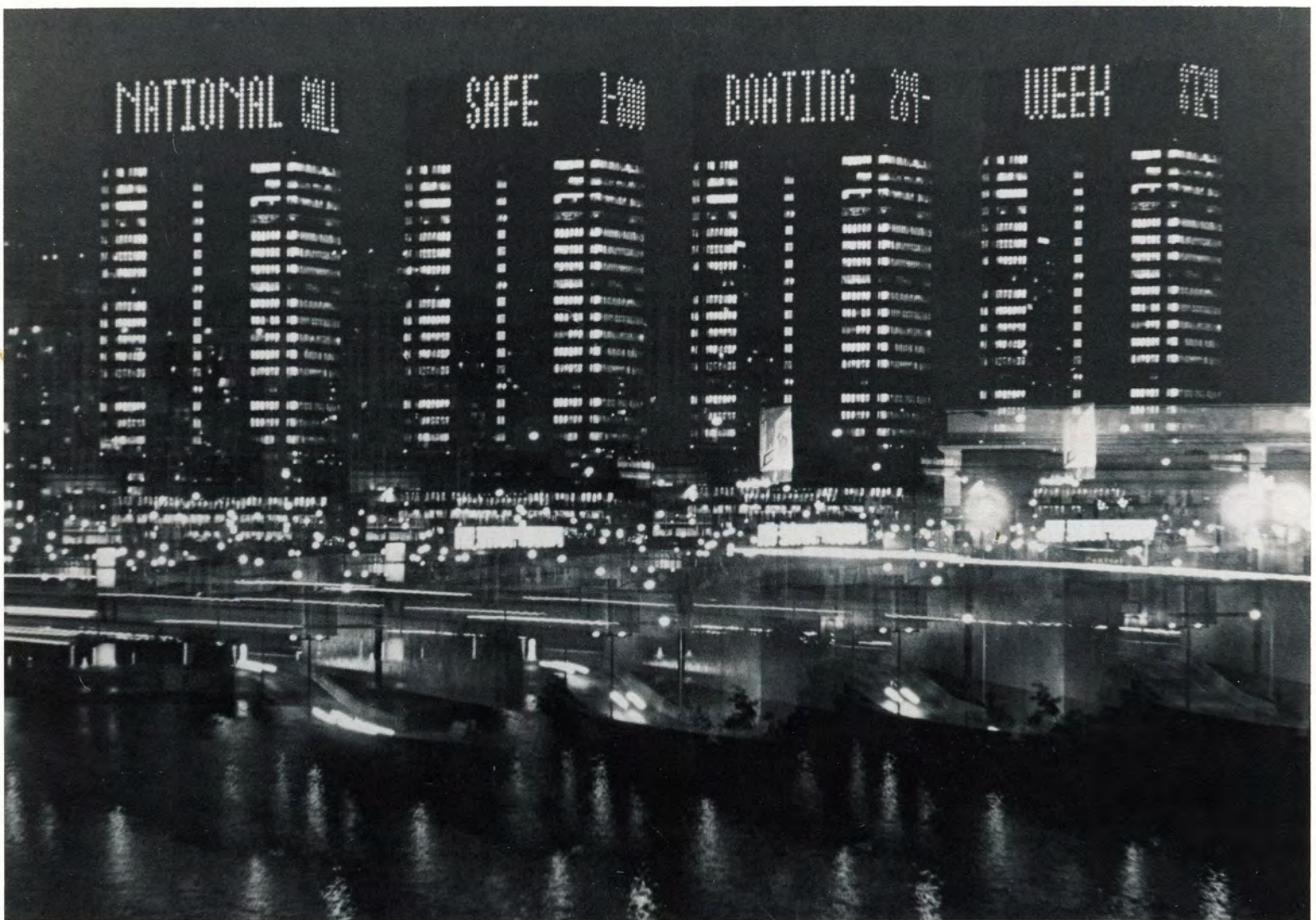


5 NR t pside

Vol. 93, No. 3
Fall 1993



The Crown of lights atop the Philadelphia Electric Company Building proclaiming Safe Boating Week was shown along with our 800 number three separate times during the week for a total time of approximately seventeen hours.

Official Photo by Philadelphia Electric Company

IN THIS ISSUE

Director of Auxiliary.....	3
District Commodore.....	3
District Vice Commodore.....	4
Rear Commodore West.....	5
Rear Commodore Central.....	6
Rear Commodore East.....	6
Immediate Past District Commodore.....	8
Aids to Navigation.....	9
AUXLAM.....	9
Vessel Examination.....	9
CME's.....	10
Banquet Menu.....	10
Career Candidate.....	14
Navigator Notice.....	14
National Safe Boating Week.....	16
Operations.....	18
Member Training.....	19
Editors Corner.....	19
Member Training Questionnaire.....	20
District Store Order Form / Information.....	21

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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.

1993 Deadline and Publication Schedule

	Deadline	Publication
Winter	30 Oct. 1993	10 Dec. 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.



Director of Auxiliary
CDR. Albert C. Muccilli

I hope that you are all enjoying the wonderful weather we have been experiencing. This year has provided much more opportunity to do vessel examinations and get out on the water for patrols and training than 1992 and the District accomplishments reflect that. Keep up the good work.

In the last few months we have experienced an increase in the number of persons whose qualifications in the Boat Crew program have lapsed and those qualifications have been removed. The remainder of this article is being written in an attempt to eliminate some of the confusion which exists in the Boat Crew program when it comes time to requalify, recertify or meet currency maintenance requirements.

For NAVRULES, you must complete the requalification by passing the open-book test with a score of 100% within five years of the date you last passed the examination. Note that this is totally independent of any other qualifications you might have. If you fail to pass the test within five years you are no longer eligible for orders as operator or coxswain.

A new term, currency maintenance, has been introduced into the program. This means that certain minimum activity levels and requirements must be satisfied to keep your certification. This must be completed before your fifth anniversary date of certification. It may be started up to two years prior to the required completion date, but once started, must be completed within one year. These requirements are listed in the Auxiliary Boat Crew Qualification Guide applicable to your particular qualification.

If an Auxiliarist fails to complete the currency maintenance requirements within the specified time period the qualification will be withdrawn and the Auxiliarist must become recertified by completing the requirements specified for that particular qualification. As an aside, it is a lot easier to complete the currency maintenance requirements than it is to recertify.

My office attempts to notify all Auxiliarists that their currency maintenance requirements are coming due. For a myriad of reasons we don't always succeed in getting the word to the people in time. However, it is ultimately the responsibility of the individual member to ensure that their currency maintenance requirements are completed on time.

Hopefully, this article will eliminate some of the confusion which exists in the Boat Crew Program and make things easier for all involved in it.

Boat Safe and keep having fun the rest of this summer.

CDR A. C. Muccilli



District Commodore
Edward W. Rearick

ENERGIZING THE STAFF

Believe it or not, it's election time again! From RCO to VFC, they are all up for grabs. Now, that doesn't mean we will see all new faces, what it means is it's time to re-evaluate the individuals you voted in last time and replace the ones who have served their tour. While we try to choose our leaders wisely, I sometimes wonder how much thought and consideration is given to the selection of the staff. We need highly motivated and energized individuals to direct the output of the members.

At the outset let me admit that I find it difficult to locate a **handle** on this subject of Energizing or Motivating. Difficult -not because the possible points of entry to this subject are so few - rather, because there so many! This business of motivation is such a sprawling subject, frustrating when we consider all the generalizations that must be made and all the obscurities that will be left.

Where do we start? How far do we go? Exactly who are we attempting to energize? It seems to me that the greatest area of motivational need exists between the Division and Flotilla staff officers. So let's make this area our particular field of attention.

Speaking of fields, recently I happened to drive by an open field where a group of students from a junior high school class were at work on a miniature rocket project. Each kid had constructed a small solid propellant model rocket such as sold in hobby shops. I joined the group watching as each kid in turn would mount his rocket on the launch pad, attach two clips to the fuel charge igniter in the engine, then string a pair of wires back to the command post. Then, with a switch and a battery, he would fire the engine and away the rocket would go, rising several hundred feet before the chute would deploy and bring it back to earth. As I watched, I suddenly saw a **handle** for this subject.

Let's draw some parallels: Let's consider our division staff officer as the battery in this analogy - the energy cell that sparks the lift off. In firing the rockets, the kids knew that it takes a hot battery to begin with. Without that, nothing would happen. No spark, no ignition, no results.

Assuming that a good individual has been recruited and indoctrinated at the division level - an individual capable of generating a spark - lets look at another parallel. Think of the rocket as the FSOs effort at flotilla level. But the bird won't fly without an engine. That brings up another analogy: Obviously the FSO is the motive power to make the effort soar, but he needs a spark!

There's fuel for the engine - fuel in the form of materials, suggestions and newsletters from the DSO and or National. There are how-to booklets put together with much care by the National Staff. There are VCR tapes, films and much more professional propellant to fire the flotillas' rockets.

The science class aimed their rockets in the right direction, up! Aimed in the wrong direction they would have buried their nose cones in the dirt. Aimed in the wrong direction the flotillas' effort can fizzle out in a low trajectory of wasted efforts and fuel.

Now, some parallels I want to make - and I think they are vital, absolutely necessary!

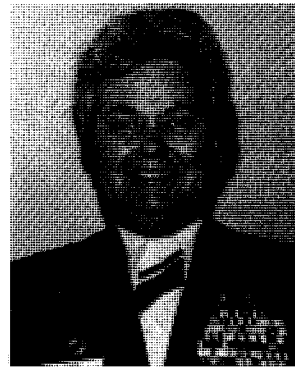
What did the kids run between their rockets and their battery? A wire - a line of communication. A pipeline down which flowed the stuff to make things happen at the other end. I think that is of paramount importance that such a hot line be established - and maintained - between the SOs and the workers out in the field. As soon as a new SO is appointed, they should immediately get that line between themselves and the FSOs - and get it working. Get something on the line! And if a new FSO is appointed, they should be plugged in immediately.

We all tend to think of our job importance in view of the importance it has (or seems to have) in the eyes of our peers. It's damned difficult for anyone to think of themselves as having an important job or serving an important function - if nobody else does. Staff at any level are important people - serving an important function. They are the managers of the organization - and they should be impressed with the importance of their mission. You know and I know that without a vigorous sustained program, we are like a ship that is dead in the water. We're afloat - with rust and barnacles slowly taking over.

One last thing: I know that science teacher had gained full approval of the land owner in whose field the kids were firing their rockets. Similarly, the staff officer, at any level, needs the full, active support of their boss in order for them to do their thing.

Energizing the staff? I wish it were a simple formula, but it isn't! But I say the motivation begins with **selection**. Select individuals with the capability of being charged up - capable of firing a spark. Fan the sparks with feelings of importance and responsibility. Establish a line of communications so that other good individuals can become ignited in a coordinated way. Then watch the rockets fly!

Ed Rearick, DCO



*District Vice Commodore
Nancy K. Davis*

Two heads are better than one; three, better than two. Seek suggestions and ideas from every one of your members.

No matter how intelligent you may be, it is a mistake to ignore the brains and ideas of the members who work with you. One person can't think of everything. And, in many cases, the people who actually handle a job day after day are in a better position to figure out how it might be done more effectively and efficiently. With a little encouragement, they should come up with some excellent ideas.

Most people are stimulated by thinking of how to do something better. It is natural for them to make suggestions. When they don't, it is usually because their leaders really aren't interested. Once a member gets the idea that the leaders don't care one way or another about suggestions--or maybe even resents them--he or she is not going to waste much time or effort trying to think of new ways of doing things.

Leaders are judged not by their - performance, but by the total efforts of the people who work with them. Flotilla Commanders, Division Captains, District Commodores, and even National Commodores who fail to establish a climate in which people are encouraged to think and to present new ideas are not getting all the potential of the members who work with them.

Have you ever noticed that capable leaders usually have able assistants? This is more than a coincidence. Good leaders have capable assistants because they deliberately set out to develop them. They encourage members to use their heads and to share the responsibility for improving their own performance.

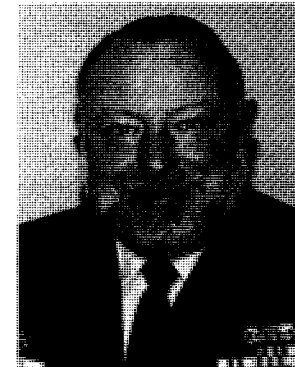
One important way to get more from your members is to ask them for suggestions. Whenever you have a problem, talk it over with the member(s) involved and let them do the thinking.

Most members are flattered to be asked to use their heads, and many are excited by the challenge of coming up with a better way.

To Auxiliary leaders -- take time to think about every suggestion you get. Never give a suggestion the ten-second brush-off, even if you think the idea has little merit. The person who made it may have spent hours, perhaps days, thinking about it. He or she wants at least to know that it was seriously considered, so take a tactful amount of time before answering. You might be surprised to find that the idea, though not practical, may lead you to one that is!

When you must turn down a suggestion--do so gently. Let there be no doubt in the mind of the member who made it that you appreciate the effort required to think of any new idea. Encourage all your people to keep on suggesting, who knows, the next idea you get may be just the one you're looking for.

Nancy K. Davis, VCO



*Rear Commodore West
Clyde E. College*

Depending whether you are an optimist or a pessimist you would say either that the year is three-fourths shot or that there is still twenty-five percent of the year left. Irregardless, there remains much to be done. The bulk of our CMEs have been completed. Most of our patrols are behind us. But there remains a world of opportunity for public education. The fall classes are mostly in progress. In addition to B S & S, consider offering the condensed version, BOATING SAFELY, geared to the "non-traditional boaters, ie, the hunters and fishermen. Far too many of these "non-traditional" boaters have lost their lives while on the water during the past year, mainly because they were not "water-wise."

Many Auxiliarists have a negative attitude toward the BOATING SAFELY course because they feel that the opportunity to gain new members is lost. Think of it as a means of whetting appetites. When students of BOATING SAFELY begin to see how much more there is to know, they will want to join the more in depth courses offered in the spring (or whenever your next offering occurs.) So take a good look at BOATING SAFELY. I think you will like what you see.

While on the subject of public education, here is a reminder. The quality of instruction and presentation is vitally important. While doing a CME recently, when asked if he had ever taken a safe boating course, the boater responded, "half a course." He was eager for the knowledge but related that the instructors constantly contradicted each other and the bickering between the instructors became overwhelmingly unbearable. So get your acts together. You have so very much to offer and you are all good people. Do it right.

One other reminder, if you have disenrollments that need to be done, now is the time to get them in. Make sure you get them submitted and returned in a timely manner or you will be charged for the members for the coming year. Check and double check that you have gotten them back so that the disenrollment has been completed. Hopefully this unpleasant chore will be minimal.

Have a good rest of the year!

Clyde E. College, RCO-W

Tillie The Teller Says . . .

"SAFE boating pays BIG dividends."



SAFE Boating Pays Off!



*Rear Commodore Central
M. Philip Stamm*

A FINAL REPORT

This will be my final article for TOPSIDE as Rear Commodore Central. I have no intention to try for any position up the line. We now have a van and expect to see the USA in our Chevrolet. It has been many years since we have been able to just pick up and go. If I am asked to serve in an appointed position of course I will.

Don't misunderstand me, I have enjoyed every hour that I have spent working at the flotilla and division levels and most of all I have enjoyed being a member of EXCOM. Your elected and appointed Auxiliary leaders are the best. They are well trained and know how to handle the many problems that are sure to show up. I will miss the regular calls from the DCO, or others on EXCOM - "What should we do about this or that?" - "Have you contacted so and so yet about the problem we spoke about last night?" This at eight in the morning. Gee, I just got up.

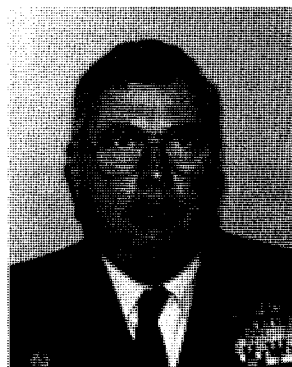
Looking back over the last two years, time has flown by and we have seen many changes as the country tries to rebound from a recession. Money tight, husband and wives both working, who has time to be in the Auxiliary? A lot of people do. They take our courses and join to try and make the waters safe for other boaters. It has been interesting to see the change in the size of the boats, the uniforms, the rules and regulations, the reduction in the fatalities (we can be proud of this), and the new ways that we are now assisting the United States Coast Guard.

Our Commandant, ADM J. William Kime in his State of the Coast Guard 1993 speech said, "They (The Auxiliary) bring a value added to the Coast Guard after the expenses that are associated with the Coast Guard budget with operating the auxiliary, a value added of 42 million dollars a year." You know that isn't half bad! I feel sure that we can still increase that figure as time goes on.

It has been a pleasure to have served with you in the past few years and I hope to be able to continue in the years to come.

SAFE BOATING AND SMOOTH SAILING

M. Philip Stamm, RCO-C



*Rear Commodore East
L. Daniel Maxim*

MEANINGFUL DIVISION STAFF OFFICER REPORTS

Staff officers at all levels frequently complain about a lack of reporting. This is particularly true at the division level. An SO will frequently note at a monthly division meeting that FSOs from various flotillas have "failed to provide required reports." This is usually a prelude to words to the effect that "I can't do my job if other don't do theirs." In response the Division Captain will dutifully ask the Flotilla Commanders to see to it that these reporting deficiencies are remedied and the matter is apparently dropped--until the next meeting when the same thing occurs. In the meantime the SO, in trying to make the best of things, reports the achievements of those flotillas that have responded. Although this may seem reasonable, the lack of reporting from some flotillas seriously undermines the utility of the SO's report-- particularly if quantitative data are being reported. Even if this problem is corrected in a month or two--and some are never corrected--the Auxiliary loses out because valuable and time-critical information is lost. Sound familiar?

The reporting problem is easier to describe than to solve. But here are eight suggestions that might help:

-First, the SO should make sure that the FSOs are aware of their reporting obligations. Having an "FSO workshop" early in the year enables the SO to meet his/her counterparts in the flotilla and identify the key information needs to be met in monthly reports. At this meeting, the SO can explain the relevance of any information requested and solicit input from the FSOs on the content and format of their monthly reports. Remember that many FSOs are relatively new to their job (even if they have been in the Auxiliary for some years) and they need your guidance.

-Second, it is important to remember that different people have different styles of communication. Writing comes easy to some, while others may find it easier and more efficient to telephone the SO with the information. In the end, we are more interested in substance than style, so the SO is advised to make reporting as easy as possible.

-Third, the SO should ensure that the information required is truly useful, and not merely a statistical duplicate of

information already available in the periodic "one page" management summaries. For example, it is generally unnecessary for an SO-OP to request information on the number of patrols run by each flotilla. This information is routinely made available on the one page reports, and can be obtained from the various Flotilla Commanders and/or Division Captains. What is much more important is to place this statistical information in context as in "We appear to be on track to make our patrols goal, but we need more operational support missions." Asking for meaningless or redundant data is a sure way to irritate those obligated to provide same.

-Fourth, SOs should follow up personally when reports are not forthcoming. Don't merely complain at a division meeting--instead telephone the FSOs (prior to the meeting) and ask for the required information. "Bill (or John or Mary or ...), I didn't get your report for the month and the division is meeting next week, let's take a few minutes and review developments so that my report is as complete as possible." A telephone contact not only serves as a memory jogger, but also helps to maintain a personal relationship and reaffirms the importance of the information requested. It also enables you to get some idea why the report was not sent in the first place.

-Fifth, the SO should realize that information has to be passed both ways. Thus the SO can pass on important information from District and Division meetings to the various flotillas. Although the Flotilla Commander is supposed to provide a brief summary of the division meeting, he/she may not have the time/expertise/interest to report back everything said about your program. An SO who takes the trouble to inform his/her FSOs directly is much more likely to get meaningful reports in return.

-Sixth, the SO should try to visit the FSOs--either by going to flotilla meetings or by inviting the FSOs to come to selected division meetings. A brief meeting with the FSOs prior to or after the formal division meeting can be very useful. If one or another flotilla is doing something particularly outstanding, the SO should consider having the FSO make a brief presentation during the division meeting. Remember also that positive reinforcement is likely to be more effective than negative. Taking the time to praise those who do provide timely and accurate information is likely to pay dividends.

-Seventh, on the principle that you catch more flies with honey than vinegar, an SO who discretely mentions to the Flotilla Commander that they are having difficulty getting information after repeated inquiries is likely to be more successful than if he/she publicly complains about missing reports from Flotilla-x. Remember that the objective is to change behavior (i.e. to get reports in the future) and not to "punish to guilty."

-Finally, don't focus on any perceived lack of information to the detriment of your main purpose to inform the division on relevant developments in your program area. For example, last year one SO spent so much time and energy berating those in attendance at a division meeting--none of whom were respon-

sible for the missing reports--that he/she failed to mention that the division had met its AMOS goal for the program!

Above all, remember that everyone is busy, and that a little reminder before the fact is likely to be much more effective than complaints after the fact. Ultimately, the SO has to "make it worthwhile" for the FSO to provide reports. That is, the FSO should understand that providing key information is essential to the efficient management of the Auxiliary and realize that reporting is a two-way street; the FSO should get information in exchange for that provided.

Well, I have to finish this quickly so that I can write my report for the District Meeting. Nancy Davis sent me a little note to remind me of the deadline!

L. Daniel Maxim, RCO-E

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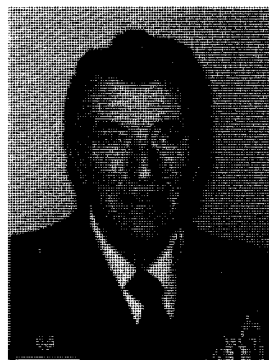
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*Immediate Past
District Commodore
Eugene M. Pester, Jr.*

In the operating room of a large hospital, a young nurse had her first day of full responsibility. "You've removed 11 sponges, doctor," she said to the surgeon. "we used 12."

"I've removed them all," the doctor declared. "we'll close the incision now."

"No," the nurse objected, "We used 12 sponges."

"I'll take the responsibility," the surgeon said grimly "Suture."

"You can't do that," blazed the nurse. "Think of the patient."

The doctor smiled, then showed the nurse the twelfth sponge. "You'll do," he said. He had been testing her for integrity - and she passed, she had it.

This story illustrates a key component of integrity, ie, having the courage of your convictions - doing what you believe is right and not fearing to speak out. Such actions are sorely needed in the world today, and especially in our proud organization, there looking good and garnering favorable publicity predominates.

Those who have integrity in large measure have discovered something that the rest of the world must learn : this desirable quality, which many look upon as a mixture of sacrifice, struggle, and disadvantageous decision making, actually makes life easier, more joyful, and more powerful.

What is integrity? Many things, really. Integrity has many synonyms, but no one is sufficient : TRUSTWORTHINESS, LOYALTY, VIRTUE, SINCERITY, CANDOR, UPRIGHTNESS, HONESTY. It is also the avoidance of deception and expediency.

It is being the same person to everyone, maintaining values steadfastly, and focusing on what you believe is right.

Who has integrity? The immediate answer is those who demonstrate it, and those who keep making the choice; is not something to be mastered and put on the shelf. It is an active, living virtue which must be displayed again and again in order to remain intact. It can't be stored up, although certainly its practice increases the likelihood of its recurrence.

No one lives a life of complete integrity, yet there are individuals among us in whom we recognize it. You know of

such people in your own Flotilla and Division. People in whom you could place your complete trust and people who have earned your respect.

A lifetime of integrity can be lost in a flash. The tension of the moment or a focus on material rewards can leave the concept of integrity on shaky ground. It has been said that there are fewer and fewer penalties for not having integrity. Perhaps this is the heart of the matter.

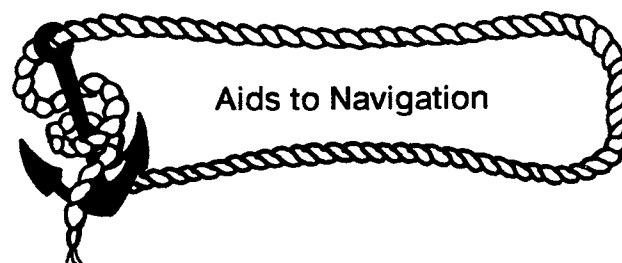
A life of integrity is an ideal to aim for, but there will always be lapses. Improving upon our integrity means pursuing the truth where ever and when ever we find it, **STANDING OUR GROUND EVEN IF NO ONE ELSE FOLLOWS. IT MEANS NOT ACCEPTING THE STATUS QUO, AVOIDING THE SMALL LIE, NOT REPEATING THE "UNSUBSTANTIATED RUMOR."** Thinking about integrity, studying the lessons of history, and simply deciding to improve upon your own - **ALL HELP. IMPROVING UPON INTEGRITY MEANS MAKING THE CALL WE HAVE BEEN AVOIDING.** It further means associating with others who have it. Those who display integrity often inspire trust, respect, and peace of mind in others.

Each of us in the Auxiliary has hundreds of decisions to make each year in which the issue of integrity will arise - Courtesy Marine Examinations, facility Inspections, Public Affairs reporting, Member Training hours, and much more. I am not suggesting for one minute that a lark of integrity runs rampant in the Fifth Northern. Quite the contrary, most of our members, accurately report their Auxiliary activities, but unfortunately there are always a few who try to beat the system by inflating their activity reports in order to meet some kind of a goal, be it AMOS or the desire to be number one, or what ever. It behooves all of us to ensure that integrity is a living, breathing part of our Auxiliary life at all levels. Inflating the number of CMEs performed, compromising the Specialty Course examination, etc, does a tremendous disservice to all members of the Auxiliary and it should be stamped out when ever it is detected.

Integrity calls on all of us to stand and have our voices heard when ever and where ever it is needed. All too often we are anxious to keep our own council and not voice our opinions when a controversial subject is raised at the flotilla, Division, and District level. Stand and let your voice be heard when you agree or disagree with a subject being discussed. This is your organization and you have a right, nay you have a duty to let your opinions be known.

What happens when a group of Auxiliarists act with integrity? The rallying effect is magnificent. This sort of action can cause good things to happen and our District is strengthened because of it. Think about it, especially you elected leaders in this great organization called the United States Coast Guard Auxiliary.

Gene Pester, IPDCO

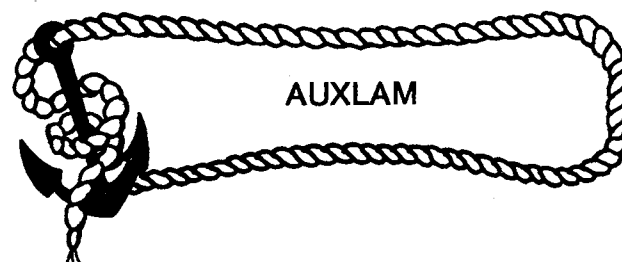


Submission of ATON/CU reports are beginning to increase as our season gets underway. As always the reports seem to come from the same few individuals, Flotilla's and Division's. Starting with 1993 this is a problem! Remember that according to the new NOAA rule; a Flotilla that does NOT submit a valid NOAA form 77-5 within the prior two years, will not receive it's four free charts or Coastal Pilots. Thus far, in 1993, only TWO Flotillas have qualified. (Flotilla 03-03 and 04-02)

Since there still seems to be some confusion, I would like to repeat the new NOAA policy concerning Publications NOAA will no longer supply us with FREE, Tide Tables, Current Table, Light Lists, or Coastal Pilots. This is creating a problem for many of our facilities since this was their only source for these materials and they are required to be "on board " as an operational facility. My only suggestion, other than spending money to personally buy these publications, is to POOL the resources of the Flotilla, Division or District to purchase one set of these publications and copy the necessary sheets for the facilities.

Remember, ALL copies of the Coast Guard form 5474 and the NOAA form 77-5 are sent to the DSO-AN when these reports are submitted. Make ALL safety patrols "multi-mission" and keep your eyes open for ATON/CU activity. Encourage your FSO-AN officer to lead the way and qualify your Flotilla for the FREE charts. You only have until the end of **October 1993** to qualify. Keep up the good work and have a great boating season.

Andrew D. Ritzie, DSO-AN



Auxiliary Leadership & Management

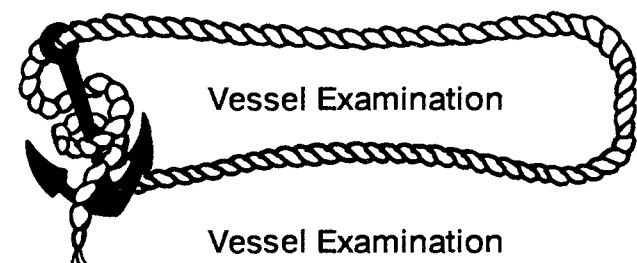
The AUXLAM program has been on hold during the boating season when we have so many other activities on the "front burner". By the time you are reading this it will be time to recognize that on the water activities are slowing down and it's time to pick up some of our other activities. One of which is Auxiliary Leadership and Management training.

Yes, it is a member training activity. It does have a benefit of sharpening and/or refreshing our leadership and management skills, both for the Auxiliary and for the benefit of the individual member. You know what else? It's probably a part of your Flotilla's AMOS goal.

This one day session has been complemented by members who have attended as being comparable with many of the similar courses offered for industry, at considerable expense. AUXLAM only requires your time and attention.

Our qualification programs and the dedication of our members have made the Auxiliary a very professional group of volunteers. We should be striving to provide leadership and management skills equal to our other program skills. This knowledge should not be limited to Flotilla Commanders and Division Captains, every new member is a potential leader. Think about it.

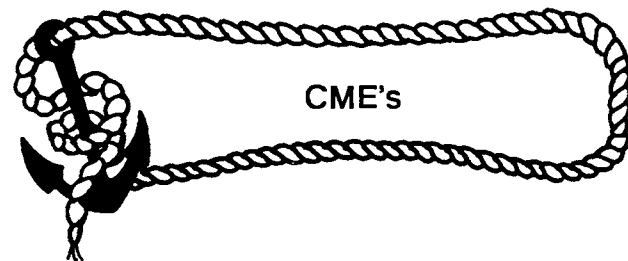
John McIntosh, PDCO



We have completed a very successful National Safe Boating Week. Reports from all areas indicate that our CMEs are improving and that the big push is underway (after a lackluster spring). We have received award certificates for outstanding effort in the VE/MDV Programs and your Division Captains will be awarding them at future meetings. A goal of 35 Courtesy Marine Examinations is not difficult. The one-on-one experience with the boater is truly an educational experience. All you need to do is be on the ramp in uniform, with the clipboard and you'll have boaters come to you. It's that easy!

The CME Stations in remote areas in Pennsylvania Program is underway. As we did in the past years manning of CME Stations in remote areas will be funded. Details of this program are in the April 93-04 issue of the District CME/MDV Newsletter which was distributed to all Flotillas.

Edward B. Baskin, DSO-VE



CME's

Our Courtesy Marine Examination Mission is essential, fundamental and a pleasant method of effectively contributing to Safe Boating.

Now is the time to plan, organize and begin implementing this critically important Auxiliary cornerstone. The need for CMEs is endless, may be performed anytime, anyplace, anywhere, and has consistently proven its value in terms of saving lives and property. Personal motivation is the only factor required to participate.

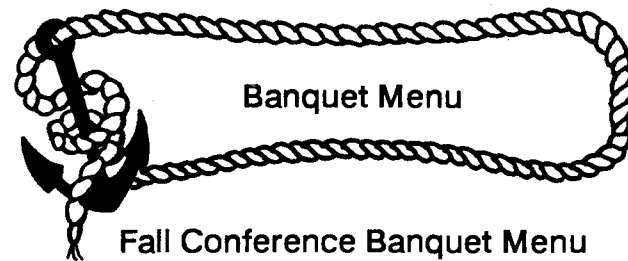
CMEs are actually "hands on" contact with the boating community and comfortably provides public education, an outstanding opportunity to spread the Auxiliary message. Many of our Public Education enrollments and new members are a direct result of a properly and professionally conducted CME. Do not jeopardize anyone's safety by performing less than a complete and thorough vessel examination, or by conveying incorrect information.

Enjoy and share with your fellow auxiliariest the feeling of contribution and satisfaction derived from this program. Train and involve new members as soon as possible making plans and awards for generous goals. Promote and support CME stations, the Adopt-A-Marina program, Safety Booths etc., and provide assistance and suggestions to expand this initiative whenever possible.

The Tri-State area averages approximately (17) weeks of boating activity yearly. Completing 35 CMEs per Vessel Examiner should be obtainable because in effect this translates to only (2) CMEs per week. Many will do more which will be greatly appreciated but be reminded 15 is the minimum number needed to qualify for the AMOS goal award.

Stand Up, Go Out, Be Counted. A life saved may be because of you, because you care.

Best Regards,
John Locosale, FSO-VE 8-1



Banquet Menu

Fall Conference Banquet Menu

Angel Hair Pasta with Pesto Sauce
Tossed Salad
Choice of:
Chicken Stuffed with Wild Rice
Baked Stuffed Flounder with Crabmeat
Prime Rib
Apple Strudel
Tea and Coffee

**A Saturday Buffet luncheon will be available
at \$8.95**

Please note that a new policy is being instituted in order to insure that everyone's registration be accepted. The regular registration fee is being increased to \$5.00 per person, due to increased costs to the Auxiliary. **After the cut-off date, registration will be \$10.00 per person.**

Conference Coordinators
Arline and Ira Dolich
108 S. Mansfield Blvd.
Cherry Hill, NJ 08034
(609) 795-5491

FALL CONFERENCE
Sheraton Inn
Atlantic City West
6821 Black Horse Pike
W. Atlantic City, NJ 08232

(609) 272-0200

(800) 782-9237

Make your reservations Early
Cut off date for the hotel: 2 September 1993
Cut off date for the conference: 6 September 1993

Directions by car (Note: West Atlantic City is also known as Pleasantville. The Black Horse Pike is also routes 40 and 322.)

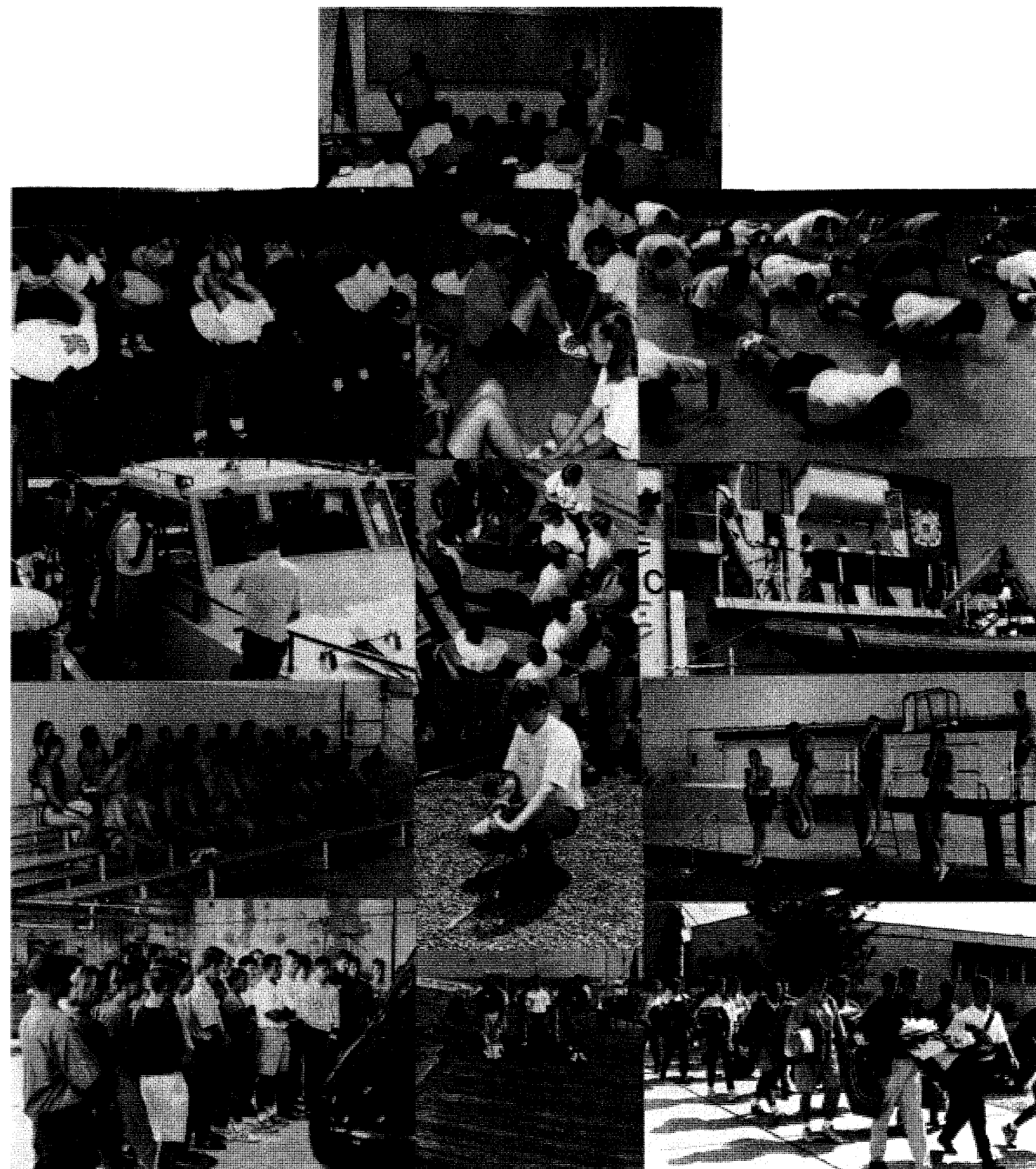
From Atlantic City Expressway: Exit 7S, Garden State Parkway (South). Follow Garden State Parkway directions.

From Garden State Parkway: Exit 37. At the stop sign, turn left.

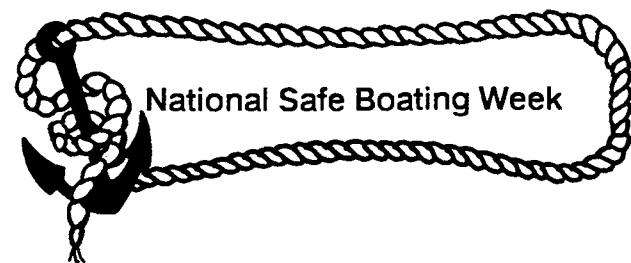
At the first traffic light, turn right. At the next traffic light, turn left. The hotel will be 1/4 mile on the right.

Commodore Barry Bridge: Rte. 322 east about 50 miles to Pleasantville, NJ. The hotel is on the right.

Delaware Memorial Bridge: Rte. 40 east about 50 miles to Pleasantville. The hotel is on the right.



The 1993 AIM candidates (Class of '98) at the Satellite Program in USCG TRACEN Cape May.



National Safe Boating Week

NATIONAL SAFE BOATING WEEK, PENN'S LANDING 5 and 6 June 1993

The beginning of June saw the annual "show" at Penn's Landing for National Safe Boating Week, 1993.

The enthusiasm that is always present during this busy weekend did not disappoint us. We had a fantastic group of individuals who worked hard to make it another success. There were various Coast Guard floating facilities, with open house held aboard each one. The MATINICUS came up from Cape May. The RED OAK moved into Penn's Landing for the weekend, and had lots of buoys on deck for visitors to explore. The CLEAT had its share of visitors. And the small boats also had many people wanting to go aboard.

The helicopter came up from Cape May for two performances each day, and did not disappoint the crowd. Their shows were spectacular.

Also from the Coast Guard, the recruiters were present, both for Cape May boot camp and for the AIM program.

Represented was the group from the Electronic Engineering Center giving an ongoing presentation of DGPS - the new "global positioning" system now being put to use on many vessels. And - the Strike Team from Fort Dix, who demonstrated how oil spills are cleaned up.

For the boater interested in learning about laws on the water and how to obey them, we had the New Jersey Marine Police and the Pennsylvania Fish and Boat Commission. They were able to explain all the rules and regulations to the boating public. The FCC was issuing applications for radios on boats, and many visitors got them there instead of having to write or phone for them.

We had the United States Power Squadrons represented, the National Weather Service, the Fire Department, the Pilot House book store.

The Bristol Dive Team added their presence, and had many visitors to see what they do and how they operate. Their members were in the water more than on the land!

TASK FORCE 100 brought a fleet of radio-controlled model boats, and sitting proudly amidst all the replicas of naval

ships was the Coast Guard Cutter DALLAS, who look great.

A big drawing card was the Hypothermia booth - and this is a very popular spot, especially on hot days.

The U.S. Naval Sea Cadets and the Sea Explorers did everything they could to help all the exhibitors set up their displays at the beginning of each day, and then helped them break up the displays at the end of the day. Both groups made things so much easier for everyone.

A Courtesy Examination station was set up at the entrance to the basin, so the transient visitors could see that their boats had the required safety equipment.

A booth for marlinspike was on going both days, with people stopping by to learn some of the basic knots that are necessary to know, not only for boat owners, but for everyone.

With the marlinspike booth was another booth, strictly one to hand out pamphlets and brochures, and to answer questions concerning Public Education courses.

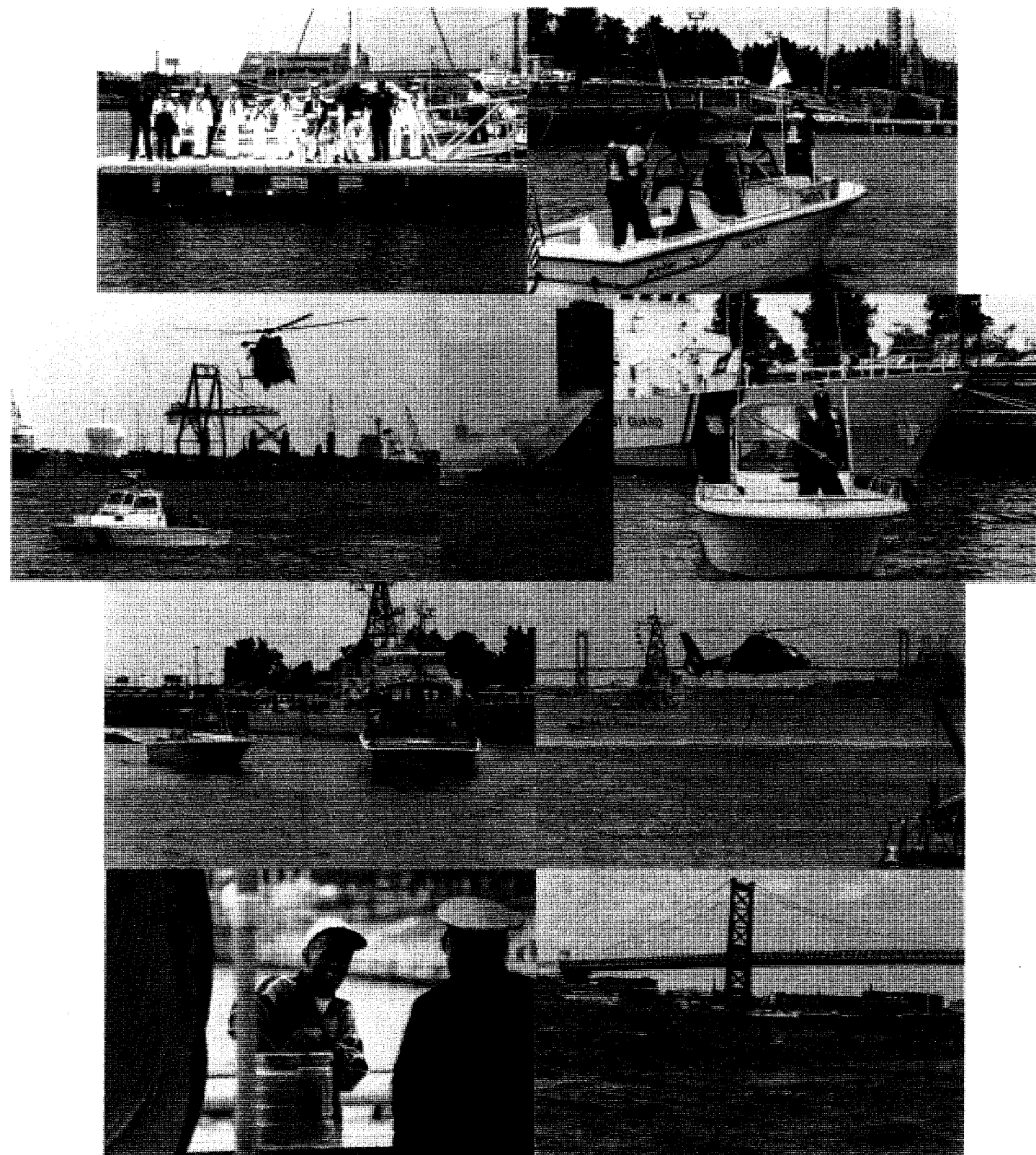
Sharing the highlight with the helicopters was the boat parade and blessing of the fleet on Sunday. The number of boats participating was excellent, especially since some of them were not Auxiliarists or Coast Guard vessels, but those belonging to the general public. We had three clergymen on the dock (an ecumenical group), who blessed each boat as they passed in review.

Through the auspices of the USS OLYMPIA, we were able to announce each event. Especially important to the visitors was the fact that we could announce and explain to them the boat crew training that went on in the river throughout both days.

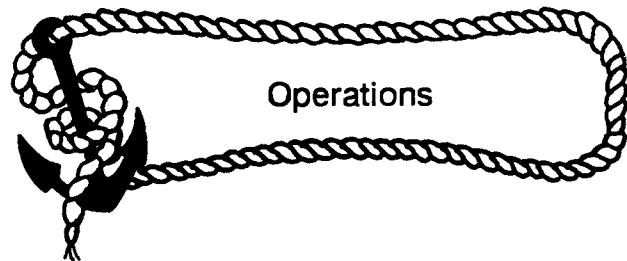
To Group Cape May and Group Philadelphia, we want to thank you for helping to make this weekend possible, and successful. To Penn's Landing Corporation, we say "thank you" for turning your facility over to us for the two days, and for being so cooperative.

And to all the participants during this weekend - WE COULD NOT HAVE DONE IT WITHOUT YOU. Heartfelt thanks and deep appreciation for all your efforts.

Muriel G. Lewis, FC 2-76
Chairman, Safe Boating Days.



National Safe Boating Week, 5 and 6 June
The Sea Cadets and the blessing of the fleet, a water show by the fire boat, rescue operations, a very real demonstration in hypothermia and the choppy water for the parade of boats.



Let us talk, for a minute about the staff positions in general, and operations in particular. I know, or I think I know, a lot of articles will be written about the elected position; getting the right leadership person etc. But now that you have elected your leaders let hope first, you did a good job of selecting he or she for the job, second, let's hope that they select the best people for their staff. What makes a good staff person? Well I guess first, a person who is willing to accept the job (or more importantly they requested the job) second, that they are qualified to do the job. Third they are willing to learn all there is to know about the job and know it is a job that will take time to do and it is a year long commitment.

Now who might be qualified to be an operations staff officer. A person who is not only interested in operations but, is willing to do all of the above and be, hopefully, an operator or above and very active in the program. Not one who promises to be active if appointed, they'll be appointed and you'll be disappointed. He or she should be enthusiastic about the program if the position of FSO-OP go to the Division meetings and meet the other operations people, if SO-OP go to the District meetings and meet your peers there. Keep up with what's new or what event is coming up that your people would be interested in participating in.

The operations season is just about over for this year, now is the time to start planning for next year. Make sure all your operations people that need re-certifying get it. Make sure, for the operators and above, that they take the Nav. Rules when that time comes. Start to plan your fall, winter, and spring training. Make a strong effort to encourage more persons into the operations program over this time, when our boats are out of the water for the season, Use your operations people to help train them. This will keep them active and is also a good way to keep them interested in the program and they will, undoubtedly, learn something new.

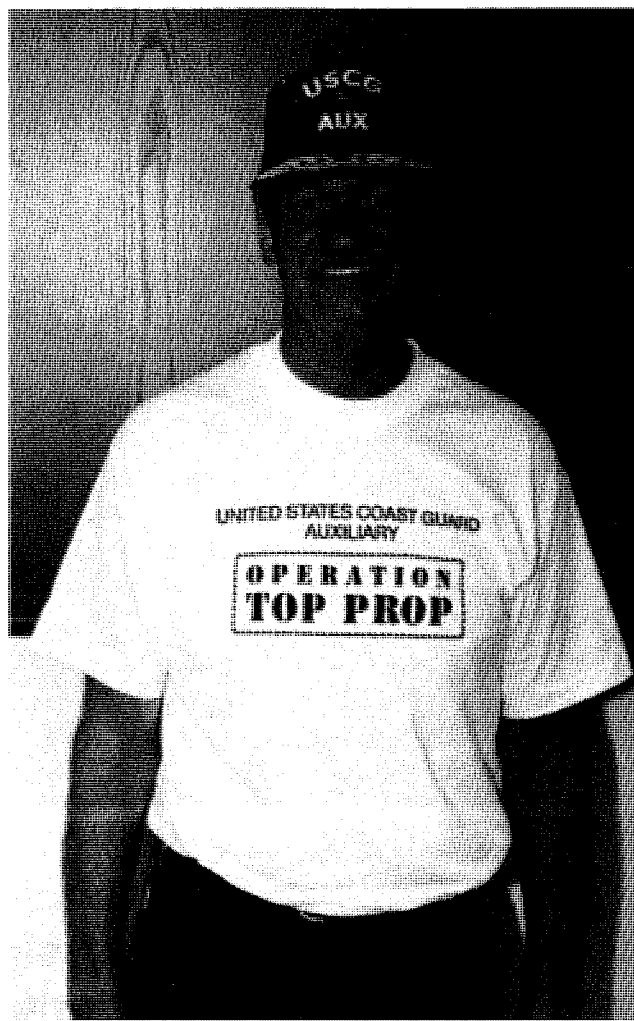
We had another great year in operations, why? I believe it is because of your dedication to doing the very best that you can do every time you do it, period!!! Paul Mackes, ADSO-OPW, thanks you, Bob Kepfer, ADSO-OPC thanks you, Ken Laird ADSO-OPA, thanks you and I thank you for all your fine efforts in "93". We are all looking forward to serving you in the up coming operational year. Remember that is what the District Staff is all about. Serving you and your needs. If you need training, boats, crew operators, or workshops just let us know and we will be there.

"Top-Prop" Let's see if every division can get at least one boat in the contest. Every person who has participated in "Top Prop" over the years, has learned something and had a heck of a good time doing so. Please don't let the word "contest" worry you, we don't disenroll you or keel-haul you if you don't come in first. The least you can get, by entering, is a very good quality "Top Prop" Tee shirt. Something to show the rest of your Flotilla, Division, and District that you got involved, plus the fun and experience in competing with the very best! Try it you'll like it, promise!

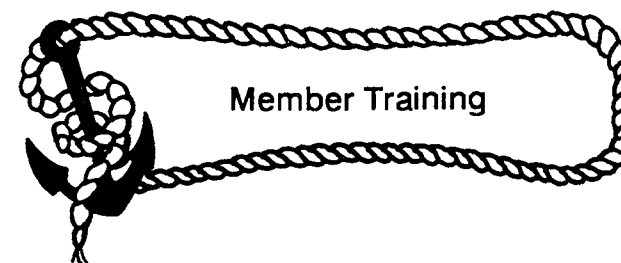
We hope you all had a safe and fun boating season. We will see you at the conferences and hope to put on quality workshops for you. If there is any operational program you would like us to do please let one of us know, i.e.: loran, radar, GPS, piloting, boat maintenance, etc. etc.

We are the best District in the nation lets stay that way, get involved, you'll love it.

W. E. Pierce, DSO-OP



A very good quality Top-Prop Tee Shirt



I'd like to start by introducing you to my newest ADSO. His name is H. William Schmitz (Bill). Bill joined the Auxiliary August 10, 1988, he qualified as an instructor through our 1989, Instructor School, and became crew qualified in the Boat Crew program that same year. In 1990, Bill became a vessel examiner, an operator in Boat Crew as well as achieving AUXOP status. He completed his Boat Crew training and was designated a Coxswain 1992. Bill, who is currently the flotilla commander of 6-10, has been working with the member training team since April 1993.

Member training will be having two workshops at the Fall Conference in Pleasantville, NJ. Our topics will be THE GREAT AMOS MYSTERY and RECRUITING QUALITY MEMBERS. The workshops will be held at different times so you can attend either one or both of them. The GREAT AMOS MYSTERY workshop is geared toward anyone who wants to get a better understanding of what AMOS is all about, how it impacts your flotilla, and how it affects you personally. The workshop will feature the famous AMOS detection room to help you solve the mystery. RECRUITING QUALITY MEMBERS is directed toward those of you involved in the screening process for membership in our organization. FCs, FSO-MRs, FSO-MTs, anyone actually. In this workshop we will explore how to determine which individuals will make the most suitable members. That is committed, hard working, cooperative, team players etc. Now quick turn to the conference registration form elsewhere in this publication and sign up before you forget.

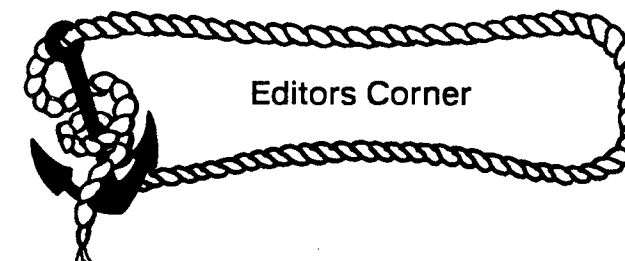
The final District school for 1993, will be another Basic Instructor School. It will be held at the Holiday Inn, Swedesboro, NJ, 24, 25, 26 September 1993. The basic schools are intended for those members who have never been an Auxiliary instructor, or who have lost their instructor certification, and those whose skills need to be improved and polished. The deadline for registration is 31 August.

An on going problem connected with our schools is those Auxiliarists who register for a school and then do not attend. It has become increasingly more difficult to plan for the number of students at our schools. Therefore it has become necessary for each member registering for a school to send a registration fee of \$75.00 along with their application form. Your check will be returned to you (uncashed) upon completion of the school. The registration fee is not meant to create a hardship for any of you but merely to insure your commitment to attend the school. A registration form for the fall Instructor School is included in

this publication.

The last thing I want to talk with you about is training for those members who work nights, shifts, or weekends. At the Winter Conference in January, I talked to some of you about this matter. In order to get started designing training for those of you with alternate work schedules, I need to have you identify yourselves and tell me about your needs. If you fit this category, please complete the questionnaire in this publication and mail it to me 31 August 1993.

Mary Clare Bowlus, DSO-MT



To start off this issue, I want to say hello and welcome aboard to my new ADSO Joanne McGuire. Yes, the name sounds familiar. My wife has been helping me with *Topside* for the past year and a half and finally became a member. Now when you get a phone call with approval of your publication, it could be either one of us.

Several people have been asking how do I want articles submitted. The best method for me is on floppy diskette. There is a list of about 15 word processor formats that I can accept as IBM PC compatibles. If there is any doubt, most word processors also allow files to be saved in ASCII format. This will also work. But please, please also send a printed copy along with the diskette in case there are magnets around. The copy should be in a single column across the entire page. 2 or 3 columns on a page make it harder to reproduce. Single or double spaced is OK. Make sure it is in upper AND lower case. I also have a modem and FAX machine, but call first so I can turn them on.

Next on the list is the *Annual All Academies Ball*. This year the Coast Guard is sponsoring it along with the Merchant Marine Academy since we are the smallest Academies. The normal turnout for this event is 240 to 250 people. It is a formal ball for all of the Cadets and Midshipmen in the Delaware Valley and their families. Since the Auxiliary is such a large part of the Academy life through AIM and other programs, it was felt that Auxiliarists should also be invited. This will give us a chance to meet not only our Cadets and families but also the former graduates and those from other academies. The tentative schedule is a dinner cruise on the Spirit of Philadelphia on the Monday after Christmas. Cost is expected to be thirty seven dollars each. Uniform of the day will be Dinner Dress Blue, Service Dress Blue Alpha or Proper civilian attire. Call me at any of the numbers on the inside front cover for more details.

Member Training Information to be sent to Mary Clare Bowlus

NIGHT - SHIFT - WEEKEND QUESTIONNAIRE

NAME:

MEMBER NO.:

ADDRESS:

DAY PHONE:

EVENING PHONE:

HOURS YOU WORK:

WHAT KIND OF TRAINING ARE YOU INTERESTED IN?

HOW LONG HAVE YOU BEEN IN THE AUXILIARY?

WHAT KIND OF TRAINING HAVE YOU HAD SO FAR?

OTHER INFORMATION ABOUT YOURSELF THAT MIGHT BE HELPFUL:

REGISTRATION FORM
BASIC INSTRUCTOR SCHOOL #2
24, 25, 26 September 1993

NAME:

MEMBER NUMBER:

ADDRESS:

DAY PHONE:

EVENING PHONE:

☐ I am not an instructor.

☐ I have been an instructor for a year or less.

☐ I lost my qualification and need to be recertified.

☐ I need to improve my skills.

I joined the U.S. Coast Guard Auxiliary on _____

Return registration form to:

Mary Clare Bowlus, DSO-MT
122-A Emery Ct.
Newark, DE 19711-5930
(A) 800-231-2628, ext. 3325
(B) 302-995-2131 ext. E76
(H) 302-738-0172

Enclosed is my check in the amount of \$75.00 made payable to U.S. COAST GUARD AUXILIARY (5NR) for the registration fee. I understand I will forfeit the registration fee if I fail to attend the school.

U.S.C.G. AUX. 5(NR)
MATERIALS CENTER ORDER FORM

PLEASE SEND COMPLETED FORM ALONG WITH YOUR
CHECK MADE OUT TO "U.S.C.G. AUX. 5(NR)" TO
REGINA P. STRETCH, DSO-MA
238 6TH.STREET SOUTH
BRIGANTINE, NJ 08203
(609) 266-0894

DATE: _____ CHECK # _____

STOCK #	DESCRIPTION	QTY.	PRICE EA.	TOTAL

ORDERED BY

NAME: _____
MEM. #: _____
ADDRESS: _____
CITY: _____
STATE, ZIP _____
PHONE #: _____

SHIP TO

NAME: _____
MEM. #: _____
ADDRESS: _____
CITY: _____
STATE, ZIP _____
PHONE #: _____

PLEASE SEE OTHER SIDE
FOR IMPORTANT
ORDERING INFORMATION

RECEIVED:
SHIPPED:

ORDERING INFORMATION

- 1. Checks for the total amount must accompany all orders. Please make the check payable to "U.S.C.G. AUX. 5 (NR)
- 2. Please plan ahead and allow sufficient time for your order to be filled. Standard delivery time for public education materials is three weeks from the time the order is received by the DSO-MA. Standard time for other items is two to four weeks, depending in if the item is in stock.
- 3. When ordering books and other items for public education classes please include a fully completed penalty indicia label for each case of books. (see sample below). Double check to make sure you have included DIRAUX as the return address, the full address of who the books are to be sent, and the stock number of the item in the lower left hand corner.
- 4. When ordering advanced and basic coastal navigation please include two labels per case as these automatically come with charts.
- 5. While you are welcome to call the DSO-MA with any questions all orders must be in writing.
- 6. When ordering name tags only the last name is used. Please print to help avoid typographical errors.
- 7. All orders for AUXOP or COXSWAIN pins must be accompanied by verification documentation (usually a copy of the letter of congratulation from DIRAUX.
- 8. Price lists are available for each Flotilla through your FSO- MA or your Division SO-MA
- 9. While we attempt to maintain prices throughout the year, prices are subject to change without notice.

This should always be the return address:

•••••

•DIRAUX

•1 Washington Avenue

•Philadelphia, PA 19147-4395

•DSO-MA-5(NR)

•••••

Name, address and zip code of who books should go to:

•••••

•I. M. Sample, FSO-MA

•123 Main Street

•Anytown, PA 1234

•••••

Name and stock number of item

•••••

•B.S.& S.

•Stock # 10022

•••••

Philadelphia Base Exchange

Hours

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Saturday 1000 - 1500

Sunday Closed

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U. S. Coast Guard Base Philadelphia, PA

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Monday through Friday until 1600

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Telephone: (609) 898-6940/6346

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Commercial: (609) 898-6933

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Call before you go to insure they will be open

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The Crown of lights atop the Philadelphia Electric Company Building
proclaiming Coast Guard Auxiliary Day on June 23, 1993.

Official Photo by Philadelphia Electric Company

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

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