

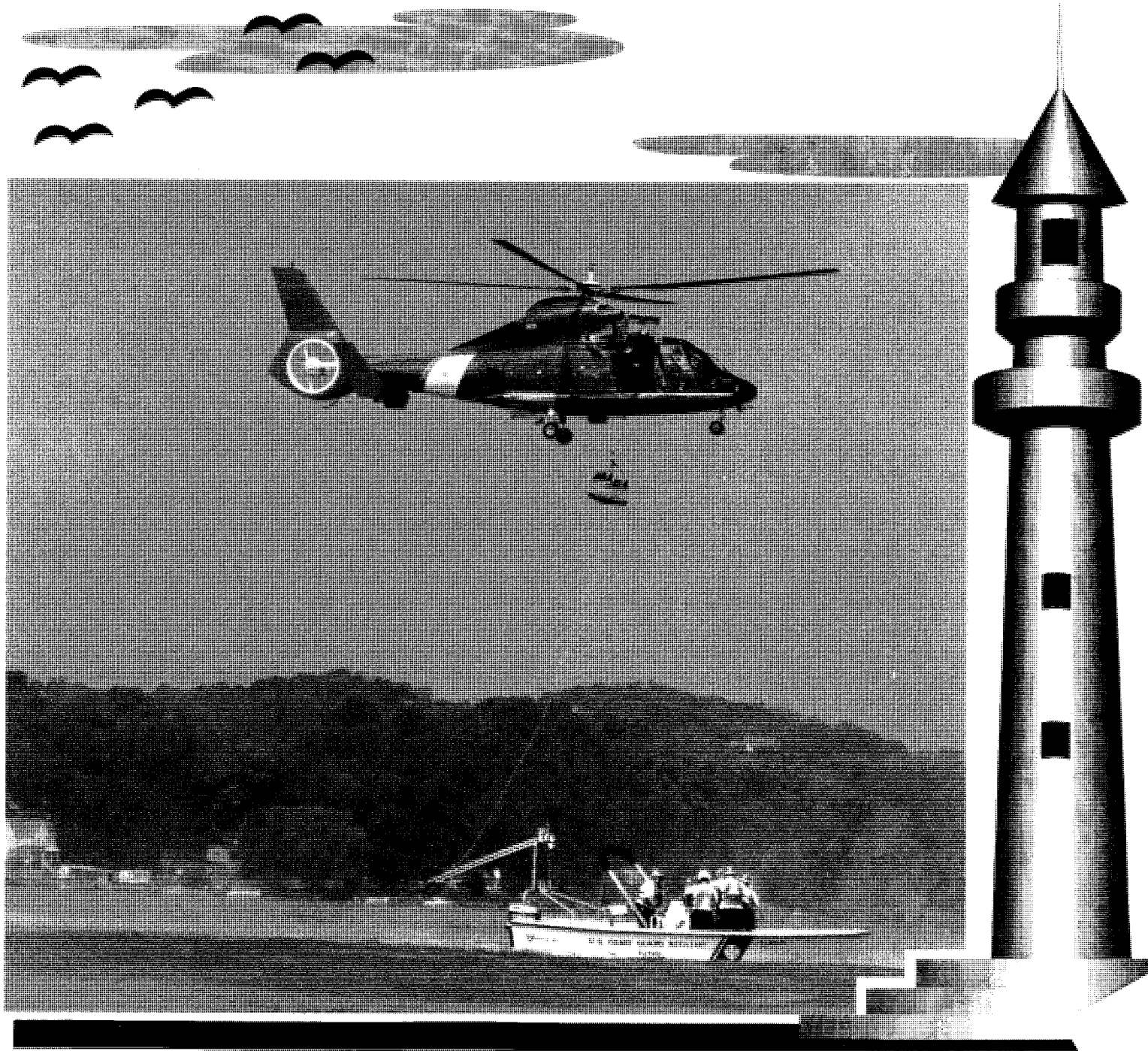
5NR

# topside



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Fall, 1995

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**NEXT TOPSIDE DEADLINE**  
**WINTER 1 NOVEMBER**

### U. S. COAST GUARD

Commandant ..... ADM Robert E. Kramek  
Vice Commandant ..... VADM Arthur E. Henn  
Office of Navigation Safety and  
Waterway Services (G-N) ..... RADM G. A. Penington  
Auxiliary, Boating, and Consumer Affairs Division  
(G-NABx) ..... CAPT Al A. Sarra

### FIFTH COAST GUARD DISTRICT (NR)

District Commander ..... RADM William J. Ecker  
Chief of Staff ..... CAPT M. K. Cain  
Chief of Boating Safety Division ..... CAPT R. J. Davison  
Director of Auxiliary (5NR) ..... LCDR Robert J. W. Duld  
Asst. Director of Auxiliary ..... CW02 Ted D. Short

### 5(NR) DISTRICT AUXILIARY OFFICERS

District Commodore (DCO) ..... Harry L. David  
Vice Commodore (VCO) ..... Clyde E. College  
Rear Commodore East (RCO-E) ..... John A. Locasale  
Rear Commodore Central (RCO-C) ..... Dudley Gallup  
Rear Commodore West (RCO-W) ..... Michael J. Ripton  
Immediate Past District Commodore (IPDCO) ... Edward W. Rearick  
President, Past Captains Association (PPCA) ..... Robert L. Wecker

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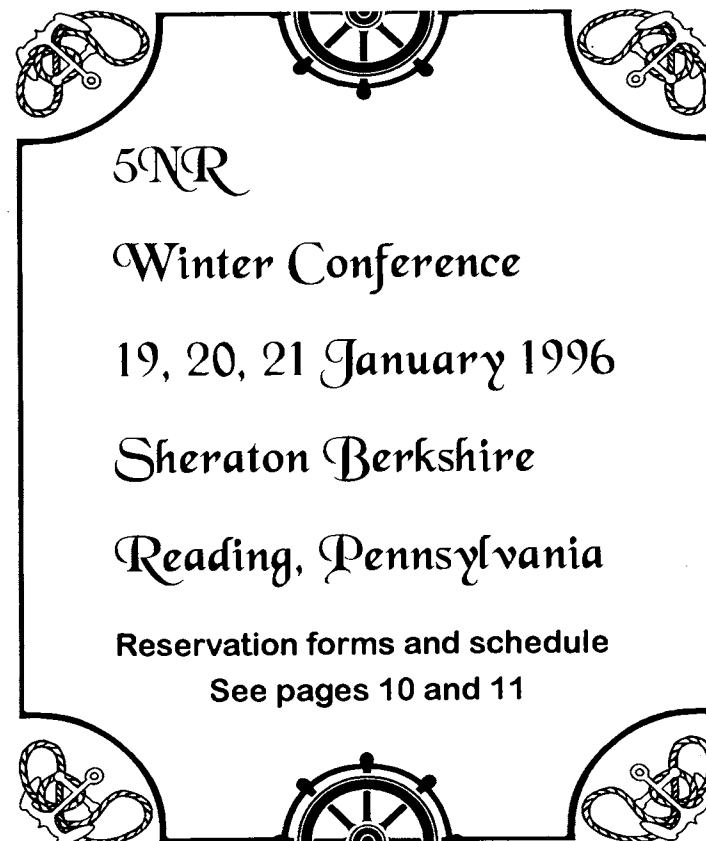
## 1996 WORKSHOPS 5NR

For 1996, 5NR has made workshops for Vessel Examination, Operations and Instructor mandatory.

These workshops will each be presented four times at Winter Conference on Saturday, January 20th, 1996.

See Page 10 for detailed schedule indicating time of presentation.

Note that the Instructor Workshop covering BS&S Edition 11 has been designated a 1995 workshop and will not count towards the 1996 requirement. It is a special requirement and should be done at Flotilla level prior to the end of 1995, but must be done prior to teaching the course using Edition 11.



**Reservation forms and schedule**  
**See pages 10 and 11**

*On The Cover:* -Susquehanna River Rescue. What looks like the real thing is, in fact, only a drill. A U. S. Coast Guard helicopter from Cape May, N.J., in conjunction with National Safe Boating Week, conducted air-sea rescue demonstrations on the Susquehanna River at Long Level, PA., near the U. S. Coast Guard Auxiliary Search and Rescue Detachment Base of Division XIV.

Division XIV also held an Open House and members were available to answer questions about the Auxiliary and to conduct Courtesy Marine Examinations for boat owners. The public also got a chance to inspect the rescue helicopter before the demonstrations. "Although we hope we never have to call on the air-sea rescue team, we are prepared if we have an emergency", said Ken Bashore, Division Captain.

Photo: Lancaster Newspapers, Inc.

## CHIEF OF BOATING SAFETY



### The Navigational Fix

"Prior to a Coast Guard Cutter getting underway, the Commanding Officer knows and communicates to the crew where the ship is going, why they are going, and how long it will take to get there. Once underway, the Commanding Officer receives data in the form of navigational fixes. The data is transformed into information so decisions can be made to help keep the cutter on the trackline and making progress toward the desired destination. If a cutter is off track, measurement allows the cutter to know how far off track and why. It also enables them to make timely course corrections. Being off track costs the cutter in two ways: (1) it will take longer to reach the desired destination and (2) there is waste in terms of fuel, money and manpower efforts. In restricted waters or critical evolutions, fixes are taken more often than in the open ocean because there is a need to act on the information quickly to ensure the safe passage of the ship and the crew.

"Every department on the cutter is working together to do their part to help the ship safely navigate. Engineering provides propulsion so the cutter can move. Operations provides navigational skills and expertise. Supply ensures adequate material and provisions are onboard for the time underway, and Deck is ready for any emergency. People within the different departments are communicating and working as a team to navigate safely.

"On a larger scale, the Coast Guard as an organization operates in the same fashion as the cutter described above. Top leadership's role is to safely navigate the organization to the desired goals. Leadership sets the organizational goals, describes the strategy to achieve the goals, allocates the necessary resources to the critical processes, and communicates the same to everyone in the organization. This allows everyone to understand and contribute their part to reach the desired organizational goals.

"Measurement is the organization's 'navigational fix'. It allows top management and everyone else to determine if the organization is progressing as intended towards the goals. Measuring external customer satisfaction and on time delivery of products and services lets us know if we are doing the right things. Like the cutter, if the organization is off track there is waste and it takes longer for us to generate the products and services our external customers want. In

addition, if the Coast Guard is not making desired progress, measurement allows us to find out what is not working well, take steps to improve that process and get the organization back on track."

The above is a passage from the "Coast Guard Measurement Guide". In a few short paragraphs it wraps up very nicely, I believe, many of the things that I, the EXCOM, and others have talked about in past issues of *Topside* - organization, leadership, planning, goals, strategy, teamwork, communications, wise use of resources, and more. But, one subject that has not been touched upon much is that of measurement. The last paragraph of the above excerpt pretty well explains why measurement is important. Whether operating a cutter, the Coast Guard or any organization for that matter, if goals have been established and the organization is earnest in reaching those goals then it ought to get a "navigational fix" periodically. To underscore this idea, Dr. Deming, that well-known guru of Total Quality Management, once asked a question something like this: "How do you know where you are going if you don't know where you are?"

With regard to boating safety, assuming that the purpose of our involvement is to reduce the loss of life and property among recreational boaters (and I trust you agree!), then where we want to go is clear enough. The "how" of getting to where we want to go has long been defined by the Cornerstones and with various techniques and strategies that have been proposed and used. Regarding the "where are we" question, nationwide the boating fatality rate has been going down for many years. Furthermore, our check of the fatality rates in the States within the 5th District boundaries shows a similar trend (and hopefully they will continue to do so). We are doing something right!

Indeed, we are doing something right, but can we do better? I propose that we could do better if each flotilla, each division, each district were to ask the "where are we" question. If Flotilla 05-XX were to ask the question with respect to safe boating in their areas of responsibility they would soon discover what needs to be done and how best to do it. They should then ask that same question periodically to determine if they need to do something different, to make a course correction. I propose that by asking this question, not only will we make faster progress toward our boating safety goal but we will use fewer resources in doing so.

Have you taken a "navigational fix" lately? Are we on the right course?

*Richard J. Davison, CAPT USCG*

## WELCOME ABOARD

Welcome Aboard the EXCOM staff, Dudley Gallup, RCO-C who was elected at the September 1995 Conference to replace RCO-C William Stumbers who passed over the bar in July of 1995 leaving the position vacant for the balance of 1995.

Commodore Gallup was the only change in EXCOM as a result of the September elections, and has taken over to complete the 1995 season and will continue into 1996.

Congratulations and Good luck Commodore Gallup. "May the wind be always at your back."

## DIRAUX



As the completion of fiscal year 95 is upon us I am pleased to announce that all has gone extremely well. All of your endeavors in support of the Coast Guard have flourished. Thanks to the hard work of our bridge, staff and to all of you we have successfully carried out all scheduled training schools throughout the past year. Keep up the good work! A Comprehensive Training

Plan and Operational Spending Plan have been submitted to D5 for approval and I am awaiting FY-96 Allocation. Hopefully we will weather the storm through CG Streamlining and receive the necessary funding to support our program needs. I have once again included words from our Commandant updating you on CG Streamlining which was published under ALCOAST 066/95 dtd 26 Jun 95 and ALCOAST 076/95 dated 07 Aug 95.

### Words From Our Commandant; (Alcoast 066/95)

#### Subj: Coast Guard Streamlining Progress

Ref: A. Alcoast 038/95 (Comdtnote 7100 Of 14 Apr 95) Published Summer Edition Of Topside.

1. REF A updated the continuing work of the streamlining and training teams. During the intervening weeks, considerable progress has been made as the teams have worked very closely with Headquarters Staffs to further refine the streamlining plans into a more deliberate set of alternatives for USCG Headquarters, our Area and District Field Organization, the Training System, Governors Island, and certain Field Support Functions. These alternatives are now in the final review process.

2. A central part of this final review process is a public comment period which affords those elements of the public potentially affected by parts of our streamlining alternatives an opportunity to express the nature of their concerns, be it environmental or socio-economic. This process is defined in law by the National Environmental Policy Act (NEPA), which requires, among other things, that these comments be considered prior to final decisions being made. This process takes additional time, but it offers an essential source of information that we must pursue in order to identify the best course of action for the Coast Guard and for the American public. The public comment period will expire on 15 July, after which I expect to be able to make my final recommendations to the Secretary of Transportation. With his approval, I anticipate being able to provide you with complete information in August. We will initiate implementation actions in the Spring/Summer 1996. They will take up to two (2) years to complete.

3. REF A also indicated my very keen awareness of the interest of every member of Team Coast Guard in the outcome of the studies and potential changes to the service. In that message, I gave recognition to the impact of uncertainty in the face of potential organizational change. This has been a challenging period and I have asked you to be patient and supportive with a very long and arduous

process. You have done just that. Active duty members, reservists, civilian employees and Auxiliarists have consistently performed every mission and accomplished every task in an exemplary manner. I ask for your continued patience and support, and reaffirm my commitment to you that you will hear it from me first, as soon as I am able to provide complete information.

4. Signed R. E. Kramek

### Words from Our Commandant: (Alcoast 07695)

#### Subj: Update on Coast Guard Streamlining Decisions

Ref. A. My 262116z June 95/Alcoast 06/95

1. I am aware of the high level of anticipation that exists throughout the Coast Guard regarding the decisions that will be made relative to streamlining our Headquarters, support infrastructure, and Field Command and Control Organization. The purpose of this message is to update you on our streamlining process.

2. An important part of the final approval process is a close examination of portions of our plans under the National Environmental Policy Act (NEPA). The NEPA process, which includes an extensive public comment period, is designed to account fully for any potential environmental and socioeconomic impacts that our plans may cause. During the NEPA review, several issues were raised that have taken longer than expected to address. Second, given the nature of the changes we are considering, we must coordinate the announcement of our comprehensive streamlining package with both the Department of Transportation and The Administration. That process is underway but not yet complete.

3. I fully anticipate approval of our streamlining plan, its inclusion in the FY97 Budget, that is by this Fall. No one is more anxious than I am to get underway with our streamlining plans. We must begin quickly to implement what I believe are very sound business decisions, that will not only help us to achieve mandatory budget reductions, but will also position our service to better meet the challenges of the next century.

4. As we complete these last steps of the external review and approval process, I ask for your continued patience and understanding. You, the men and women and the Coast Guard, will be the first to know when our decisions are made and approved. We are in the final stages of a plan that will let us work together to build a leaner, more efficient Coast Guard...one that remains the world's premier maritime service. I know I can count on your support toward that goal. Semper Paratus!

5. Signed R. E. Kramek.

Submitted by: Robert J. W. Duld, LCDR, USCG, DIRAUX

**Quality Instruction is probably the single most important factor in determining the success of a PE Course. It will also help determine your success in recruiting potential Auxiliary members from that course.**

William Reimer, DSO-PE, 5NR

## DISTRICT COMMODORE



As I write this article, it is already the end of summer and I don't know where all the time went. I have been busy for the past eight months attending Changes of Watch, Division Visits and picnics. I apologize for any of the visits I may have missed or had to reschedule, but there have also been National meetings, EXCOM meetings and conferences.

The big "buzz" word now is downsizing, both in the Coast Guard and in the Auxiliary. One of the summer weekends, several members of the Bridge and I visited the Fifth Southern Conference in Portsmouth, VA. While there we heard a speech by Chief of Staff, CAPT Scurria, who advised us not to wait for the Coast Guard to inform us of the changes to the Auxiliary, but to take the initiative and define what we wish to do under the forthcoming downsizing. Although the Commandant's plan for the Coast Guard has not as yet been released, there has been a business plan for the Auxiliary formulated by a committee of Auxiliarists and regular Coast Guard. At a QAT meeting of Auxiliary and Coast Guard members in June the reorganization of the National EXCOM was formulated. These plans were discussed and acted upon at the National Meeting in September. If approved as presented, there will be many changes to the National structure and at a later date, no doubt, to the Districts' structure.

Change must come because of the budget cuts which will restrict us by the funding decrease. How it will affect the Districts and Divisions is yet in the future. We must be prepared to make whatever changes are necessary and keep providing the high level of service to the boating public as we have in the past.

We have been working on the Elected Officers Training in order to make it more useful. We will not be conducting the AUXLEA training, but will be having other training that will be useful to the Elected Officers at Division and Flotilla level. In the past some of you have chosen not to attend because you had attended before and it is "always the same old thing". We do not want it to be the "same old thing" and will attempt to make every session interesting and useful. If you contemplate being an elected Officer for 1996, please keep the weekend of January 5, 6, and 7 open. This school will as in the past, be funded for the Flotilla Commander and Division Captain (or their Vice) from each unit for meals and lodging.

In closing, I want to express my thanks to all of the Auxiliary members who participated in services for three of our members who recently crossed the bar—RCO-C William Stumbers; past RCO-W Frank Taylor and Everett Norcross of Division VII. It is the fellowship and caring for each other that makes the Coast Guard Auxiliary such a great organization.

Submitted by Harry L. David, DCO, 5NR

## VICE COMMODORE



The old cliché "Time flies when you are busy and having fun" certainly is true of 1995. District staff has been very busy in all areas as has most every Auxiliarist.

A major emphasis this year has been on District schools for member training. Beginning with Elected Officer Training in January there has been some school going on nearly every month with more than one in some months.

The Operations School was a new type for many of us. Instead of being "sign-off" sessions, it was proficiency training for qualified members of the Boat Crew program. It was a valuable learning experience for everyone involved. Many of the participants have expressed eagerness for additional training of this kind.

Another of the schools was Auxiliary Leadership (AUXLEA) Instructor training. Instructors have been trained and prepared to do the AUXLEA training at Division level. Contact John McIntosh to make arrangements for your Division.

Plans and preparations are already being formulated for next year. It will be another year of extensive member training. During the first Quarter an IS School is scheduled to train a second person in each Division to handle Information Systems duties.

Starting the second quarter (Jan-Feb-Mar 1996) Elected Officer Training is scheduled for 5, 6, and 7 January. An Instructor Training School and a Boat Crew (Classroom) School will also occur during the second quarter.

For the third quarter of 1996 a Vessel Examiner School, a Specialty Course and a Chart Updating Course are being planned.

Fourth quarter we would like to do the Boat Crew (Practical), an ITT School and another Instructor School.

Our PE and MR people have provided us with a valuable, interesting and informative tool for use in PE Classes entitled "A Minute for Membership". District has printed the pamphlets. If you need any, contact Bill Reimer, DSO-PE.

Have fun! Hope to see you soon.

Submitted by: Clyde College, VCO, 5NR

**Make your January Conference**

**Registrations early - avoid the late fee!**



## RCO-EAST



Commitment is defined by Webster as an "agreement or pledge to do something". We as volunteer Auxiliarists have pledged and made a commitment to perform and support the missions and ideals of Team Coast Guard. We have a responsibility to that commitment that we do the "best we can do". Dropping the ball or our failure to contribute will burden others who depend on us as a team member. A concerted effort is essential to successfully attain most of our Auxiliary assignments.

Every member who was elected, appointed or assigned a position either asked or said **yes** to a particular responsibility. Let us all in some way be willing to help each other do **their** job. Assistance will lighten each individual load and contribute to your personal satisfaction of participation. Our membership is rich in knowledge, talent and life experiences that can be valuably accessed only for the asking. How about that, "automatic" fellowship.

The boating public relies on us more and more each year and the Coast Guard will be depending on our Auxiliary more than ever before. 5NR has historically risen to any tasks and predictably will continue that proud tradition.

Elections are the current criteria. Please take some time and serious concern regarding the selection of our leaders. You vote is important and be reminded the continuing future success and operation of our Auxiliary is in the hands of the leadership **you** elect now.

My heartfelt sympathy to the family and friends of the late Bill Stumbers, RCO-C. Bill and I became close friends over the past several years and I do not know if I will ever fill the emptiness I feel when I am reminded of him. Bill was the personification of Fellowship to everyone. His total generosity in all things; his positive attitude, talent and goodhearted cooperation he freely shared with everyone is found only in the rarest of men. It was my profound privilege to have had his friendship. He will be sorely missed by our Auxiliary and all who knew him. "God Bless You Bill"...

*Submitted by John Locasale, RCO-E, 5NR*

## RCO-WEST



As a young boy, I remember dreading the end of summer. Although the days were still hot and bright until near my bedtime, I could no longer ignore the leaves beginning to fall near my home. Another sure sign was the sight of "back to school" ads in the newspapers and in the window fronts. Now don't get me wrong; I didn't mind going back to school, but I did not want to see the snow and cold weather coming so soon. After all, I had started boating at age eight (8) and found myself quite a sailor. The boat was only a row-boat painted "battleship gray" but it was sometimes an explorer's vessel, a fishing boat and a full scale fighter of the Armada, at least in my imagination. And I didn't want it to be put in the boathouse for the winter.

After school started and I began concentrating on my studies, it seemed that December and the end of the year came quickly too. Where I lived, it was very cold and snowy almost every day. I walked to school, a long way to school. (I will not tell you how far because you will assume that I was born shortly after the Civil War.) The fact that we used to have more snow than we do these days, made the walking more difficult. I remember my mother telling me that the walking each day built "character".

How does all this relate to you? Well, we are at that time of year again. Even though I did not have to go back to school, I have some of the same feelings. Looking back, I did not go out on my boat as often as I would have liked, but the memories of those summer experiences are vivid and wonderful. Each year I promised myself that I would do more boating and finally when I joined the Auxiliary, I felt that I would be living on a boat. After all, joining the Auxiliary meant I would do more boating, didn't it?

Well let's take these experiences and make them work for the Auxiliary. Let's take the last 60 days in 1995 and create a plan for them. Rather than retreating to the fireplace or television set, why don't we review our personal commitment to the flotilla and assist our flotilla commander with a plan for the last 60 days. There is still enough time to accomplish many of the sixteen hard or soft goals by either serving our boating public or assisting our fellow members. With a plan and some effort, all flotillas can make it. The awards are great too. Your fellow members will pat you on the back and say, "job well done". The Auxiliary will give you four stars and you will know deep down that maybe, just maybe, you saved a life. The plan is simple; write the plan now, work the plan and grab the good feeling.

Then, as the "back to school" ads fade and the snows fall, you can stay inside and relish in your accomplishments. Deep down and silently you know that you spent a part of the year contributing to saving somebody's life. Good show!

*Submitted by: Michael J. Ripton, RCO-W, 5NR*

## IMMEDIATE PAST DISTRICT COMMODORE



### KNOWLEDGE IS POWER

The 5th Northern is still the leader in training. This year members had the opportunity to attend schools for Instructors, Vessel Examiners, Instructor trainers, Operations and Aids to Navigation. Did you attend one? Although there is a class size limit, there is usually room and even if they are full, there is always a cancellation or two.

The district staff holds workshops at the conferences providing the latest information for our members. Reports show the attendance is down. The continuing changing of the forms we must fill out should give our flo-Training Officers tilla/division Member plenty to talk about.

Success in the measured more performance excellence there will be diocrity. The key to performance is con-Our technology is High school and col-begin continuing almost after gradua-

To ease the at-lence in our organi-keep abreast of the cur. Industry and continually develop-ery school system. dents to keep abreast ceed in the real world ing. Can we do any

"...about  
one-half  
of the  
knowledge  
at our  
fingertips  
ten years  
from now.  
does not  
yet exist."

21st century will be cally in the terms of lence - simply be- less tolerance for me- attaining the superior tinuing education. rapidly changing. lege graduates must education programs tion.

tainment of excel- zation, we must all changes as they oc- higher education is ing a dialogue in ev- This enables the stu- of what it takes to suc- after formal school- less?

Too many of us are unable to grasp the warning of the rapidity of developments arising from new and changing technology. Consider these facts. "We know 70% of the knowledge existing in the world today did not exist in 1970; 90% of the knowledge that will exist in ten years will have appeared since 1970; and about one-half of the knowledge at out fingertips ten years from now, does not yet exist."

Competitiveness automatically will increase as one becomes more aware of what knowledge is being generated. To keep pace with the changes and developments, continuing education is vital. The 5th Northern provides it and the rest is up to you.

*Submitted by Ed Rearick, IPDCO, 5NR*

## IN MEMORIAM



### FRANK TAYLOR, PRCO-W

We were all saddened to learn of the death of our own Frank Taylor, who passed away on Wednesday, 12 July, 1995 after suffering a brief illness. Frank, age 77, was called to a better life, one that knows no hospitals, no constant medications, no frustrations of having lack of strength to be with people and to share the gift of his vast knowledge. We shall miss him, for he was active among us and a great contributor to the Auxiliary purposes.

Frank joined the Auxiliary on 22 May, 1979. During his 16 plus years in the Auxiliary, he served in many staff positions in both his Division (XIV) and in his Flotilla (14-1). His leadership roles included VFC, FC, VCP, DCP and Rear Commodore of the Western Area. He received several Auxiliary Service Awards. He had successfully completed six of the seven specialty courses. He was an Auxiliary Instructor, Courtesy Examiner, and served for many years as a Coxswain on Lake Clarke.

Frank also served his country during WW2 in the U. S. Army Air Corp. After the war Frank joined the Bell Telephone Company of Pennsylvania, and retired after 41 years service as a service foreman.

Our heartfelt condolences are extended to his wife Lorraine and his daughter and son, Daryle and Frank, Jr. As well as his many friends and relatives.

We will honor and cherish his memory, but we do not mourn for him, for he has found a refuge in the great harbor of eternal peace. We will miss his encouragement, counsel and love.

We Auxiliary members are consoled by the abiding faith that when the final watch changes for us and we also cross the bar, Frank Taylor will be waiting to welcome us into a safe harbor. We all loved and respected him and we will miss him deeply.

*Submitted by: Gene Pester, PDCO, 5NR*

## MEMBER RESOURCES

Every Quarter we publish the names of the "newly enrolled" members of the Auxiliary in the 5th Northern District.

For the July Board and Staff meeting we work up a report on our progress in the positive sector (enrollments) and the negative sector (dis-enrollments) for a comparison with the preceding year. When we look at both of these reports, one has to wonder how many of the "newly enrolled" (positive sector) will become part of the negative sector (dis-enrolled) in their first year in the Auxiliary.

It is difficult to understand how a person can be so enthused about our organization that they go to the trouble of becoming BQed and accepted into the Auxiliary and in the short space of time, become so dis-enchanted that they request dis-enrollment.

I strongly suspect that they didn't find what they expected to find. That brings us back to square one. These people didn't find what they expected to find, not because it wasn't there, but because we were remiss in our presentation. We were the ones lacking in interest—not in the Auxiliary, but in these new people that wanted to be part of our group.

We must practice something called "retention", and the first step of retention is to make these folks feel as though we like them and want them in our organization. Show them the basic ropes and get them to join in the fellowship portion of our Auxiliary lives.

We have all the tools at our disposal; patrols—use the new folks as trainees; Vessel Examination—use them to assist the Vessel Examiner; Safety Booths—have them standby and witness the answering of questions and on and on—have them participate and, believe it or not, that's exactly what they would like to do. So let's accommodate them.

We still have several months left. Let's get on with it and keep our new folks and PLEASE make it interesting enough to retain our "veteran" Auxiliaries.

*Submitted by: Jim Dempster, DSO-MR, 5NR*

## WELCOME ABOARD

The following named people have been accepted into the United States Coast Guard Auxiliary in the second quarter of 1995. We sincerely welcome them and wish them safe and happy sailing in the years to come.

Robert Lodge	Wilbert Zackarias
Nicholss A. Sommaripe	William D. Morgan
Alexander Satkowski	Arthur R. Hoch
Kelly Charter	Janet Padgeon
Inez Bevilaqua	Alfred Williams
Knug Clausen	Robert Carr
Malcolm Delsite, Jr.	Bruce Dutt
Vanja Eyrich	Lucille Ritzie
John Edgar	Donna Hammaker
Gary Kane	Thomas Knadle
Howard Hatfield	Brian Powell
Margaqret Ritchie	William Ritchie
Edward Dougherty	William Nelson
Stephen Jablonski	David Hornbach
William Finegan	Richard Balasa
Jan Robert Munroe	Louis Casarone
Jason Nolan	Michael Mauk
Michael Juntti	Francis A. Lombardi
Karen F. Iochum	Lawrence C. Greco

*Submitted by: Jim Dempster, DSO-MR, 5NR*

## INFORMATION SYSTEMS

The end of the year is upon us. For some it has gone by ever so fast, for others not fast enough.

Many changes have come to us in the Information System program. But it is you the member, who does all of the work and reports your missions to us that has actually made it a successful year.

It is time for your IS Officers to review, as they have done all year, your individual accomplishments. DO IT NOW, before the eleventh hour is here.

There have been no changes, this year, with the awards program. Review now, and you may find that you are within reach of the next level of award.

To the leaders, your members are winding down from a very busy schedule. Have you lead the way for the fourth cornerstone? "All work and no play makes Harry a very dull boy". The same goes for your membership. They will go that extra mile if it is fun.

Start now preparing for next year. Elections are at hand. The **Annual Unit Officer Report** (CGAUX15) and **The Staff Officers' Appointment form** (ADMIN3) are due to the Director's office by 20 December.

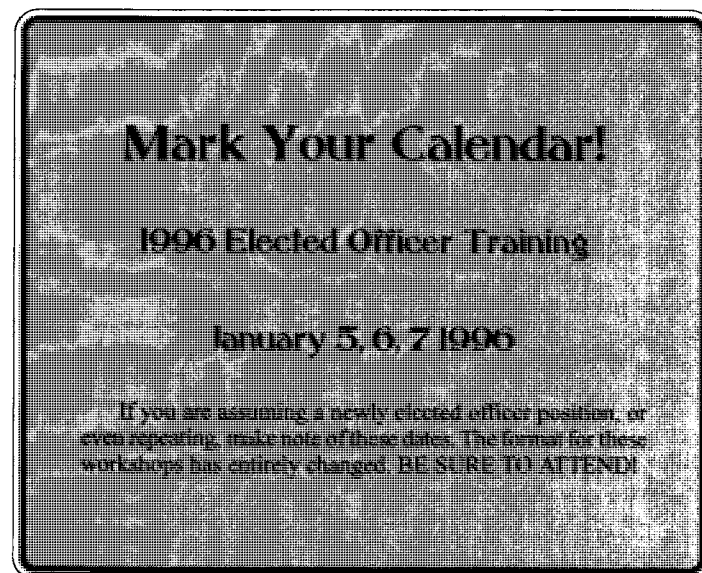
While your present Finance Officer is acquiring Member Training hours reviewing duties with the new officer, have them fill in a **Financial Report** (CG4750-1). This report is due to the Director's office before 1 February of 1996.

While the flotilla officers and staff may or may not be changing, now is a good time to do the **Audio-Visual Equipment Inventory**. Have the Materials Staff Officers make and keep an up-to-date list of who has what equipment. Guess what, the ADMIN 7 form is ready to be dispatched to DIRAUX. Due before 1 February in his office.

Starting 1 October of this year, you can start your **1996 Facility Inspections**. Why wait??? You're now well on your way to making the **Director's Administrative Award** for 1996.

Flotilla Secretaries have a monthly goal to make. The **Record of Unit Meeting** (CG 3615) is due at DIRAUX by the 15th of the month following your meeting. You say you don't always have a quorum, have the form filed as NO MEETING.

*Submitted by: June B. Layton DSO-IS, 5NR*



## PUBLIC EDUCATION

### BOATING SHOULD BE FUN!

But do we, as Public Education Instructors, sometimes place too much emphasis on the dangers of boating and not enough on the fun of boating—if one is properly educated in boating safety? Are we preaching instead of teaching?

That's the basic message that William J. (Bill) Garry sends in issue No. VI of "The EdVantage", one of Naional's PE bulletins. Garry, a member of our own Division VI - Flotilla I in Trenton, NJ is the bulletin's editor and a Branch Chief on the National PE Staff. Among the points Garry makes—including some we all know but often overlook—is that most students in our evening PE Courses hold daytime jobs, and some may well be "stressed out" by the time class starts. An ill-prepared instructor will have a hard time arousing their interest.

Garry suggests that we relate ourselves to successful salesmen...sell safety, instead of pushing our message with fear. Let's not antagonize our students by preaching.

Is this tough to do? Not really, according to Garry. You've got to involve the students in the learning process. Make frequent use of training aids. For example, hand a student a life jacket in its original wrapper. Ask that it be put on, while you time it. Suddenly students learn that if it's time-consuming out of the water, how much more time and effort would be required to do the same thing IN the water. (It also makes for a little fun in the classroom!)

So, Instructors—be properly prepared...don't read most of your presentation from the textbook or your notes...don't drone on and on. All are guaranteed "sleep inducers".

With thanks to Bill Garry for these gentle reminders, let's all strive to..

## TEACH not preach!

### SUMMER SHORTS WENT OFF QUITE WELL!

The PE Workshop/Round Table presented at the District Spring Conference went quite well, according to many who attended. The subject?...short PE Courses ideal for teaching during the Summer season. Sharing their experiences, ideas and suggestions on the conduct of six-lesson BS&S, Boating Safely and Water 'n Kids Courses were:

Mickey DeFerrari, SO-PE, Div VII  
Nancy Hepburn, SO-SR, Div VII  
Isabel Jones, SO-PE, Div VI  
Alice Stamm, Div X  
Ronald Boice, DSO-PA, Div IV  
"Bud" Troiano, ADSO-PE, Div VII

For the record more than 40 multi-lesson Courses were conducted during the past summer, plus a number of one-lesson Water 'n Kids classes. A hearty "Well Done" to all who were involved in these efforts to bring the safe boating message to the public.

## LATE FLASH!

### BS&S 11th EDITION TEXTS

By the time you read this, the new 11th Ed. of the BS&S texts will be available through the National Materials Center (ANMC) in St. Louis. Likewise, instructor kits. Prices are higher—largely because of significant increase in paper costs—so check with your Division Materials Officer before ordering.

A few quick notes about the 11th Edition texts and their use:

- These new texts have been completely rewritten, some new material added, some old material deleted, some sections—such as "Engines"—given an entirely different slant.
- Because of the above, do not even attempt to teach the 11th Ed. Course without thorough study of the new text and Instructor Guide.
- In accordance with Commandant Notice 16794—"1995 Auxiliary Public Education Workshop"—that Workshop is REQUIRED before an Instructor can teach the new Course. Your Flotilla Commander's Certification is required, along with a Seminar Attendance Report (CG-5163), both of which are to be sent to the Director through your Flotilla Information Systems Officer. The so-called "kitchen table" completion of these reports is prohibited.
- There will not be new 35mm slides. Rather, sets of 300 or more "Masters" will be available for making Overhead transparencies. Existing 35mm slides may continue to be used if, after careful screening, they are appropriate. "Let's Go Boating" video tapes should also be usable with the 11th Edition as specified in the Instructor's Guide.
- Supplemental information for the nationally required workshop will be distributed by the District Public Education Department as soon as we have the opportunity to obtain and study the new text and other materials.
- For now, Flotillas should at least order the new Instructors Kit and the Overhead Masters—and plan to conduct their Workshops before Christmas, but for all practical purposes not later than two weeks BEFORE the start of teaching the 11th Ed. Courses.
- Flotillas with left-over 10th Ed. Books—or who can obtain some from other units—can teach from the 10th Ed. next year if they so desire. There are no more 10th Ed. Books available from St. Louis.

With proper advance planning, Flotillas should have no trouble in preparing to teach this new 11th Ed. Course. It's easier for students to read and learn, and easier for Instructors to teach. So let's get on with it—and do the right thing the right way!

*Submitted by: William Reimer, DSO-PE, 5NR*



1996 WINTER CONFERENCE  
5th District Northern Region - U. S. Coast Guard Auxiliary  
19, 20, 21 JANUARY

Sheraton Berkshire, Reading, Pennsylvania



SCHEDULE OF EVENTS


<b>FRIDAY</b>	<b>19 January 1996</b>
1600-2000	Registration .....
2000-2100	Captains' Meeting .....
2000-2100	District Staff Officers' Meeting .....
2100-2300	Welcome Aboard Reception (No Host) .....
<b>SATURDAY</b>	<b>20 JANUARY 1996</b>
0730-1000	Registration Desk Open .....
0800-1700	District Store Open .....
0800-1200	District Board Meeting .....
0800-0945	IT Workshop .....
0830-0930	OP Workshop .....
0830-0930	VE Workshop .....
0930-1100	Spouse/Guest Coffee & Program .....
1015-1200	IT Workshop .....
1030-1130	OP Workshop .....
1030-1130	VE Workshop .....
1130-1300	Lunch (on your own) .....
1300-1445	IT Workshop .....
1315-1700	District Board (Continues) .....
1330-1445	Career Counseling Workshop .....
1330-1430-	OP Workshop .....
1330-1430	VE Workshop .....
1500-1645	IT Workshop .....
1515-1615	OP Workshop .....
1515-1615	VE Workshop .....
1830-1930	Cocktail Reception (No Host) .....
1930-2230	Banquet .....
<b>SUNDAY</b>	<b>21 JANUARY 1996</b>
0800-0930	Past Captains' Breakfast (Members & Guests Only) .....
1000-1200	EXCOM Meeting .....
1000-1200	Workshops for SOs (Held by DSOs) .....
1200-1300	Lunch for DSOs & SOs .....
1300-	Workshops for SOs (Continued) .....

(Dotted lines for your convenience in entering location of event)

BANQUET MENU

Tri-color Tortellini  
Petite Caesar Salad  
*Entrees:*  
*Prime Rib of Beef*  
or  
*Stuffed Flounder with Crabmeat*  
or  
*Chicken Wellington*  
Green Beans Almondine, Stuffed Baked Potato  
Rolls & Butter  
Carrot Cake and Beverage

UNIFORM OF THE DAY

<b>FRIDAY</b>		Casual
<b>SATURDAY</b>	(Before 1800)	Servicel Dress Blue or Appropriate Civilian Attire
	(After 1800)	Dinner Dress Blue (White shirt, black bow tie Miniature Medals) OR Dinner Dress Navy Blue Jckt or Appropriate Civilian Attire
	<b>SUNDAY</b>	Casual

ROOM RESERVATION FORM  
Use this portion to make reservations at  
SHERATON BERKSHIRE-READING



1741 Paper Mill Road  
Wyomissing (Reading), PA 19610  
Tel: 610-376-3811

U. S. Coast Guard Auxiliary 5NR  
Winter Conference  
19, 20, 21 JANUARY 1996

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

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

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Please Reserve: ☐ Single ☐ Double ☐ Non-Smoking  
Rate: \$65.00 Single or Double  
Check In Time: 1500

**Deadline for Reservations: 5 January 1996**

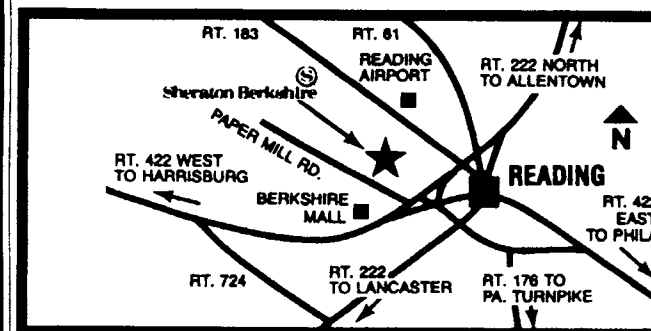
One night's deposit required to guarantee room.  
Make checks payable and mail to Sheraton Berkshire  
or call with major credit card.

State that you are with the US Coast Guard Auxiliary

Arrival Date \_\_\_\_\_

Departure Date \_\_\_\_\_

Credit Card # \_\_\_\_\_ Exp. \_\_\_\_\_



FROM PENNSYLVANIA TURNPIKE:

Take Exit 21. Get on 222 North - it will narrow to a divided highway at traffic light. Stay on 222 North approximately 9 miles. Make left on 422 West/222 North toward Lebanon/Allentown. Stay on 422 West (Pay attention to signs, it veers off to the right in approximately 2 miles.) At stop sign, make a left at traffic light. Make a right (422 West Business). First exit is Paper Mill Road. Sheraton is straight through traffic light.

FROM PITTSBURGH, HARRISBURG:

Follow directions from the Pennsylvania Turnpike.

FROM WASHINGTON, BALTIMORE:

Take Baltimore-Washington Parkway I-495 to I-95 to I-83 North. At York pickup US 30 East to Lancaster. Pickup 422 North. (Follow Directions from Lancaster listed below)

FROM LANCASTER:

Follow 222 North - it will narrow to a divided highway. At traffic light stay on 222 North approximately 9 miles. Make left onto 422 West/222 North toward Lebanon/Allentown. (Follow directions from Pennsylvania Turnpike above).

FROM PHILADELPHIA/VALLEY FORGE:

Take Schuylkill Expressway to PA Turnpike I-76 West. Follow to Exit 22 at Morgantown. Go left at toll booth, then right at stop sign to I-178 North. Follow to 422 West. (Follow directions from Pennsylvania Turnpike above)

FROM DOVER/WILMINGTON:

Take Route 13 North to I-41 North to 202 North (322 North). At King of Prussia, pick up-0 PA Turnpike (I-76 West to Exit at Morgantown. Go left at toll booth, then right at stop sign to I-178 North. (Follow directions from Pennsylvania Turnpike above).

U. S. Coast Guard Auxiliary 5NR  
Winter Conference

19, 20, 21 January 1996

Sheraton Berkshire - Reading

Use this portion to make your meal and Auxiliary  
Conference Registration

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

#1 \_\_\_\_\_ Member No. \_\_\_\_\_

#2 \_\_\_\_\_ Member No. \_\_\_\_\_

Registration Fee: (for each person over  
.. 17 years at \$5.00 per person) ..... # \_\_\_\_\_ \$ \_\_\_\_\_

Saturday Night Banquet Buffet:

.. Prime Ribs \$24.00 ..... # \_\_\_\_\_ \$ \_\_\_\_\_

.. Chicken Wellington \$19.00 ..... # \_\_\_\_\_ \$ \_\_\_\_\_

.. Stuffed Flounder \$23.00 ..... # \_\_\_\_\_ \$ \_\_\_\_\_

Past Captains' Breakfast:

Member(s) (PCA) ..... # \_\_\_\_\_ \$ \_\_\_\_\_

.. Guest(s) at \$10.00 ..... # \_\_\_\_\_ \$ \_\_\_\_\_

Total Amount \$ \_\_\_\_\_



WORKSHOP RESERVATION

Please note the number of people attending each  
workshop.

IT Early AM ☐ Late AM ☐ Early PM ☐ Late PM ☐

OP Early AM ☐ Late AM ☐ Early PM ☐ Late PM ☐

VE Early AM ☐ Late AM ☐ Early PM ☐ Late PM ☐

Career Counseling: ☐

Please Check if attending:

Spouse/Guest Program ..... ☐

Van to Shopping Outlets (Saturday @ 1300) ..... ☐

REGISTRATION  
DEADLINE

10 JANUARY 1996

(add \$5.00 after this date)

Send this form and check made payable to  
USCG Auxiliary (5NR) to:

Ira & Arline Dolich  
P.O. Box 849  
Cherry Hill, NJ 08003



## NATIONAL SAFE BOATING WEEK ACTIVITY

On these two facing pages are views of the Penn's Landing Activities for National Safe Boating Week, 1995

*Submitted by Muriel Lewis, NSBW Chairman*



**Pictured Top to Bottom- left column:**

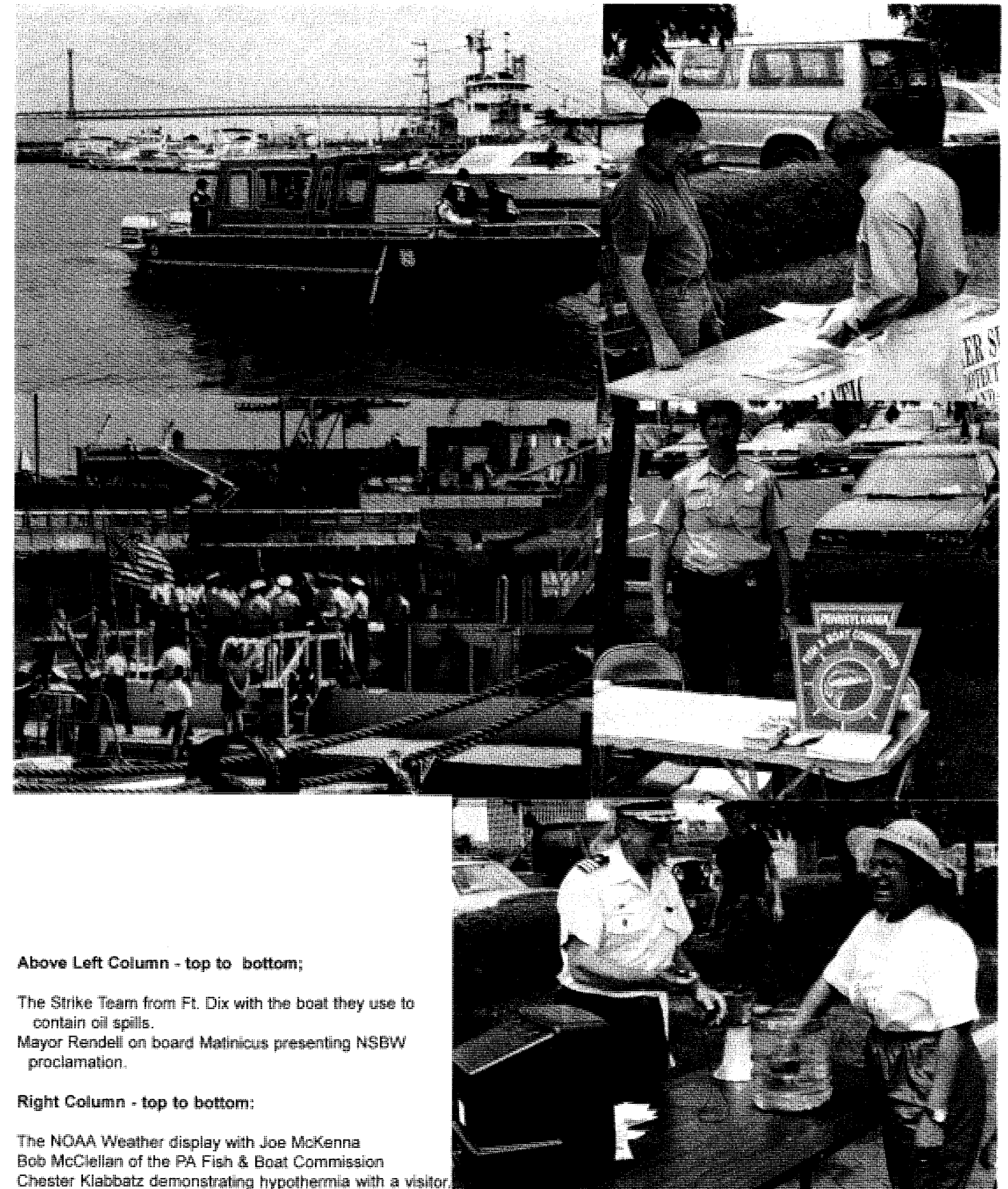
On Board Matinicus - Muriel Lewis holding proclamation to her left - LT John Davis, CO of Matinicus, DCO Harry David, LCDR Bob Duld. Mayor Rendell presenting NSBW Proclamation aboard Matinicus. Muriel and Rita Kratzer.

**Top to Bottom - right column:**

The 4 bears in a tub with Linda Boice  
Linda Boice with Capt. Croaker.  
Ron and Linda Boice with Capt. Croaker.



## PENN'S LANDING, PHILADELPHIA, PA



**Above Left Column - top to bottom;**

The Strike Team from Ft. Dix with the boat they use to contain oil spills.  
Mayor Rendell on board Matinicus presenting NSBW proclamation.

**Right Column - top to bottom:**

The NOAA Weather display with Joe McKenna  
Bob McClellan of the PA Fish & Boat Commission  
Chester Klabbatz demonstrating hypothermia with a visitor.

## PUBLIC AFFAIRS

### When the Summer is Gone

We in the Eastern US as well as some other sections of the Country faced with enjoying or enduring four seasons in the year often look at boating as a part-time, summer activity only. It is true too that some Auxiliaries see their duties hibernating on or after the 15th of September.

From where I sit, virtually every appointed and elected officer in the Auxiliary has a year around job.

This summer the Auxiliary designed and developed a program for the safety examination of personal watercraft, much like the long recognized Seal of Safety; the Courtesy Marine Examination Decal. Because it is new, it has not received the kind of public attention that it should.

While boating activity may cease in some parts of the country, let us not forget, as Auxiliaries, that we can work in the fall, the winter and spring; those other seasons when recreational boating may be on vacation, to promote our services. This can be done by:

- News releases to papers and magazines, radio and TV stations on matters of importance to boaters.
- Speaking engagements at local service clubs or similar organizations.
- Working with the Career Candidate Officer in promoting our AIM program.
- Working with the VE officer in promoting the safety examination of all eligible watercraft in the area.
- Working with the Operations Officer to publicize the work of the summer relating to the number of persons assisted, the type of assistance and how they were assisted.
- Working with the Public Education Officer to assure that there is the widest possible dissemination of information relating to boating safety education.

**The end of the summer does not mean we in PA start a winter vacation.**

*Submitted by: Otis Littleton, former DSO-PA,, 5NR*

## PENALTY MAIL

Due to changes in the Postal Service rates, the Mailing Guide now contains many errors. Many of these have already been published in the district in one way or the other, but there are still many errors in the application of stamps to envelopes. Following is a list of the changes which should be made to your guide, and which you should be following:

- First Class postage for mail under one ounce is now 32 cents. Members may use the old 29 cent stamp plus three 1 cent stamps—or the new 32 cent (or a "G") stamp.
- The Surcharge for large manila envelopes under one ounce is now 11 cents. Members must use a 10 cent stamp plus a 1 cent stamp.
- First Class postage for mail over one ounce is now 55 cents. Members must use a 32 cent (or a "G") stamp plus a 23 cent stamp.
- Postage for Postal Cards is now 20 cents. Members may use the old 19 cent stamp plus a 1 cent stamp—or the new 20 cent stamp.
- Postage for the Flat Rate Envelope, EP-14F, is now \$3.00.
- The Auxiliary National Supply Center (ANSC) now supplies stamps in the following denominations: 1 cent, 10 cent, 20 cent, 23 cent 32 cent (or a "G" stamp) and in limited quantities a \$1.00 stamp.
- The following pages in the guide should be changed to reflect the above Changes: Pages 1-3, 1-5, 1-6, 1-11, 2-1, 2-4, 3-2, and 4-1.

## MEMBER TRAINING

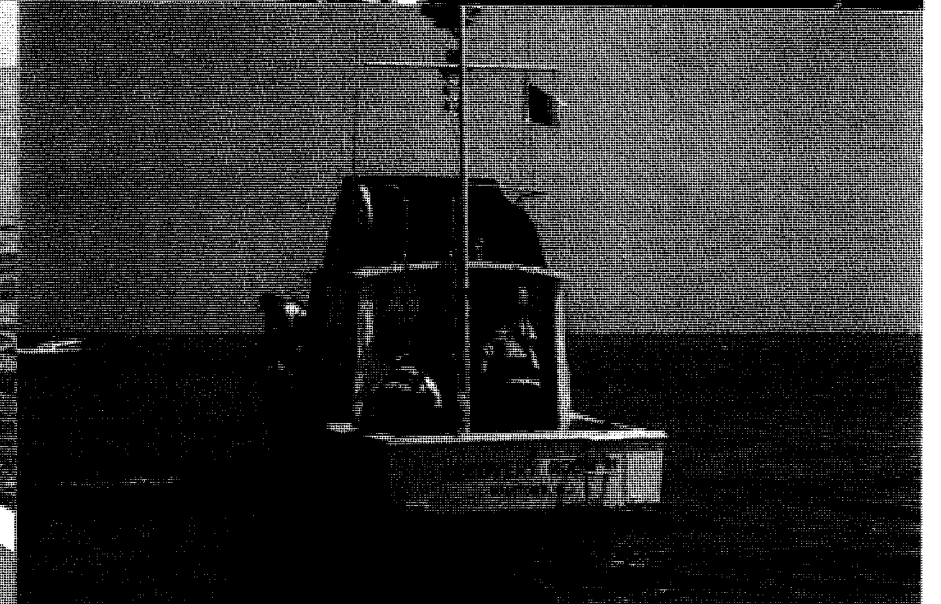
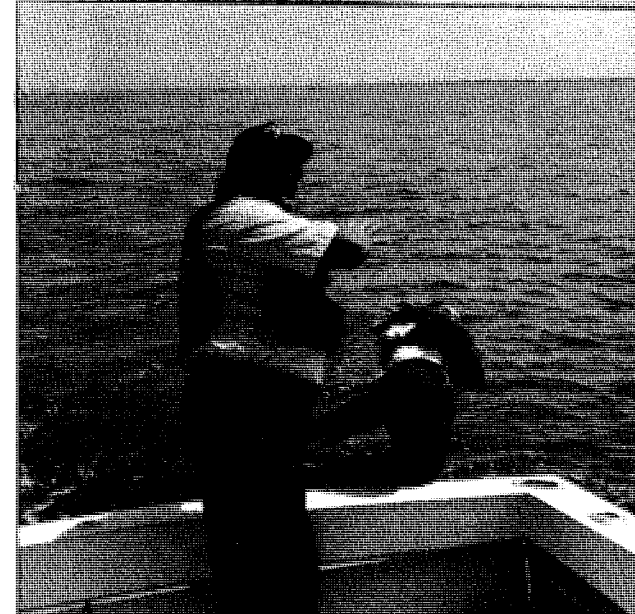
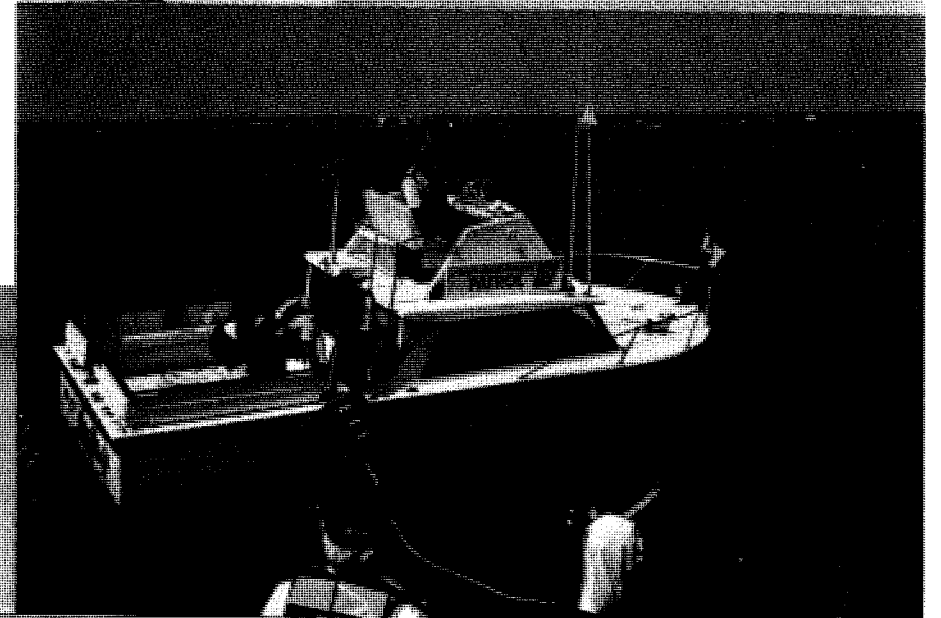
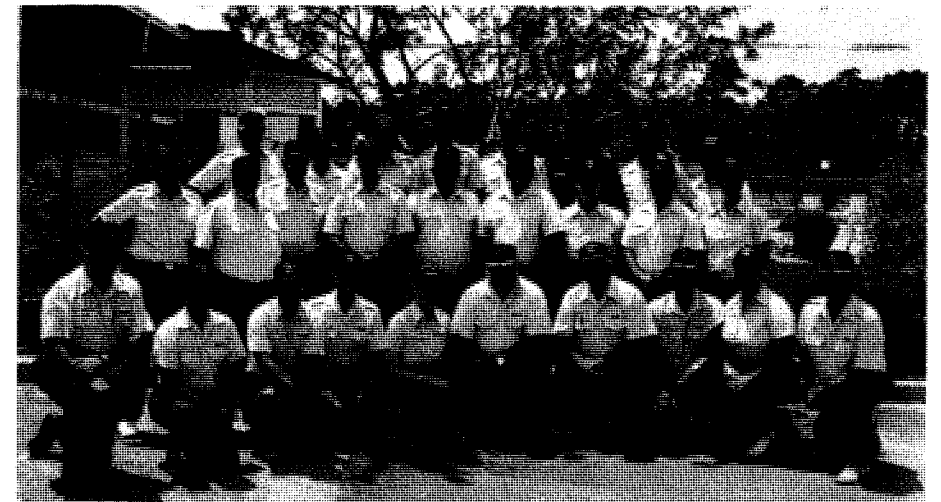
### OPERATIONS SCHOOL JUNE 1995

The first Operations School sponsored by District 5NR was conducted in June of 1995 in Cape May, NJ and had 18 students. While the school was successful, we learned much and hope to use the knowledge to improve the next one.

Special thanks to Byron J. Dial, Jr., DCP-VII and Charles A. Tier, SO-OP-VII for their assistance in making the school possible. Also a big thank you to the following members who supplied their boats for the school: Herb Hoeger, FL-74; Mike Henry, FI-13-10; Bill Morrison, FL-7-9; John McBride, FL-7-12; Bill Zotto, FI-7-9; and Ray Panfile, FI-7-11. John McBride also allowed us to use his home for our COMMS Center.

*Mary Clare Bowhux, DSO-MT, 5NR*

*PHOTOS: Paul Charns, DSO-CP and Don Bowhux, ACISO-MT*



## TRAINING AID AWARDS

On April 8, 1995 the District Training Aids Contest was held at the Sheraton Hotel in Cherry Hill, N.J. The competition was well received as many positive comments were expressed throughout the day. As expected, the quality of Training Aids this year was exceptional. There were nine entries on display representing seven different categories. They were as follows.

- 1 of Category 1 - Boat Handling
- 1 of Category 2 - Legal Requirements
- 1 of Category 3 - Courtesy Marine Exams
- 2 of Category 5 - Marine Engines
- 1 of Category 6 - Marlinspike
- 1 of Category 7 - Aids to Navigation
- 2 of Category 12 - Patrols and SAR

This year's awards shall remain the same as in past competitions. A **Certificate of Appreciation** will be awarded to the winners of each category. A plaque for **Best of Show** will be awarded to the individual with the best overall Training Aid. The Divisions which submitted the most Training Aids shall receive **Best Participation** plaques.

The winning individuals and Divisions for 1995 are as follows:

- Category 1 - Howard Humphries
- Category 2 - Ronald & Linda Boice
- Category 3 - Joseph Farber
- Category 5 - Benjamin Surrick
- Category 6 - Horace Eltonhead, Jr.
- Category 7 - Kenneth Steinmann
- Category 12 - H. William Schmitz
- BEST OF SHOW - Charles Pfeiffer

BEST PARTICIPATION - Divisions VI, VII, XII

I would like to thank all those who entered. Regrettably, not all participants could be awarded a prize. However, everyone wins when creative ideas and concepts are put on display. I'm sure many viewers took home useful information they can use in future training activities.

A special thanks should be given to the three judges; PDCO Eugene Pester, PDCO John McIntosh, PDCO William Dishert. It was their assistance and the participation of all who entered that made this year's competition a success.

*Submitted by: Thomas Diamond, SPO Training Aids, 5NR*



## AROUND THE DISTRICT

### DIVISION III

#### Public Affairs Highlights

Division III, 5NR, had tremendous success with Public Affairs activities for the 1995 year. They completed many projects too numerous to mention, but the highlights are as follows:

##### WAWA Milk Cartons

Wawa has been highly cooperative to the Auxiliary. They began their promotion one week prior to NSBW and continued for a total of 3-1/2 weeks with the volume of milk cartons reaching several million in the general five state area including the State of Maryland. A photo of the milk carton message was in the last issue of *Topside*.

##### Phillies Scoreboard

The Phillies had several home games on tap during National Safe Boating Week and our message, the same as last year (pictured in the Winter 1994 issue of *Topside* on the back cover) was shown on the scoreboard.

##### PECO Crown of Lights

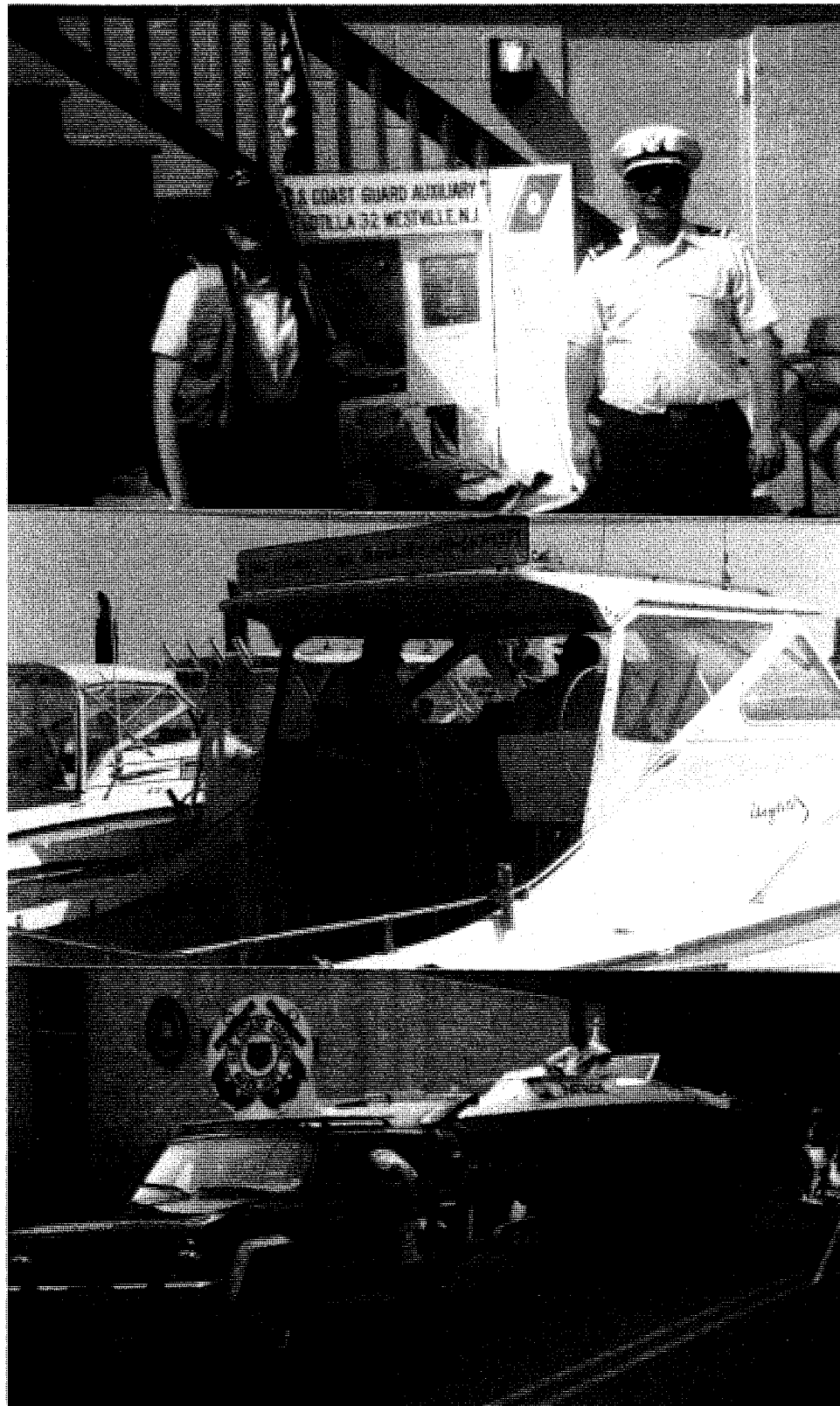
This message was again displayed on the PECO Building for two nights starting at 1900 on May 20 and May 23 1995. (Last year's display pictured on the front cover of the Winter 1994 issue of *Topside*.)

##### Delaware Bay Day

This event took place on June 3, 1995 with 15,000 to 20,000 persons in attendance. This was a total Division effort with 27 Auxiliarists in uniform from three different Flotillas. Four boats were patrolling the Maurice River in addition to public affairs booths, vessel examination ramps and Auxiliary Radio located at the Long Reach Marina.

Division III completed many other items to include vessel examination ramps at various marinas in their area as well as information booths at WalMart, K-Mart Shopping centers, libraries, etc. All in all it was a great effort and all members of Division III are to be congratulated on a **JOB WELL DONE!**

Submitted by Thomas Cusack, SO-PA, DIV III, 5NR



Pictured Top to Bottom: Delaware Bay Day, Bivalve NJ. Courtesy and Info booth manned by Jennine L. Bradshaw and Drew Boatner, Flo 3-2, M. J. Keegan examining vessel at Delaware Bay Day festivities Operational facility taking part in Harrison Township 150th anniversary parade, Mullica Hill, NJ. Photos by Thomas F. Cusack, SO-PA III and Drew Boatner, FSO-PA 3-2

## AROUND THE DISTRICT

### DIVISION VII

It was Saturday, July 8, 1995. Although it was a bit hazy, you could see the sun beginning to peek through. The tide was high and the waters calm. You could just tell it was to be a splendid day out on the bay. And then it happened.

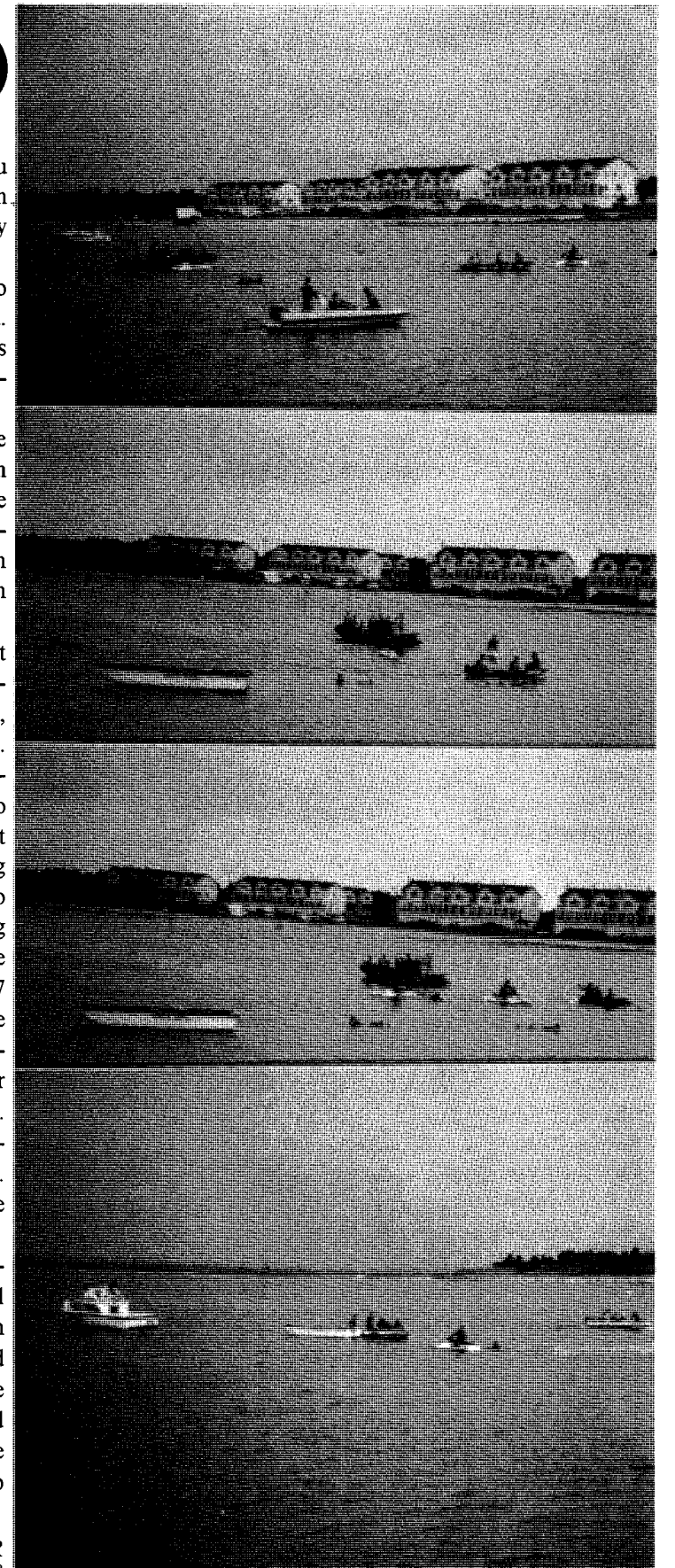
At approximately 0700 a 911 call was placed to report that two boats had collided just outside the entrance to Great Bay Marina. Apparently a 23 foot Pen Yan had just left Great Bay Marina's gas dock and was heading toward marker 139 when a speed boat going into the marina hit the Pen Yan.

Six people were in the water, five of whom were afloat and the other went under. Beach Haven Coast Guard vessel #031 from Beach Haven, New Jersey responded within five minutes of the call placed. Upon arrival they immediately began to help the victims in the water. Victims with only minor injuries were taken aboard the Coast Guard Vessel and a call was placed to the station for emergency rescue teams to be dispatched.

Shortly thereafter the Mystic Islands, Parkertown and West Tuckerton Dive Teams arrived on the scene. On the beach, approximately 50-75 yards away, the Mystic Islands Rescue Team, Police and Fire Department were awaiting arrival of the victims. Jet skis were first used to survey the accident scene. Smaller vessels were put into the water from the beach carrying the EMTs to the scene. All victims were then transported to shore and the rest of the dive team was dispatched to try and recover the drowning victim. The water was very murky and you could barely see two inches down. The divers then set up a radius search by dropping an anchor with a line and doing a 360 degree turn with all the divers holding onto the line. An Auxiliary vessel from Flotilla 7-7 with a dive team member on board traveled the perimeter of the accident scene and was on standby should another emergency occur. Another Auxiliary vessel from Flotilla 7-7 traveled the far outside perimeter to keep any oncoming boats away from the scene. The body was recovered within minutes of performing this procedure and transported to shore. The rescue and recovery was over. This was a drill. Had it been an actual boating accident, everyone involved would have been prepared.

The Beach Haven OD, Dave Maddock, was on another Auxiliary vessel which was used as a platform. He was able to see all that transpired during this training and critique this drill. The main purpose of the drill was to improve on our skills as volunteers and demonstrate how we can all work together as a team to better serve the boaters of today and tomorrow. Another drill is being planned to take place in the near future. Everyone deserves a pat on the back for a job well done. On that particular day, everyone who participated was a winner.

Submitted by: Linda Slover, FSO-SR, Flo 7-7, 5NR  
Photos by: Vince Maciborka, FC, Flo 7-7, 5NR



## AROUND THE DISTRICT

### DIVISION XII

#### NSBW at US Coast Guard Station, Indian River Inlet

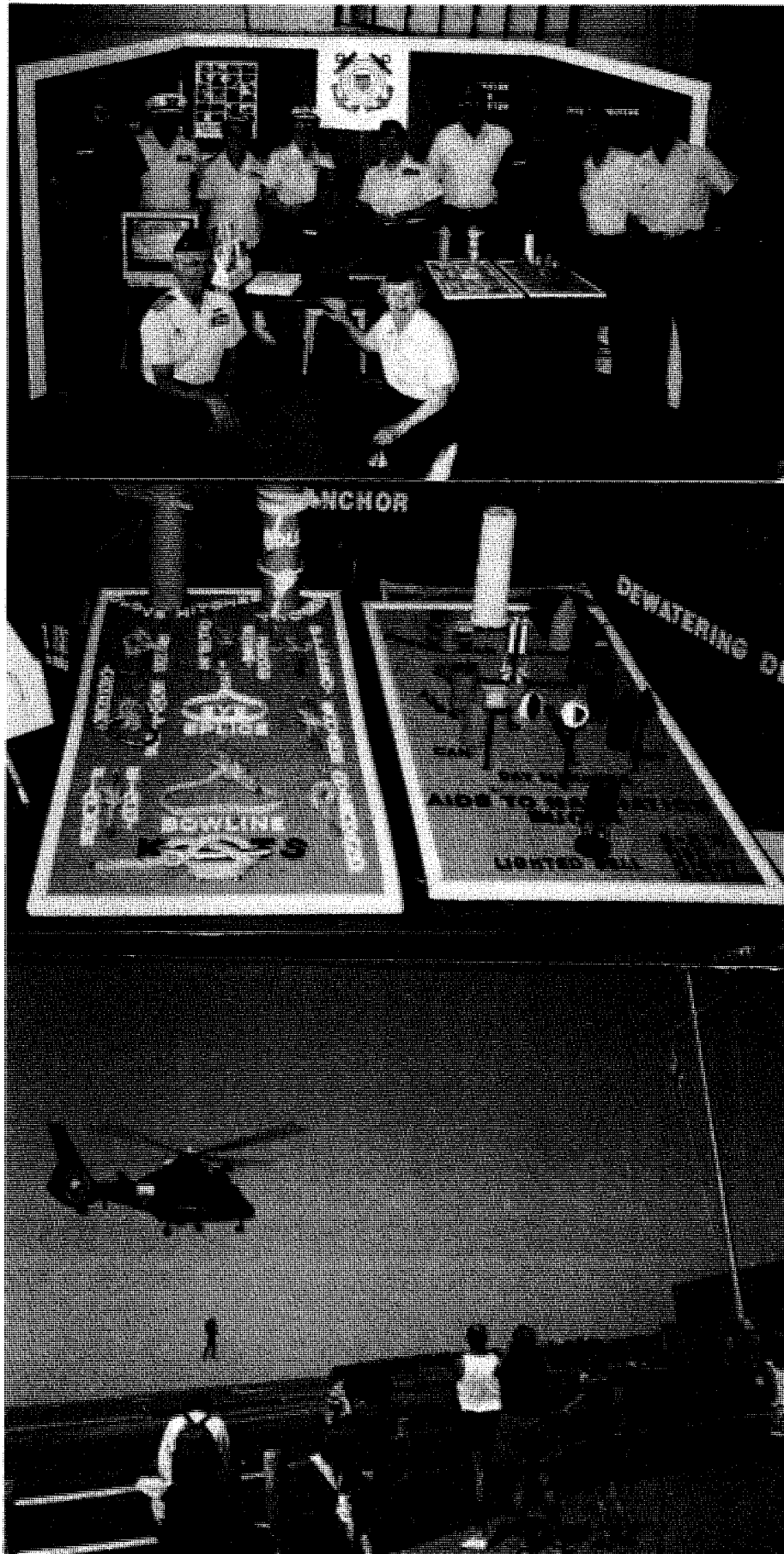
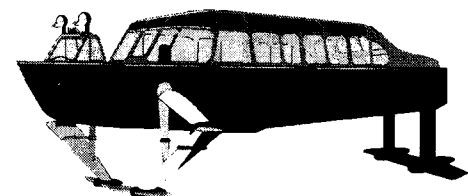
Flotilla 12-2 of Lewes, DE hosted USCG Auxiliary Day, with an open house at Station Indian River Inlet on May 20, 1995. This was the first day of NSBW and Armed Forces Day. Also participating were Flotillas 12-1, 12-3, 12-4, 12-5 and 12-9.

Ceremonies began at 1000 with a ribbon cutting by State Rep. John Schroeder (D-Lewes), Secretary of State Ed Friel and LT Wayne Stacey, Commander of the Coast Guard Station. We had all kinds of Safety Booths—fire extinguishers, distress devices, marine radio procedures, kids water safety, etc. Also assisting in the event were Division of Fish and Wildlife, Marine Police, Lewes Fire Dept., DARE Boat on Drugs, USCG personnel from Indian River and USCG helicopter from Cape May, NJ putting on sea to air demonstrations.,

On May 22nd at USCG Station Indian River Inlet, Governor Tom Carper, joined by Dept. of Natural Resources and Environmental Control Secretary Christophe A.G. Tulou, State Rep John Schroeder, a host of Marine Enforcement Officials, USCG personnel, USCG Auxiliary personnel and US Power Squadron, signed a Proclamation for NSBW.

Pictures show some of the demonstration boards, the helicopter rescue. Present in the group picture are first row top: Jack Korbobo, Bob Jopling, Ruth Jopling, Flotilla 12-2; Ruth Sokolowski, VCP Div XII; Bernie Paradise, Len Leschinsky, Shawn Evans, Jimmie Whisman, Ken Steinmann. Seated John Bernath, FI 12-2 NSBW Chairman. Kneeling in front, the late RCO-C William E. Stumbers and Shirley Stumbers, IPDCP XII.

*Submitted by John Bernath, FSO-PB, Flo 12-2, 5NR*



## AROUND THE DISTRICT

### DIVISION XIV

#### Rutter's Dairy Honored by U.S.C.G. Auxiliary

Rutter's Dairy was honored recently by the U. S. Coast Guard Auxiliary with the presentation of the U. S. Coast Guard Certificate of Appreciation for printing the Auxiliary's Safe Boating message on their quart milk cartons.

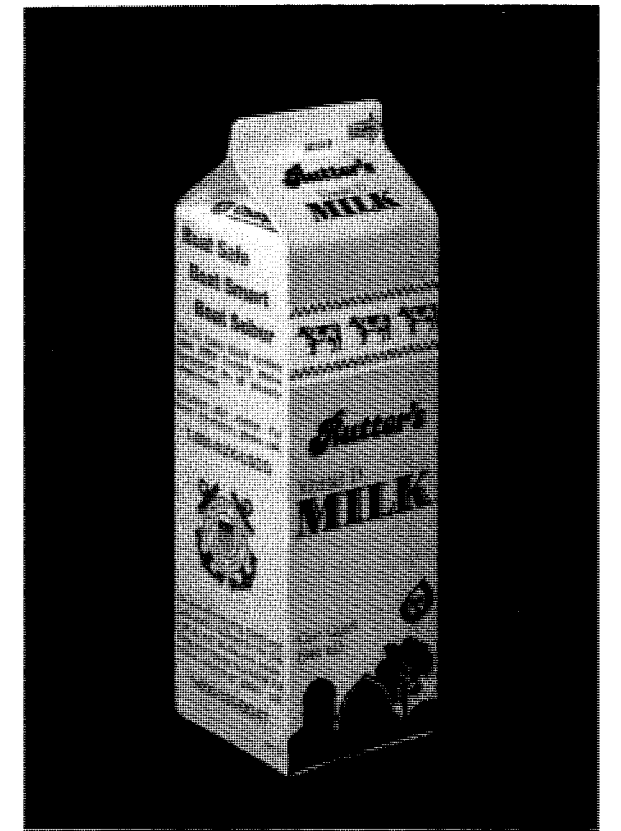
The presentation was made by Commodore Harry L. David of the Fifth Northern District, USCG Auxiliary to Mr. Todd M. Rutter, Plant Manager. Also in attendance were: Clyde E. College, VCO, 5NR; Kenneth M. Bashore, DCP XIV, and Jack H. Schofield, Public Affairs Officer for Division XIV.

"We are grateful to Rutter's for promoting our Safe Boating message. The Coast Guard Auxiliary is dedicated to saving lives on the water and Rutter's same concern and care for the community is to be commended", said Commodore David.

Rutter's Dairy had a very humble beginning in 1921 with a horse drawn wagon, and its bottles of milk were delivered door to door. It now operates a large fleet of refrigerated trucks to deliver milk and a variety of quality dairy products. Rutter's Dairy has grown from a small operation to its present position of leadership as York County's most modern dairy operation.

Shown below making the presentation l. to r., Kenneth M. Bashore, Captain, Division XIV; Commodore Harry L. David, District 5NR; Todd M. Rutter, Plant Manager of Rutter's Dairy; Clyde E. College, VCO, 5NR and Jack Schofield, Public Affairs Officer, Division XIV.



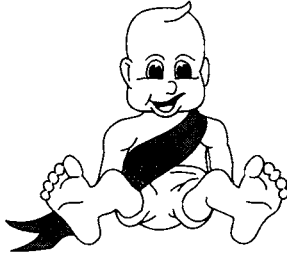
*Submitted by: Jack Schofield, SO-PA, Div XIV, 5NR*





# United States Coast Guard Auxiliary

## Fifth Northern District - Calendar of Events

OCT	NOV	DEC	JAN
<p>1 Start 1996 Workshops</p> <p>Start FY-96 Facility Inspections</p> <p>4 Yom Kippur</p> <p>15 Unit Meeting &amp; Unit PA Reports Due</p> <p>28 Western Area Meeting</p> <p>31 <b>HALLOWEEN</b></p> 	<p>1 Winter Uniforms</p> <p>TOPSIDE DEADLINE</p> <p>3 Mail Audio-Visual Inventory Letters</p> <p>11 Eastern Area Meeting</p> <p>15 Unit Meeting &amp; PA Reports Due</p> <p>17 Central Area Meeting</p> <p>23 <b>THANKSGIVING</b></p> <p>30 DEADLINE for Disenrollments</p>	<p>5 EXCOM Meeting</p> <p>15 Unit Meeting &amp; PA Reports Due</p> <p>20 CG2738A &amp; ADMIN 3 Due at DIRAUX</p> <p>25 <b>CHRISTMAS</b></p> <p>31 New Year's Eve</p> 	<p>1 <b>NEW YEARS DAY</b></p> <p>5 Elected Officer's Training</p> <p>6</p> <p>7</p> <p>15 Unit Meeting &amp; PA Reports Due</p> <p>19 5NR Winter Conference Reading, PA</p> <p>20</p> <p>21</p> <p>31 ADMIN 7 Due CG 4750 Due</p> 

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