotment for Active Duty personnel is perhaps the easiest way to contribute.

Please search your heart this year and give as a family member, helping your Coast Guard family.

### HOW MUCH SHOULD I CONTRIBUTE?

Only you know. Contributions may be made by:  
• cash • check • monthly allotment (minimum of \$1 for at least three months.)

\* Allotments do not stop automatically. You must submit a stop request on form CG-4222

5. Chartered a new flotilla in Division XI. They had an excellent chartering ceremony. I feel this group will do well in 1992.

6. Attended the NARCO-(E) DCO meeting in Baltimore. It was an excellent meeting with much useful dialog. Good exchange of ideas, problem discussion. Well run meeting, but our NARCO is known for that.

7. Attended two (2) Division Changes of Watch in December. Prelude to the January to April rubber chicken circuit.

8. December saw the chartering of a new Division in the Western Area. This happening should cause a few new Flotillas in that area in the not too distant future.

9. Our Director along with the VCO have been visiting the various Divisions. Have just about covered them all with him. He is a joy and pleasure to work with (What else can I say when he will see a copy of this report.)

10. In summary, we have had a very good year. Offered IT and VE schools to our members. A most productive E.O.C. was held and was very well attended. Had Chart Correction Parties, ATON school, Watchstanders courses, made effective use of our Mobile Unit Training group to take MT to the length and breadth of the District. Held our first Art and Craft show. Very well received by the members and will continue in 1992. Contributed in excess of \$6,00.00 to the Coast Guard Mutual Assistance Fund. T.Q.M. team has been formed and has started work on several key District projects. Our SARDET's continued to function in an admirable way. Much Boat Crew training went on at all stations. As a matter of fact, our people get very upset whenever there is a meeting called during the summer. They want to be about the patrol and VE work. As a result we have cancelled our normal summer conference as we have known it and plan on having just a District Board meeting in July. - A one day session.

11. It has been an excellent year, no major problems. Some downs, but they were few and far between and were of the nature that could be taken care of in-house.

I have enjoyed the Job of DCO immensely, and am looking forward to an even bigger and better 1992.

**WATCH OUR SMOKE**

## UNITED STATES COAST GUARD AUXILIARY

FIFTH COAST GUARD DISTRICT (NR)

16751.1

31 March, 1992

From: District Commodore

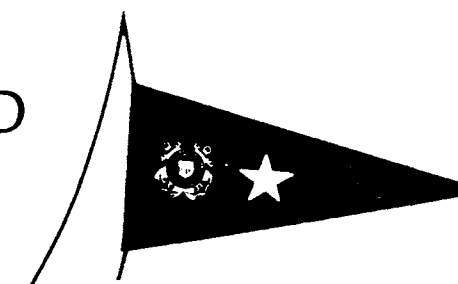
To: NACO, Stanley Y. Kennedy

Subject: FIFTH COAST GUARD DISTRICT, NORTHERN REGION,  
FIRST QUARTER 1992 DCO QUARTERLY REPORT.

**OFFICE OF THE  
DISTRICT COMMODORE**

**EUGENE M. PESTER JR.**

512 Feaster Avenue  
Feasterville, PA 19053  
(215) 357-2362



1. WE ARE, ONCE AGAIN, PUSHING THE C.G. MUTUAL ASSISTANCE FUND DRIVE. TO DATE WE HAVE IN EXCESS OF \$ 3,000.00 DONATED AND MORE COMING. WE WILL BE PRESENTING A CHECK TO ADMIRAL LELAND AT OUR APRIL DIST. CONFERENCE. THE CHECK WILL BE PRESENTED BY THE DIV. CAPT. WHOSE DIVISION HAS MADE THE LARGEST CONTRIBUTION.

2. WE HAVE BEEN CONDUCTING MANY SCHOOLS IN THE DISTRICT I.E. - IT, VE, ATON, BCQ, CHART UPDATING, AND MANY MORE. THE COURSES HAVE BEEN WELL RECEIVED AND WELL ATTENDED.

3. ELEVEN OUT OF 14 DIVISIONS AND 56 OUT OF 92 FLOTILLAS ATTAINED ONE OR MORE OF THEIR DISTRICT AMOS GOALS FOR 1991 AND FOUR DIVISIONS MET ALL OF THEIR GOALS. NATIONALLY, WE MET ALL BUT TWO OF OUR GOALS. THOSE MISSED WERE MR AND PE. AND THEY WERE MISSED BY A VERY SMALL AMOUNT. OUR 1991 TOTAL RESULTS WERE BETTER THAN THOSE OBTAINED IN 1990 BUT OF COURSE WE WERE TASKED HIGHER IN 1991, COUPLED WITH A DEPRESSED ECONOMY, AND DESERT STORM WHICH, INCIDENTALLY CONTRARY TO THE RUMOR MONGERS, I DIDN'T CAUSE. THE OLD GAP SYSTEM - ONE WONDERS WHEN, IF EVER, WE WILL GET ON THE AMOS SYSTEM - NATIONALLY.

WE WILL MEET ALL OF OUR NATIONAL GOALS IN 1992. WE HAVE INSTITUTED SOME NEW CHECKS AND BALANCES WHICH I AM CONFIDENT WILL ENSURE THIS HAPPENING.

ALL OF OUR DISTRICT 1992 AMOS DIVISION WORKSHEETS HAVE BEEN RETURNED TO THE DIST PLANNING GROUP AND WE WILL BE MEETING AFTER EANCON TO BALANCE THEM OUT.

4. AN IDEA WE ARE TRYING REGARDING PUBLICATIONS REQUIRED ON CERTAIN OPERATION FACILITIES IN OUR DISTRICT IS THIS:

\*\* NAVIGATION RULES INTERNATIONAL - INLAND (\$8.00)

\*\* LIGHT LIST - VOLUME II - ATLANTIC COAST (\$22.00)



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\*\* U.S. COAST PILOT NO 3 - SANDY HOOK TO CAPE HENRY, VA. (\$16.50)  
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DISTRIBUTION BRANCH (N/CG33}  
RIVERDALE, MD. 20737 - 1199  
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TO EASE THE FINANCIAL BURDEN (\$46.50) FOR OWNERS OF OPERATIONAL FACILITIES WHERE ALL THREE ARE REQUIRED, WE SUGGEST THAT THE FLOTILLA PURCHASE ONE COPY OF LIGHT LIST AND COAST PILOT, THEN REPRODUCE THE APPLICABLE SECTION TO THEIR AREA OF OPERATION AND DISTRIBUTION TO FACILITY OWNERS. JUST A THOUGHT.....

5. WE ARE CHARTERING A NEW FLOTILLA IN APRIL WITH 28 MEMBERS. WE ALSO RECENTLY CHARTERED A NEW FLOTILLA IN READING, PA. AND ONE IN DELAWARE. WE ARE LOOKING INTO THE FEASIBILITY OF STARTING A NEW FLOTILLA IN THE WESTERN AREA.  
GROWTH - EXPANSION - NEW MEMBERS - ETC.

6. WE ARE TRYING A NEW PROGRAM AT OUR APRIL CONFERENCE WHERE WE WILL BE RECOGNIZING OUR 50 YEAR MEMBERS WHO REACH THAT PLATEAU IN 92. WE ARE INVITING THEM TO OUR CONFERENCE - ALL EXPENSE PAID BY THE DISTRICT. THE RESPONSE HAS BEEN MOST GRATIFYING. THEY FEEL THEY HAVE BEEN FORGOTTEN AND VERY MUCH APPRECIATE OUR TAKING THE TIME OUT TO RECOGNIZE THEM. I PLAN ON VISITING THOSE WHO ARE UNABLE TO ATTEND THE CONFERENCE - PRESENT THEM WITH THEIR CERTIFICATE AND SPEND SOME TIME VISITING WITH THEM.

7. WE RECENTLY INVITED THE BLAs FROM DELAWARE TO ATTEND OUR DISTRICT "TRAIN THE TRAINERS" SCHOOL. THEY ACCEPTED OUR INVITATION AND WERE IMPRESSED WITH THE INSTRUCTORS AND THE QUALITY OF THE COURSE CONTENT THAT THEY INVITED US TO BRING THE SCHOOL DOWN TO DELAWARE TO TRAIN THEIR VOLUNTEER INSTRUCTORS. WE AGREED, BROUGHT OUR TRAINING TEAM TO DOVER, DE. AND PUT ON OUR WEEKEND SHOW. THE COURSE WAS VERY FAVORABLY RECEIVED AND IT HELPED TO STRENGTHEN OUR RELATIONSHIP WITH THE DELAWARE BLAs., PLUS IT AFFORDED US AN OPPORTUNITY TO MEET MANY OF THEIR TRAINERS AS WELL AS OTHERS, SHARE EXPERIENCES, AND MUTUAL PROBLEMS. IT WORKED.

8. OUR T.Q.M. TEAMS VERY MUCH ALIVE AND WELL. WE CONDUCTED A "TOP PROP" COMPETITION DURING THE PAST TWO YEARS. IT DID NOT RUN SMOOTHLY. I ASKED THE T.Q.M. TEAM TO LOOK INTO THE PROBLEM AND COME UP WITH A SOLUTION. THEY RECOMMENDED, AFTER CHECKING WITH OUR CUSTOMERS, THAT IT BE RESTRUCTURED. I THINK THEIR RECOMMENDATIONS WILL STRENGTHEN THE PROGRAM AND CAUSE IT TO COME BACK TO LIFE THIS SUMMER.

WE HAVE ALSO TASKED THE T.Q.M. TEAM TO REEVALUATE OUR DISTRICT AWARDS PROGRAM AS IT IS WRITTEN. WE FIND WE ARE GIVING OUT MORE AND MORE AWARDS EACH

YEAR AND THE COST IS BECOMING PROHIBITIVE AND THE CHALLENGE IS NOT AS STRONG AS IT WAS. IT WOULD APPEAR THE DEGREE OF DIFFICULTY SHOULD BE AS STRONG. WE ARE ALSO LOOKING INTO OUR B.C.Q. PROGRAM AND USING THE T.Q.M. CONCEPT TO STRENGTHEN THIS ENDEAVOR.

9. WE TRIED OUR OWN DISTRICT TRADE SHOW FOR THE FIRST TIME THIS YEAR AND IT WENT OVER BIG. WE RECEIVED AND HELPED INCREASE ATTENDANCE AT THE CONFERENCE. I AM TOLD THAT WE HAD THE HIGHEST ATTENDANCE EVER.

10. WE HAVE STOLEN A PAGE FROM OUR FRIENDS IN THE 5TH SOUTHERN AND ARE HAVING A BASIC QUALIFICATION WORKSHOP FOR OUR NEW MEMBERS AT OUR APRIL DISTRICT CONFERENCE. IF THIS IS SUCCESSFUL, AND I AM CERTAIN IT WILL BE, WE PLAN TO TURN THE PROGRAM OVER TO OUR MOBILE UNIT TRAINING TEAMS AND HAVE THEM TAKE THE PROGRAM OUT TO THE AREAS. THE COURSE IS BEING DEVELOPED BY OUR TALENTED DSO-MT AND HER STAFF, IN CONCERT WITH THE DSO-MR. 11. WE ARE MOVING ALONG NICELY WITH OUR TALL SHIP PLANS. 29 BOATS ARE PRESENTLY SIGNED UP AND WE HAVE 107 QUALIFIED MEMBERS READY TO MAN THE SHIPS AND ASSUME OTHER DUTIES AS REQUIRED. C.W.O JOE HARTLINE FROM NEW YORK HAS BEEN MOST HELPFUL IN THIS ENDEAVOR. HE HAS KEPT US INFORMED AND PROVIDED US WITH WHATEVER INFORMATION WE HAVE REQUESTED. A GREAT GUY. OUR PEOPLE ARE EXCITED ABOUT PARTICIPATING IN THIS EVENT, EVEN THOUGH IT WILL BE A SMALLER HAPPENING THAN 1986.

#### PROBLEMS - ANNOYANCES - COMPLAINTS

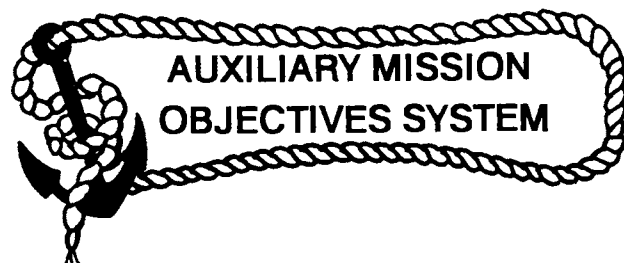
1. MANY COMPLAINTS FROM MY MEMBERS REGARDING THE BLANKET REGISTRATION FEE CHARGED FOR EANCON AND NACON.

I HAD IN EXCESS OF 40 PEOPLE AT EANCON AND COULD HAVE HAD MORE HAD THEY BEEN GIVEN THE OPTION OF SELECTING WHAT THEY WANTED. NOT EVERYONE WANTS TO TAKE A BOAT RIDE, ATTEND A LUNCHEON, (ESPECIALLY THE WIVES, NON-MEMBERS AND THOSE NOT FUNDED). COST IS A FACTOR, ESPECIALLY IN TODAY'S DEPRESSED ECONOMY, AND SOMETHING I THINK SHOULD BE CONSIDERED IF WE ARE REALLY SERIOUS IN HAVING LARGE ATTENDANCE AT THESE AFFAIRS.

2. WE ARE ALL FACING A SERIOUS PROBLEM. NO AUX. INSTRUCTOR PACKAGE AND NO VESSEL EXAMINER STUDENT MATERIAL AT ANSC. WE CALLED THEM AND WAS TOLD THEY DO NOT KNOW WHEN THEY WILL BE AVAILABLE. WE ARE BRINGING IN NEW MEMBERS AND DON'T HAVE THE WHERE WITH ALL TO TRAIN THEM. HELP!

TO SUM UP, OUR DISTRICT IS MOVING ALONG NICELY IN ALL AREAS. I REALLY AM PROUD OF OUR HARD WORKING MEMBERS WHO GIVE OF THEMSELVES SO FREELY TO SUPPORT THE COAST GUARD AND THE BOATING PUBLIC. I HAVE EVERY CONFIDENCE WE WILL DO AN OUTSTANDING JOB IN 1992. WE ARE WELL ON OUR WAY TO THAT END EVEN AS I WRITE.

I AM HAVING A GREAT TIME AND HOPE YOU CAN SAY THE SAME. LOOK FORWARD TO HAVING BOTH YOU AND SUZIE WITH US AT OUR APRIL CONFERENCE IN LANCASTER. PROMISE YOU ONE BIG FINE TIME.



AMOS is the system whereby Auxiliary Units establish annual goals. These goals, which become our mission, are based somewhat on prior performance and the needs of our District. Some goals may be higher than the previous year and some lower. Each Unit has some say in what those goals will be, subject to approval or otherwise of the District Planning Group. The DPG is as fair as they can be, basing goals on a Unit's potential. Each Unit (Flotilla/Division) is expected to challenge themselves in some areas. The goals are now set for 1992.

We should have already begun to track our activity in the four goal areas: Member Resources, Vessel Examinations, Public Education and Operations. But, let's not be bean counters, let's think of the figures as our accomplishments. Our accomplishments are what we do to assist our Units, advance our members and help others who enjoy our Nation's waterways. In short, it is our **PURPOSE IN ACTION**. With pride and integrity, we help all ages—from childhood through adulthood—using our Auxiliary training, talent and spirit of volunteerism. It is that spirit of volunteerism that motivates us to reach out to others and make our Auxiliary programs work.

Each year we strive to reach our goals. The goals in themselves are not as important as what we do and how we work toward them. Our success as a Unit cannot be measured in mere figures, but in camaraderie of fellow members; hands joined to work together; ideas shared, with new ones accepted and tried; growth as an individual and as a team; pride in the satisfaction that we have done the best that we can; and so on.

By growth, we do not think in terms of members only. New members bring fresh ideas, extra hands and youth, which is vital to any organization. But, beyond that, our growth should be a measure of action by each and every one of us. Action in whatever the chosen program area is what brings accomplishment. Laughter is not only "good medicine", it is catching! Put some fun into your effort and watch others want to become part

of your team. Enjoyment of the activity is certain to increase the member participation and contribute to the Unit's growth and accomplishment.

Don't just clasp the hand of the new member and say "welcome"; instead, find his or her interest or talent abilities and draw them into yours... let's not use the work circle; call it a horseshoe". A circle is fine as long as it is complete with everyone inside. A symbol of GOOD LUCK, the horseshoe is better because it leaves an opening for others to enter

Let the members, new and experienced, assist your staff or committees. Can there be a better way to learn? Train them, not only for advanced qualifications and on the docks and waterways, but in the everyday functions of the Unit. Teach them member to officer and staff interaction. Explain how your Unit relates to Division, District and above. Show them how to properly perform administrative tasks. This kind of training can bring continued interest and growth.

We expect our Officers, Elected and Appointed, to be motivators for our Unit's activities. But each member has an obligation to be a motivator, in the classroom, on the docks, in the meetings, or wherever there is an opportunity to talk about the Auxiliary and what the programs can offer.

Participation, friendliness, action, enjoyment, training, growth, motivation. These are some of the best ways that your Unit can meet AMOS head-on for the race through 1992 and, no doubt, you'll be running ahead of him at the conclusion!

Let's give AMOS a new meaning this year...

ALL

MOTIVATED

ORGANIZATIONS

SUCCEED

By Ann M. Herman

IPDCP XIV

U.S. Department  
of Transportation  
**United States  
Coast Guard**



Commander (ba-NR)  
Fifth Coast Guard District

1 Washington Ave.  
Philadelphia, PA  
19147-4393  
(215) 271-4934

1080  
23 January 1992

From: Commander, Fifth Coast Guard District  
To: Distribution

Subj: ANNUAL SPECIFIC DUTY NON-REIMBURSABLE ORDERS

Ref: (a) COMDT (NABx) Ltr 1080 of 90JUN04  
(b) CG Auxiliary Manual, COMDTINST M16790.1C (c) AUXMIS Flotilla Roster, Report K1EE515B  
(d) Fifth District (NR) Auxiliary Policy Manual (e) Fifth District (NR) Auxiliary Telephone Directory

1. In accordance with the authority contained in references (a) and (b), all **BQ/AX** members of the U.S. Coast Guard Auxiliary (5NR) listed on the current edition of reference (c) are authorized to participate in the various Auxiliary programs promulgated by references (b) and (d), to perform the duties of any office to which they are elected or appointed and to perform such other duties as may be necessary in carrying out their responsibilities as an Auxiliarist or an elected or appointed officer during the period 1 January through 31 December 1992.

2. This authorization extends to new programs promulgated by competent Coast Guard authority, to new members upon enrollment by the Director of Auxiliary (5NR), and to members newly elected or appointed to office upon the effective date of election or appointment.

3. A member must attain and maintain any necessary qualification in order to participate in authorized programs. Authorization to participate in Auxiliary programs which require a specific qualification terminates on the effective date of loss of the required qualification. The required qualification must appear on the current edition of reference (c) or, for a newly acquired qualification, in the member's personnel record held by the Director of Auxiliary (5NR).

4. Members and officers must schedule their activities in advance by notifying the appropriate elected or appointed officer of the date, time, and place of the intended activity. Notification can be accomplished verbally or in writing. Written notification includes meeting information contained in reference (e), activities authorized by patrol or travel orders, and other scheduled activities reported in unit newsletters or on the monthly Unit Meeting Report (CG-3615).

5. Failure to properly schedule activities in advance and/or participation in an activity which requires a qualification without the required qualification may result in a loss of benefits or protection otherwise provided by Coast Guard orders.

6. Members are authorized to travel on official business in conjunction with the performance of their duties. Upon completion of their specific duties, they will return to their permanent residence.

7. This authorization is on a non-reimbursable basis. No part of any expense incurred under this authorization will be paid by the Government. If the member does not desire to bear the necessary expense, the member will consider this authorization cancelled.

  
A.C. MUCCILLI  
by direction

DISTRIBUTION: Members of CG Auxiliary (5NR) listed in reference (c)

## Communication Building Erected

Patrolling is an important part of the U.S. Coast Guard Auxiliary's contribution to safe boating. It requires effective communication. In the summer of 1991, members of Division Nine's Flotilla Three (District 5 NR) made a significant contribution to the safety of boating on Pennsylvania's Lake Raystown when they constructed a permanent communication base.

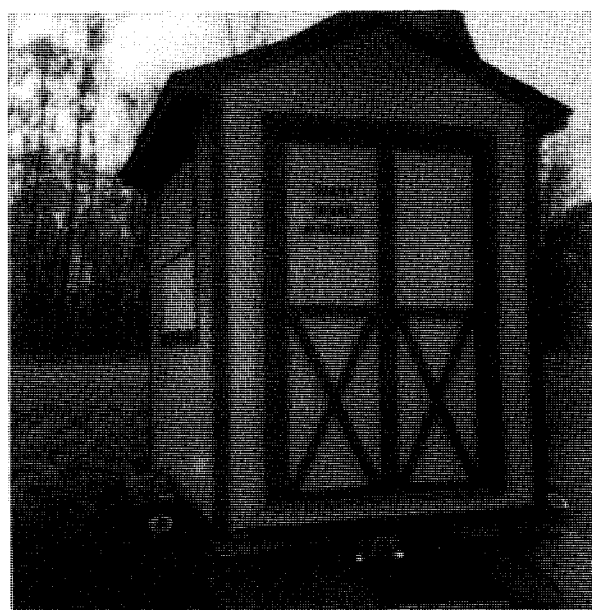
Lake Raystown is the largest man-made body of water in Pennsylvania. Over twenty miles long, the Lake was completed in 1972 by the U.S. Corps of Engineers. The Corps continues the management of the Lake. Safety patrols have been provided by District Nine of the U.S. Coast Guard Auxiliary for over fifteen years.

Coordination of those patrols requires effective radio communication. In the past, relays of messages from land to the patrolling boats frequently were made from a radiophone on a hill,

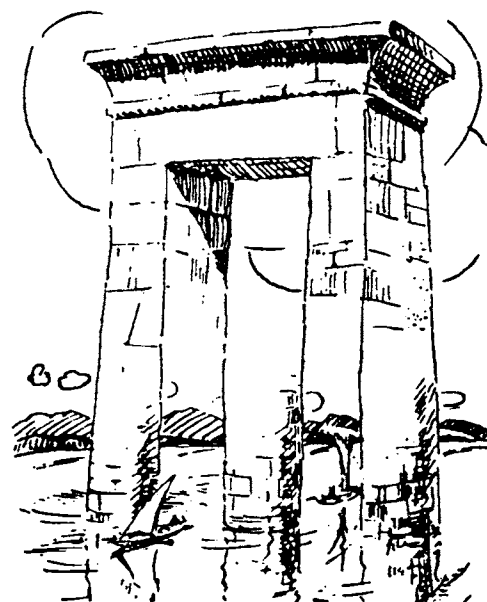
protected only by a table and umbrella. In the summer of 1991, using funds from 9-3's treasury and cooperation of local suppliers, members of 9-3 constructed a building, complete with a fixed, nine-foot antenna, as a permanent communications base. Construction was completed at the end of summer. The unit will be fully operational for the active season this summer.

With the construction of this unit, communications will be more efficient and safe boating enhanced through more effective patrols by members of Division Nine (District 5 NR) of the U.S. Coast Guard Auxiliary. On behalf of the boaters at Lake Raystown, Pennsylvania, we all thank the members of 9-3 who donated their time and energies to this

Robert B. West MD  
FSO-PB  
FI 09-03 (5NR)

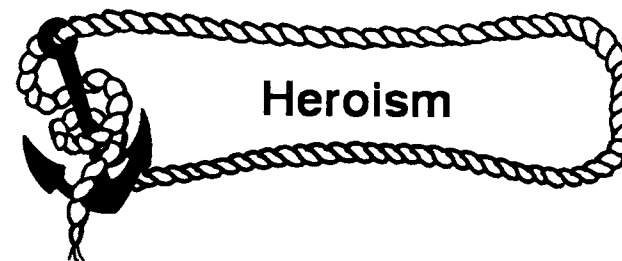


### A TRUE TALE OF THE SALTY SEA .



"Wait 'til our Chort Updating Officer  
hears about THIS one!"

## Heroism



**Montreal, Canada -- May 7, 1992** -- The crew of helicopter CG6008, from Coast Guard Air Station in Elizabeth City, North Carolina are the 1991 Helicopter Heroism Award Winners. Lt. Paul D. Lange, LTJG David R. Morgan, ASM3 Duane R. Jones and AD2 John A. Julian have been selected for their rescue of nine crew members from the sailing vessel, Anne Kristine, on the night of October 28, 1991, during Hurricane Grace.

This prestigious award, co-sponsored by the Aviation/Space Writers Association (AWA) and Textron Lycoming, will be presented at a banquet held during AWA's annual news conference. This year's banquet, held at the Bonaventure Hilton Hotel, Montreal, Canada, marks the 26th anniversary of the award.

This year's winners are being honored for their courageous rescue on October 28, 1991, approximately 300 miles off the coast of Cape Henry, Virginia. Early that evening, at the height of Hurricane Grace, the 95-foot wooden schooner, Anne Kristine, was reported sinking. Forty-foot waves driven by 60-knot winds overcame the crew's ability to control flooding. The Sikorsky HH-60 Jayhawk helicopter was en route within 25 minutes in their attempt to rescue as many survivors as possible. A sister helicopter would launch an hour later and attempt to recover the remaining survivors.

Lt. Lange's on-board navigation system soon indicated the 60-knot crosswind would deplete the helicopter of sufficient fuel to reach the scene and return safely. Refusing to abort the mission, the four crew members located the aircraft carrier USS America, and landed in winds gusting at more than 45 knots. They refueled and flew back into the heart of Hurricane Grace.

Visibility was nearly zero, and extreme turbulence made the cockpit gauges unreliable and radio frequency almost nonexistent. Using night vision goggles, the rescue crew finally located the schooner, rolling in 40-foot high seas, whipped by 60-knot tailwinds. At this point, the position of the back-up rescue helicopter was

unknown and the captain of the Anne Kristine felt the ship could not remain afloat much longer.

Landing aboard the Anne Kristine was impossible, so her first two crew members, one by one, abandoned ship. The Coast Guard's rescue swimmer, Duane Jones, was deployed by sling to help the survivors into the rescue basket. A faster means of recovery was necessary, especially after the second crewman was temporarily separated from the rescue swimmer, who was now fatigued and suffering from exposure. The next few hours were extremely tense. The remaining five men and two women were rescued with basket hoists, unassisted by the rescue swimmer and now desperately fighting against time. One survivor was even knocked out of the basket by a huge wave, but managed to hang onto the basket frame long enough to be pulled into the helicopter. Lt. Lange was without a radar altimeter, and as the ship's captain abandoned the wheel and leapt over the stern, the Anne Kristine broached and was lost from sight. Through the skill, courage and dedication of Lt. Lange and the crew of CG6008, all nine crew members of the Anne Kristine were saved, in a dramatic rescue that took over seven hours.

### Certificates of Recognition

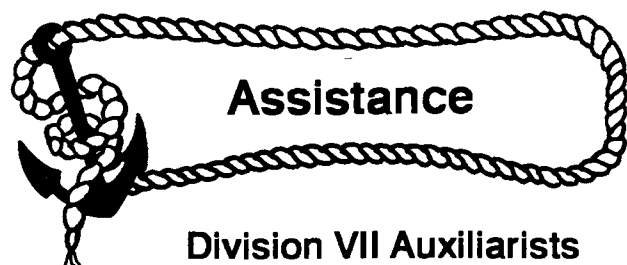
As part of the awards ceremony, this year's Certificates of Recognition were awarded to 1st Lt. Robert Johnston and CW2 Ed Sanderlin of Company C, 1-227th Aviation Regiment, Fort Hood, Texas. They were honored for their daring rescue of two fellow Apache pilots downed by Iraqi ground fire on February 25, 1991 during Operation Desert Storm.

The Aviation/Space Writers Association was founded in 1938 in New York to establish and maintain high standards of quality and veracity in reporting aeronautical information. Members include journalists, industry and military professionals from the United States, Canada and Europe.

Textron Lycoming Turbine Engine Division is a subsidiary of Textron Inc., a multi-industry company with operations in three business categories: Aerospace/Technology, Commercial Products, and Financial and Other Services.

Janet I. Churchill, FI 1-1





## Assistance

### Division VII Auxiliaries Assist the Boating Public

A busy summer boating season combined with weather extremes has provided the Division VII USCG Auxiliary patrols with plenty to do.

In June, 1991, Auxiliary vessel 417 was asked for assistance in locating and rescuing two divers in the weather-roughened waters of Barnegat Bay. The divers were part of a drill team practicing stormy weather rescue techniques in a Nor'Easter when their boat began to take on water. The crew of the 20' open boat being used for the practice session decided to try to return to shore; the two divers remained behind to lighten the load. "417", a 21' Grady-White, under the command of Barney Dial, Auxiliary Coxswain, with crew members Al Essig, John Massaro, and Ray Panfile aboard responded to the request for assistance as did a USCG vessel from Station Barnegat Light. "417", which was much closer, arrived first. They located the two divers, uninjured, about 1/4 mile from where they originally entered the water. Wave heights on the bay were running 4-5 feet by the time "417" had the divers aboard and were headed for shore. The Captain and Crew of "417" are all members of Flotilla 7-11, Berkeley Township.

Flotilla 7-07's Stan Pojnar, Auxiliary Coxswain, has received many recognition awards during his years of patrolling the waters near Beach Haven. His list of cases is long, but three in particular stand out for the 1991 season.

The first, in June, involved a 20' outboard vessel with 4 people on board (including one 87 year old). The engine would not start and the vessel was in danger, surrounded by white water and large breakers off the north tip of Brigantine.

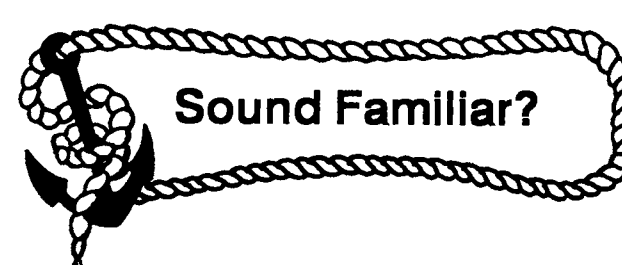
The Atlantic City Coast Guard asked that the vessel anchor and that all people aboard don life jackets; they dispatched a 41' boat. Mr. Pojnar, in command of Auxiliary Vessel "198", was familiar with the area known as "Wreck Inlet" so he offered assistance knowing that the 41' boat would have difficulty with the surf in that area. The Coast Guard accepted his offer of assistance and "198" proceeded to the vessel in danger, passed a tow line and towed the vessel out of the breakers, The 41' Coast Guard boat then relieved "198" of the tow and "198" continued on patrol.

A Sunday Patrol in late July resulted in two more interesting cases. The first involved a 17' rental vessel that lost its outboard engine. The vessel and the three people on board were being banged against the shore line at the end of the pole line near Marshelder Channel. "198" passed a tow line and towed the vessel and passengers back to the rental marina. People on board the vessel told Mr. Pojnar that the engine "just fell off".

A little later that same day, a call was made to Beach Haven Coast Guard stating that a vessel had collided with a bridge piling in Little Sheepshead Creek. "198" was given permission to respond and arrived at the scene to find the vessel against one side of the bank of the creek. Of the two people on board the vessel at the time of collision, one was thrown overboard and picked up by another vessel. The other person, a 78 year old male, was still aboard the vessel, bleeding from the head and face. He was transferred to "198" and appropriate first aid was administered. "198" got underway and asked Beach Haven to have the Tuckerton First Aid Squad meet them at a specific marina. The first aid squad boarded "198" and used a portable stretcher to transfer the patient to the ambulance and take him to a local hospital. A follow-up call to the hospital by Mr. Pojnar revealed that the man was sutured, treated and released.

Crew members who serve aboard "198" are Jean Pojnar, Charles Baumgartner and Edward Davis, all of Flotilla 7-07, Tuckerton.

Merril Allen, SO-PB VII



## Sound Familiar?

### THERE'S ONE ON EVERY RIVER

by Erich Karlson, 15-01, 5(SR)

Why should I take the Coast Guard Auxiliary (CGAUX) Boating Course--heck, with my boat I can go anywhere I want. One Coast Guard Auxiliarist asked me if I knew the Rules of the Road/ safety rules/ or signals. I have my own set of rules--maybe you Coast Guard fellows can learn from them.

Before I untie the ropes from the dock posts I always check the inside of my boat for spilled gasoline. If I see any, I shut the motor off right away. I say, "a few fumes in the basement won't hurt you but loose gasoline--that's bad news."

As far as traveling on open water, that's no trouble at all. Just follow the big red bottles going one way and the green jars on the way back. If I find someone going my way, I just follow him (provided he isn't going too fast.) Once I hit a stone and bent my underwater fan. Ever since then, the boat seems to shake a lot when I try to go fast. I suppose I ought to take the darned thing off this fall and use a hammer and pliers to straighten it. That long rod coming out of the bottom is a bit bent too, but that can't hurt anything. Always something that needs a fix on these fool boats!

As far as horn signals, nothing much to that. Just answer the guy back with the same toot he gives you. Just last summer I was crossing the river in front of this big white boat with those funny stripes going up and down at the front part. He saluted me with his big horn. He blew five short toots, and not being snobbish, I blew five back and

waved. Some guy wearing a white hat and fancy suit stood on that little porch they have. I think he was giving me a friendly greeting. He hollered about how he was guarding the coast...I didn't get the drift.

Something I have noticed about boat people--they're friendly but sometimes not too bright. They take risks. I see two guys standing on the roof of their boat and waving their arms. That river was a bit rough for fooling around, but what else could you expect from people who were also shooting off rockets and flying their flag upside down? What the heck--I waved back real friendly like, and went on down the river.

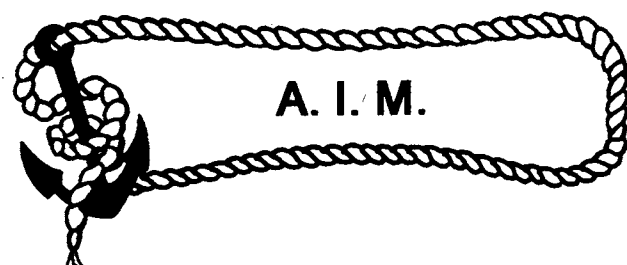
A sailboat was coming at me from the right side but he was so slow I just passed in front of him. He yelled something about "that wasn't the right way." So I turned around and passed in front of him coming the other way. He waved back, real friendly like.

I bought one of those VHF radios you can use to talk to your buddies. I turned it on but there were some drunks talking about Mayday and hollering about how they were sinking. I told them it was July, not May, and they should sober up. Some guy cut in and said he was (that expression again) guarding the coast. (Must have been the one from that white boat.) He told me to get off the channel but I got too close to shore and that's how I bent my underwater fan and rod.

There is never any music or ball games on the fool radio, and it caused me to damage those underwater things. Maybe I'll trade the thing in for a straight fan.

I guess it's plain to see why I don't need to take the CGAUX Boating Course. It would just waste a lot of my time. Besides, if it's so valuable, why would it be free?

Editors Note: Reprinted with permission from  
and thanks to 5(SR) BLINKER.



### A.I.M. (Academy Introduction Mission)

Several of the Career Candidate officers, along with many other interested Auxiliarists have been very busy since the last issue of Topside.

At the time of this writing, seven (7) of our fifteen (15) A.I.M. candidates from 1991 have been offered appointments and will be starting their Coast Guard careers with "swab summer" early in July. This group, plus all the other '91 candidates, need to be followed-up and provided with continued support and encouragement.

What about A.I.M. 1992? Well, you have done it again. We thought we had, and we did have, excellent candidates in the past several years. This year, 1992, has been terrific. Most of the SO-CC 's reported a "bumper crop" of outstanding candidates, and the decision of the ones to go to A.I.M. Week at the Academy was difficult -- most of the candidates were outstanding. The Auxiliarists involved with A.I.M. have been working on this part of the program since September of 1991.

### A.I.M. IS A YEAR 'ROUND PROGRAM!!

On Friday evening and Saturday, 15-16 May, thirty-one (31) 1992 A.I.M. candidates and thirteen (13) Auxiliarists participated in the "A.I.M. Satellite Weekend" at the Coast Guard Training Center, Cape May, New Jersey.

We are grateful to Captain Kenneth Allington, the Commanding Officer of the TRACEN, for the hospitality, cooperation and support we enjoyed from him and his outstanding staff at his shipshape facility. This weekend provides all the people who

attend, a firsthand look at the Coast Guard, people, the mission and facilities. Our liaison officer, LTJG Susan Smithouser, herself an Academy graduate, arranged our busy and interesting itinerary and gave our "AIMers" an understanding about life as a cadet at the Academy. BM2 Jim Enberg was our "Company Commander" on Saturday, and did an outstanding job keeping us "in line" all day. Everyone went home tired, but with a deeper understanding about everything the Coast Guard is and does. A WELL DONE to all involved.

Now, we have to get our 1992 "AIMers" to the Coast Guard Academy for A.I.M. Week, 30 July - 5 August. This also requires a lot of coordination of a number of Auxiliarists so that fifteen (15) of our candidates from 05N can experience, for a week, what life as a cadet is like. The A.I.M. program is an important Auxiliary function in finding the caliber of student required to become a cadet and officer in the Coast Guard.

Get involved with A.I.M. !! It is a great program!!

It's not too early to think about 1993 and the Class of '97-- how 'bout that! Early in fall, we'll be looking for the new crop of qualified, interested juniors in our high schools to become 1993 A.I.M. candidates.

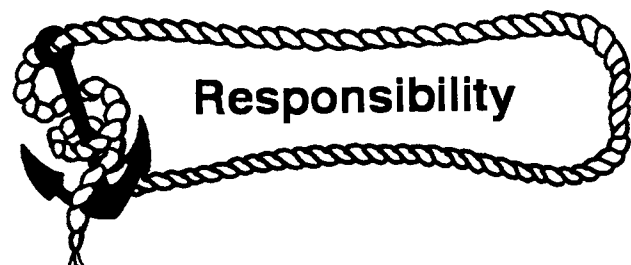
Thank you to all who help make and keep A.I.M. the outstanding program it is.

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

### *A. I. M. Satellite Program, Cape May, New Jersey*



*Will all of these folks be our future Coast Guard Leaders?*



## Responsibility

April 16th was a fine day for fishing. Bob and June Taylor invited another couple to go fishing with them in the Taylor's aluminum outboard boat. The fishing boat was of conventional design with fore and aft facing seats with the two families filling the seats. As the party left the dock and proceeded out into the channel they increased speed and brought the boat up onto plane.

At about the same time a 43 ft. cruiser with twin engines was leaving its dock and was pulling into the channel. This fine vessel, called the GEORGIE GIRL was operated by Capt. George who was totally familiar with the operation of his boat and of the waters being travelled.

At about noon, under clear skies, Capt. George in his 43 footer and Bob Taylor in his small boat spotted each other. Each of the boats was traveling in opposite directions. Neither craft signalled each other and neither changed course. When they passed they were about 35 feet apart. Capt. George was proceeding at about 20 knots and was throwing a large wake. Capt. George knew his boat threw a large wake at this speed.

When the two boats were directly abeam of each other Bob Taylor increased the speed of his boat and turned so as to hit the four foot wake of the GEORGIE GIRL head on. When the Taylor boat hit the wake, Tom Jones, a passenger on the Taylor boat was thrown forward out of his seat and then forced back into his seat. This violent action broke a vertebrae in Tom Jones' back.

As you can imagine a law suit commenced with Tom Jones suing Capt. George for negli-

gence in creating such a large wake. The suit went to the Admiralty Jurisdiction of the U.S. District Court. The court held that the captain of the GEORGIE GIRL was responsible for the damage caused by the wake of his vessel. The court specifically stated that any vessel operator causing injury to others by means of his vessel's wake must be held responsible for failure to appreciate the reasonable effect of her own speed and motion through the water at a particular place and under the particular circumstances in which the injury occurred. The vessels owner or operator is required to take into consideration others who may reasonably be affected and to take ALL reasonable precautions to prevent injuries to others.

Smaller craft have the right to assume that the larger craft are aware of their presence and will observe reasonable precaution. The smaller craft are under no duty to warn a larger vessel of their presence or the danger to them from the approaching larger vessel.

A considerable judgment was entered against Capt. George for Tom Jones' injuries. The court held that the failure of Bob Taylor to slow down or to approach GEORGIE GIRL's wake at proper 45 degree angle did not excuse Capt. George from liability.

**A VESSEL OPERATOR IS RESPONSIBLE FOR DAMAGES CAUSED BY HIS VESSEL EVEN IF THE ACTIONS OF THE INJURED VIOLATE GOOD SEAMANSHIP PROCEDURES. THE FACT THAT THE INJURED PARTY SHOULD HAVE KNOWN BETTER IS NO DEFENSE.**

Reprinted by permission and thanks to Division XIII newsletter *The Intended Track*

## April Conference





# April Conference

Stanley Y. Kennedy  
7113 Elizabeth Drive  
McLean, VA 22101  
H: 703-556-9644



Dear Gene  
I wanted to take this  
opportunity to thank you  
and all the good people of  
the STAR for the many  
courtesies extended to me & Suzie  
at your recent district board  
meeting.

It was a well planned, organized  
and essential meeting. I was  
particularly impressed with your  
TLC new member approach  
please accept my personal well  
done on that score. I also  
detected a positive can do  
approach being taken by your  
district to accomplish their missions  
under you & Harry's leadership.  
Please keep it up and thanks  
again for everything. Stan



## AWARD WINNERS

### Training Aids Award -

- Type I Stanley S. Friedman, 04-03
- Type II Robert L. Turner, 01-09
- Type III Ura P. Shumate, 14-01
- Type IV Charles M. Maltbie, 13-06

### Training Aids Award 1992 Winners

- Type I Ed Hubbs, 01-01
- Type II Aston C. Smith, 10-06
- Type III James T. Emery, 07-04
- Type IV Anthony T. Battalia, 06-09

Courtesy Marine Examination Award - Henry K. Wanner, 14-03

Operations Program Award - Kitty-Jo M. Sprenkle and Terry L. Sprenkle 14-05

Aids to NAV/CU Program Award - Charles Tier, III, 07-10

Support Mission Award - Leo E. Daley, 08-05

Instructor Award - William E. Stumbers, 12-02

Topside Photo Award - John S. Tarbox, 01-03

Assist Award - Richard W. Nice, 03-04

Amos Hope Award - Byron J. Dial, Jr., 07-11

Ed Morton MT Award - William E. Stumbers, 12-02

Flotilla Publication Award - Muriel G. Lewis, 02-76

Division Publication Award - Jay L. David, Division VI

Flotilla Membership Award - Flotilla 04-05

Flotilla Operational Support Award - Flotilla 07-12

Flotilla Aids To Navigation/Chart Updating Award - Flotilla 07-10

Flotilla Operations Award - Flotilla 07-10

Flotilla Marine Courtesy Examination Award - Flotilla 14-03

William Ross McDonald Award - Flotilla 07-11

John R. Massman Memorial Award for Performance - Division VII

John R. Massman Memorial Award for Activity - Division VIII

Past District Commodore's Plaque - Flotilla 14-03

Past District Commodore's Trophy - Flotilla 14-03

**DIRECTOR'S ADMINISTRATIVE AWARD -**

1-1, 1-5, 1-8, 2-4, 2-9, 3-5, 4-2, 4-3, 4-4, 4-5, 7-2, 7-7, 7-10, 7-11, 7-12, 10-4, 10-6, 11-1, 11-6, 12-1, 13-3, 14-1, 14-2, 14-3, 14-4, 14-5, 14-6, AND DIVISION XIV

**FLOTILLA MERITORIOUS ACHIEVEMENT AWARD - FLOTILLA 14-03**

**COXSWAIN:** Herbert E. Hoeger, 07-04  
John A. Locasale, 08-01

**AUXOP:** Alexander M. Lewis, 02-76, POSTHUMOUSLY

Robert L. Layton, 03-04  
Shirley A. Landis, 04-04  
James A. Lafferty, 04-04  
Mark Rosen, 06-06  
Robert R. Albers, 07-02  
Leo E. Daley, 08-05  
Walter c. Spall, 10-02  
Kenton E. Quint, Jr, 10-05  
M. Philip Stamm, 10-06  
William C. Lewullis, 11-03  
John M. Schetky, 14-01

**PA STATE AWARDS**

Top PA Flotilla in 5NR for Water & Kids Program	Flotilla 10-06
Top PA Flotilla in 5NR for Public Education	Flotilla 02-76
Top PA Flotilla in 5NR for Courtesy Marine Examinations	Flotilla 06-03
Top PA Flotilla in 5NR for Operations	Flotilla 14-05
Top PA Division in 5NR for Public Education	Division IV
Top PA Division in 5NR for Courtesy Marine Examinations	Division IV
Top PA Division in 5NR for Operations	Division V
Top PA Division in 5NR	Division XIV
Top PA Flotilla - (includes 2ER,5NR & 9ER)	Flotilla 14-03

**DELAWARE STATE AWARDS**

	<u>DIVISION I</u>	<u>DIVISION XII</u>
Members with most hours as operator/ coxswain-	Paul D. Owens	Robert G. Kepfer
Member with most hours as crewmember-	Carol L. Owens	Harry W. Otto
Member who did most CME's/ Facilities-	Norbert Schneider	Jimmy E. Wisman
Member with most hours on support mission-	Nancy K. Davis	Lionel F. Crossman
Member with most hours as instructor in PE&MT-	Nancy K. Davis	William E. Stumbers
Outstanding Auxiliarists-	Paul D. Owens Jr.	William E. Stumbers

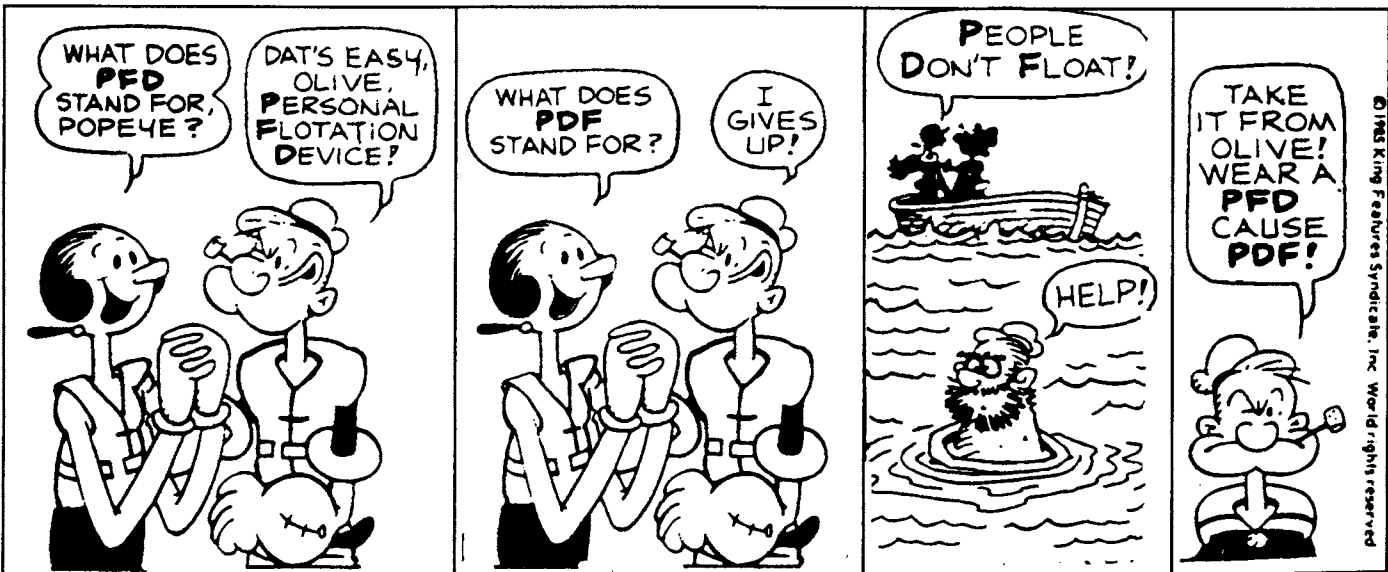
**NEW JERSEY STATE AWARDS**

Flotilla's, by Division in NJ, who had most assists:

Flotilla 03-04 - Millville - 52  
Flotilla 06-05 - Burlington - 24  
Flotilla 07-07 - Mystic Island - 32  
Flotilla 08-03 - Wildwood - 6  
Flotilla 13-10 - Marleton - 18

Flotilla's by Division in NJ, who taught most State Courses:

Flotilla 03-05 - Glassboro - 69  
Flotilla 06-01 - Bordentown - 89  
Flotilla 07-11 - Glen Cove - 775  
Flotilla 08-01 - Ocean City - 301  
Flotilla 13-01 - Gloucester - 131





**Alexander M. Lewis**

March 25, 1918 - December 27, 1991

With the sudden passing last month of our Flotilla Commander and former District Commodore, Al Lewis, the Coast Guard Auxiliary, and especially Flotilla 2-76, has suffered a tremendous loss. No one cared more about the Auxiliary or our Flotilla than Al. No one was a better ambassador for the Auxiliary and all that it stands for. No one was more dedicated, or devoted more time, or strived for higher standards where the Auxiliary was concerned, than Al, working always with Muriel, his constant companion and support. Both Al and Muriel were instrumental in the founding of our Flotilla and, through the years, no one did more to develop 2-76 into the outstanding Flotilla it is today.

Al was a natural leader. He cared a lot about the organization but especially he cared about its people. He cared deeply about people as individuals. It was a special gift that Al had and, because of it, he was quick to make friends. No one was a stranger for long with Al, and people often said that "Al never met a stranger". Everyone he knew, he knew at a personal level and he cared about and shared in each one's accomplishments and disappointments. And he treated everyone alike. His caring knew no rank or station. From Admiral to recruit, from long-time associate to visitor, all were his friends. He would enter a restaurant and greet the waitress with the same enthusiasm as he greeted the owner, and each returned the warmth

and friendship he freely radiated.

Al had many, many friends, but not because he agreed with everyone. Al had strong convictions because he cared so much about excellence in everything, and in fair play. He freely told others what he thought and the reasons he thought so, whether it was a popular position or not. He freely offered advice or suggestions but was even more generous with his praise. People never wondered where Al stood on any issue, and they respected him for his honesty and openness and his willingness to listen as well as to take a stand.

That respect, plus Al's tremendous personal investment in time and effort led him to be elected District Commodore, a position he served with distinction during his term, and then later as Immediate Past Commodore.

Although Al could be characterized by his hard work and dedication to quality and the Auxiliary, he had one more essential trait that made him so special - his cheerfulness and sense of humor. Al had fun doing what he loved to do - making friends and serving others. His "From the Bridge" in earlier LIFELINES were often punctuated with his admonition to "have fun". And as he did in so many ways, in this, too, he set the example.

Al was truly someone who made a difference in the Auxiliary and in our Flotilla, and in the lives of many people. In a nation looking for points of light, Al's life was a beacon that will continue to shine through each of us for many years. He showed us the way. Al's passing has left a void, but, more important, he left us a tremendous legacy in his example of how we should care for one another, and for the organization we have pledged to support. We are all the beneficiaries of that legacy. To us now falls the duty to carry on the work he began. As we hold him in our memories and our hearts, Al's inspiration and example will live through us all.

Richard G. Kauffman, VFC, FI 2-76

## Coast Guard Exchange Cape May, New Jersey

A complete department and grocery store offering a full line of Military uniform clothing and insignia and Coast Guard imprinted merchandise

### Hours of Operation

Monday through Thursday 1000 - 2000  
Friday 0800 - 2000  
Saturday 0745 - 1545  
Sunday 1100 - 1700

Special Orders and Mail Orders  
Please call (609) 884-6940  
Monday through Friday until 1600



## Philadelphia Base Exchange

### Hours

**Monday - Friday 0900 - 1700**

**Saturday 1000 - 1500**  
**Sunday Closed**

**Coast Guard Day is special.  
So is the Sale.**

**U. S. Coast Guard Base  
Philadelphia, PA**

Telephone: (215) 271-4921

## Coast Guard Exchange Cape May, New Jersey

A complete department and grocery store offering a full line of military uniform clothing and insignia and Coast Guard imprinted merchandise.

### Hours of Operation

Monday through Thursday 1000 - 2000

Friday 0800 - 2000

Saturday 0745 - 1545

Sunday 1100 - 1700

**SPECIAL ORDERS AND MAIL ORDERS**

Please call (609) 884-6940

Monday through Friday until 1600

**U. S. Coast Guard Base  
Cape May, NJ**

Telephone: (609) 884-6940

**Do you have a favorite  
Coast Guard exchange?  
Is your favorite exchange  
listed here?**

**If not, take a copy of this  
magazine to the person  
in charge and ask that  
person to send a listing  
to:**

**Topside Exchange listing  
P. O. Box 47753  
Philadelphia, PA 19160**

## Classified Ads

FOR SALE - 23 ft. PennYan cabin cruiser, tunnel drive, fly bridge, with 1983 Chrysler engine, low hours. Operational facility. Good shallow water boat. Well maintained. \$5000. Call 609-693-3234.

FOR SALE - Portable Generator, Yamaha, 1000 watts, neat, compact. Good for boat or RV. \$300. Call 609-693-3234.

Victor M. Krygowski-PDCP-VII  
P.O. Box W  
Waretown, NJ 08758

## DISCOUNT UNIFORM STORE



*For Coast Guard & Auxiliary Personnel*

Open 0900 hrs. to 1100 hrs.  
Every 2nd & 4th Friday of the month

## CASH ONLY

**CALL BEFORE YOU GO  
TO INSURE THEY WILL BE OPEN**

Shirts.....	2.00 to 5.00
Trousers.....	5.00 to 14.00
Skirts.....	9.00
Coats.....	5.00 to 10.00
Raincoat.....	35.00
Covers.....	0.50 to 5.00
Gloves.....	2.00 to 5.00
Chin Strap.....	0.05
Hat band.....	0.25
Cap device.....	1.00
Shoes dress.....	5.00
Boots.....	10.00
Sea bag.....	5.00
Belt.....	0.05
Buckle.....	0.10
Necktie.....	0.25
Socks.....	0.05
Ascot.....	0.75
Female black bow tie.....	0.50
Slip.....	2.00
Handbag.....	5.00
Swimsuit.....	0.10
Gym shirt.....	2.00
Gym short.....	1.00
Towel.....	0.50

**U. S. Coast Guard Base  
Cape May, NJ**

Telephone: (609) 884-6922

## CAPE MAY CLOTHING STORE

### Hours

MONDAY.....0930 1100

1300 1500

TUESDAY.....0900 1100

1300 1500

WEDNESDAY.....0900 1100

1300 1500

THURSDAY.....0900 1100

1300 1500

FRIDAY.....0830 1300

The clothing store normally is closed the first 2 days and the last 2 days of every month. They are also closed the first and last week of every quarter.

The store will open at an agreed to time on Saturdays at the request of Auxiliarists in a group of 15 or more. This can be arranged through the Auxiliary Office or by the group leader. At least one week notice is required.

### CALL BEFORE YOU GO

FTS is authorized and encouraged.

VISA and MASTERCARD accepted for telephone orders when open Monday through Friday.

**U. S. Coast Guard Base  
Cape May, NJ**

Available Telephone numbers are:

FTS: ..... 483-6933

Toll Free: ..... 1-800-874-6841

Commercial: ..... (609) 884-6933

*Do you know these people?*

*Do you know where they are?*



*See photos inside for answers.*

DEPARTMENT OF TRANSPORTATION  
DIRECTOR OF AUXILIARY 5(NR)  
FIFTH COAST GUARD DISTRICT  
1 WASHINGTON AVENUE  
PHILADELPHIA, PA 19147-4393

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DSO-PB 5(NR)

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