

topsideside

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*Happy 200th Birthday
United States Coast Guard*



Published Quarterly by the U.S.C.G. Auxiliary
FIFTH COAST GUARD DISTRICT (NR)
c/o Coast Guard Base Philadelphia, PA 19147

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FRONT COVER

In honor of the Coast Guard's
200th Anniversary
1790 — 1990

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FROM CHIEF BOATING SAFETY

Update CAPT Robert A. Melvin, III



The Fifth Northern has had a tremendous year! Your SARDET's have received national attention as an example of what the Auxiliary is capable of doing. Anytime AMOS is mentioned in Coast Guard circles, your program is used as a standard for others to emulate. The way you have developed the private aids to navigation is another of your programs that has been used as a benchmark. In short, the Coast Guard is very appreciative of your support and exceedingly proud of your accomplishments.

Good news on the uniform! Our new District Commander, RADM Welling, has removed the District restrictions to the wearing of the Woolly Pully. The Woolly Pully may now be worn within the district to all events, including public appearances unless another uniform is prescribed. The following is quoted from COMDTINST M1020.6B, Uniform Regulations:

"i. Sweater, Pullover, V-Neck, Air Force "Woolly Pully"
(1) Authorized for wear with the service dress blue (in lieu of coat), tropical blue, undress blue, and working blue uniforms whenever those uniforms are authorized.
(2) May be worn beneath the trenchcoat and reefer coat.
(3) Officers will wear soft shoulder boards on sweater epaulets.
(4) May not be worn with ribbons, name tags, or other breast insignia.
(5) May not be worn beneath the windbreaker.
(6) If worn with the tropical shirt or short sleeve working blue, the collar is worn on the outside of the sweater."

Please use good judgment in wearing the sweater in public. If the appropriate civilian dress code for an event is coat and tie, please wear the blouse instead of the sweater.

NEW SUBJECT: As the Spring Season is upon us, now is the time to schedule speakers who can visit rod and gun clubs, sportsmen clubs, civic organizations, etc. to talk about particular problems stemming from fishing from a boat. How about getting your local papers to run an article on this subject in your hometown newspapers? Remember, the vast majority of boating fatalities are occurring on the smaller bodies of water. Carry this message over to the rafters and canoe people when they begin river running. This group has had a high percentage of fatalities in many locations. Be innovative and preach the boating safety message to as many different groups as possible. THANKS AGAIN!

Looking forward to seeing all of you at the District Conference in April!

Robert M. Melvin III, CAPT USCG



Next
**Topside
Deadline
30 April 1990**

Get your articles in as quickly as possible. This will be the Summer Conference Edition. Your being on time makes it more possible to get it out on time.

FROM THE DIRECTOR

Update William M. Cherry, DIRAUX, 5NR



NEWS CLIPS! Ho-hum, another wildly successful year has drawn to a close for you, the hard-working members of the Fifth District Northern Region! I guess it's time to declare a vacation and to tell you all the latest gossip... I mean news - since the last publication of *Topside*.

Back in November when I originally started this article for the winter *Topside* which was later cancelled, under a heading of **"Believe It or Not,"** gazing into my hazy crystal ball I was certain that all of you would achieve 15 of 18 AMOS elements in 1989! You had already greatly exceeded the National MR goal for our Region and would exceed three more National goals (CE, PE and OP) and the remaining two goals were too close to call. I went out on a limb and predicted attainment of all six National goals! I wasn't far wrong. You "did good," for as Commodore Pierce is fond of saying, **YOU ARE THE BEST!**

Under **"Commandant Action,"** comes the following Agenda items PASSED at the National Conference in September of 89:

- National's per diem rate has been increased to \$85. per day
- Revised National Standing Rules stand as approved.
- The title of the Elected Officer's Course will be changed.
- The National goal system for Districts and Regions will be "converted" to fit within the existing AMOS Program for 1990.
- The new Auxiliary OPS Policy Manual, soon to be released, will state: "Each person embarked on an underway Auxiliary facility under orders, either reimbursable or non-reimbursable, must wear a Type I, II, or III CG-approved PFD. It is **recommended** that PFDS be international orange or high-visibility yellow, and that all crew members be in the same color PFD."
- Specialty Course practicals **were not eliminated**, rather they are to be conducted in the classroom and simulated, or explained, if necessary. Use of form CG-3890 is discontinued. Commandant (G-NAB) will review SC practicals and accept identical tasks completed in the BCQP if appropriate. (DIRAUX NOTE: Since 5NR already does this, **there is NO CHANGE to our existing policy concerning SC practicals!**)

Under **"News on the Home Front":**

- Distribution of 5NR's 1990 Instructor Seminar was completed on 9 November. **Deadline for completion is 30 June 1990.** State certified Instructors for Pennsylvania and New Jersey have been credited with seminar attendance by the Director (check the year-end 1989 Flotilla Roster and if you should have been; but, aren't, call the office for correction!).
- The BCQP Advancement/Requalification Errata Sheet has been changed to require completion of "HELO" tasks by crewmembers if not previously done. QEs got them in mid-November.
- A revised MUTT Program for 1990 was distributed on 9 November! Mutt Coordinators have been chosen by the DCO. They will work for (not under) the VCO. The VCO will control their budget and perform "liaison" between the Coordinators and EXCOM. New "Rules," concerning Division/Flotilla requests for assistance, apply. The District Staff and members in the local area have much larger involvement in the program than before. (continued in next column)

FROM OPS & TRAINING

Update Arlen "Chip" Hoovler, CWO, 5NR



PAINT PELLET GAMES

We met at a restaurant during the lunch rush. We were having coffee while we waited for the rest to arrive when George Pepperyias and Mary Ann Reardon came through the door. They were in camouflage outfits, complete with Army boots and berets. They looked "Contra," so "Contra" I think Ollie North would have slipped them a few bucks. The entire restaurant turned and looked at them as they stood shoulder to shoulder just inside the door scanning the restaurant for us. To the other people in the restaurant, it looked as if there was going to be a hostage-taking situation. If George hadn't spotted us, smiled and headed towards us, I'm sure mothers would have started running out the back door covering their children. Mary Ann and George won the best costume contest.

A parade of cars left the restaurant for the field. When we got there we were issued a single-shot paint-pellet air gun, face protection, goggles, and camouflage outfits and told to stand by the bench with the rest of the "Newbies." As we were being taught how to fire our off-the-rack, good-for-about-twenty yards, air guns, we looked around at our competition. It was apparent that they took this game seriously. They had painted faces, sticks and leaves sewn on their camouflage outfits, smoke bombs, paint grenades and some really high-tech air guns. One guy had a gun that shot fifteen rounds in a three second burst. That guy could paint the inside of a barn before a newbie could get one shot off. Another guy had a semi-automatic rifle with a scope and silencer. It was about \$1800 worth of gear designed to take out a newbie at seventy-five yards. After our instructor left, there was talk of shooting each other in the foot and leaving. Things started to look up when we were put on a team that had some of those big guns and noticed that Dan Maxim had a camouflage poncho which covered the arm band designating which team he was on. We thought it might give us an edge if he could infiltrate the other team.

The first forty-five minute game ended for me in nine minutes. No heroics, I simply looked through a fork in a tree and saw a small dot getting larger until the world was orange. Yep, Chipbo took a paint-pellet in the goggles. I went back to base camp, (Continued on page 4)

Continued from previous column:

Under **"From The Floor"** comes this explanation: Business at the Flotilla level may be brought up by any member OF THE FLOTILLA (NOT GUESTS) since every member of the Flotilla has a vote. At both Division and District level, **only voting members of the respective boards** may bring business before the board. Please refer to your Auxiliary Manual for definition of the make-up of these boards.

Under **"Privilege of the Floor"** comes this explanation: The "Chair" (FC, DCP or DCO) **may extend** the privilege of the floor (allow a person to speak to the assembly) to anyone in attendance. It is not mandatory that the "chair" do so and certain restrictions may apply and/or be imposed by the chair.

William M. Cherry, Director, 5NR

FROM THE BRIDGE

Update.....William E. Pierce, DCO, 5NR



How does the Commodore of the best da*# Auxiliary District in the nation start an article of thank you AGAIN, for another outstanding year? How can he (your Commodore) be humble? How can any of us ever be humble, when we get out there year after year doing more than even we think we can? Our AMOS "guesses" are now in and we can get on with doing them. I, for one, am sure we would do exactly what we do whether we have objectives or not. We seem to say, at all of our Division Planning Sessions, "We can't do more in whatever field (MR, VE, OP, PE) — we just can't do it! We understand we accept your justification, then you go out and exceed even our far out objectives.

I know it's hard work. I know we all get upset, worried, etc. if we get close to an objective but need one more person to qualify. Why have qualifications as a line item, you ask? Let's see if I can explain why. You have in your Flotilla, let's say — a very good person in the field of Vessel Examination. This person is not only good but retired, loves examining boats, talking to the boater about our Public Education, about "us" in general. Loves the program so much, every year for the past five years or so, does your Flotilla's objectives ALL BY HIMSELF. You take advantage, of course, and don't train any more CE's. You spend your training efforts on crew, instructors, etc. Then one year, we all hope it's not this year, the "heavy hitters" mate also retires and they move to Florida. Things start to fall apart rapidly at this point. You have put your VE program in the hands of one person. Your Flotilla does not get the objectives for the year. They probably will not get them next year or maybe the year after, WHY? I know we all know the answer to that question, don't we? We all know how to change the FUTURE, we don't have to be in the future to see the scenario just described stopped before it ever gets started. We take our "heavy hitter" and have him/her train at least one-third of our members in his/her field; we prepare our Flotilla for the FUTURE. Now when they decide to retire to Florida, you can throw a going-away party and thank-you party for them and NOT feel they are abandoning you and the Flotilla. YOU HAVE PLANNED FOR THE FUTURE! If we can do this in all of our fields— Public Education, Vessel Examination, Operations and Member Resources — we will be planning for the future; the future of not only your Flotilla, BUT the Auxiliary itself. Without qualified persons on line to step in and take over — surely the Auxiliary will wither and DIE. I hope this helps explain the "WHYS" of qualification as a line item on the AMOS sheet. We are a service organization, serving the COAST GUARD; we have to have qualified persons waiting in the wings to back us up; to help give that burnt-out member a much needed rest, to fill the gap when a member transfers, etc.

I started this article wondering how to thank the BEST, FOR BEING THE BEST. How about a promise from me that I will try and do more for my Flotilla in 1990, in all our fields.

I hope to see all of you at the APRIL AWARDS CONFERENCE. Come on out to see all the persons who are "heavy hitters" get their rewards. Help us all thank them for their efforts.

COMMUNICATE-COOPERATE-COORDINATE

William E. "Bill" Pierce, DCO, 5NR

FROM THE BRIDGE

Update.....Eugene M. Pester, VCO, 5NR



This is the time of year when we traditionally celebrate our accomplishments. We in the 5th Northern have good reason to celebrate. Each of you, in your own special way has made important contributions to the successful year we have had.

While we are reflecting on our past accomplishments, we also must look forward to 1990 and the challenges ahead. It is important to realize that doing things the way we have always done them may not be good enough to meet the 1990 challenges. We must examine our AMOS goals and ask ourselves what approach should be used in order to accomplish them.

- Are we doing things **just because** we have always done them, or are we doing things that must be done?
- Are we doing things the way we have **always** done them, or, are we doing things the best way they can be done?

I encourage all of the members of the 5th Northern District to ask yourselves these questions as we move forward in 1990. Then I encourage you to make your answers known. Just as the boating public looks for the value Coast Guard Auxiliarists can bring them, I look for the value we all can bring the Auxiliary. Commodore Bill and I count and depend on the ideas you have and how we all can perform our tasks more efficiently and more effectively in 1990.

One of the things we have been doing because that is the way we have always done it is "Public Affairs Activity Reports." Helen McCabe, DSO-PA, recently sent out a flyer which graphically describes PA reporting problems. Helen and Karen Nice, DSO-IS, traveled extensively throughout the District preaching the gospel according to proper PA activity reporting. I hope through the recent efforts of Helen and her flyer, the problem has been resolved. I further hope ALL FSO-PAs will hold a member training meeting real soon and disseminate this important information to all members. We really need your help and cooperation in order that this problem may be resolved.

Let's make this a 100% perfect reporting year! How about it!
Eugene M. Pester, VCO, 5NR

Safety & Training Officer: Continued from page 3

cleaned my goggles and waited for the rest to come in. I was the first back (even though I took my time walking back so I wouldn't be) but, it wasn't long before more newbies started trickling in. About ten minutes before the game was to end there were only three newbies that were not in camp; Ron Waters, his son and Nancy Davis. We knew our only hope rode with Nancy when we saw Ron and his son coming in wearing their "Red Badges of Courage" about five minutes later. The game ended in a tie, that is, no team captured the other's flag. All of the newbies took a hit except Nancy Davis. It was a great morale boost to know one of us lived through the first battle. As for Dan and his covered arm band, they just shot him anyway. They're a cruel bunch.

The other three games that day went about the same for the newbies. Next time though, Ron and Dan are bringing paint balloons and their airplanes and I am bringing a Coast Guard P1 pump and sixty gallons of international orange paint.

Cindy says Hi!

See pictures elsewhere in this issue!

A. F. "Chip" Hoover, CWO, 5NR

FROM CENTRAL

Update.....Paul Owens, RCO-C, 5NR



Reminiscing for a moment, do you remember why you become a member of the Coast Guard Auxiliary? You had a little extra time, you had a particular occupation to offer, You either just obtained a new water toy or were planning to purchase one and were eager to learn how to move it across the river. What ever your reason, it was definitely related to becoming a more skilled, safer and knowledgeable boat owner or to help a friend or relative do so. However, after we became a member we didn't realize just how much we could learn and become involved.

Before I joined, the idea of becoming a Courtesy (Examiner only) appealed to me. It would increase my knowledge regarding various types and makes of boats and necessary safety requirements. I qualified soon after joining and still enjoy examining boats.

Then along came my first summer as a member and I was invited, with special permission, on a regular safety patrol. I again felt the urge to learn more about patrolling simply because I had no idea what we were supposed to look for and trying to understand what was being passed over the radio was totally foreign to me. What I am trying to express is that the opportunities are unlimited within the Coast Guard and Coast Guard Auxiliary. It's up to you!

This leads to the main subject of this story. Many members are trying to do a little or a lot of every cornerstone. This is great! But why not become a specialist in at least one of the cornerstones? Webster defines a Specialist as: *One who devotes himself to a special occupation or branch of learning.* We see specialists in all type of occupations now days—armed forces, medical, automotive — just to name a few. Just practicing one particular field enables them to become extremely proficient in their profession.

Participating in all cornerstones while being a specialist in one field (or more if you wish) will enable you to become a truly experienced, knowledgeable expert in your endeavors toward self-satisfaction while furthering the good you're doing for the Coast Guard and the Coast Guard Auxiliary.

With the certain amount of traveling and visiting that accompanies the office of Rear Commodore, I welcome and anticipate the challenge within the Central Area. It's always a pleasure to meet new members and re-establish friendships with acquaintances developed over the years.

Paul Owens, RCO-C, 5NR



SPRING CONFERENCE EDEN RESORT INN, LANCASTER, PA APRIL 20 - 22, 1990

Are your reservations in for the hotel?
If not - get them in now with reservation
form on page 13.
Deadline for hotel is March 20th!

FROM THE EAST

Update.....Caroline K. Sweigart, RCO-E, 5NR



LET'S WORK TOGETHER

We must be working together to achieve our very best. A patrol cannot be taken alone. A Public Education Class should have more than one instructor. Our CE program is enhanced by using teams of examiners to examine vessels; demonstrating our fourth cornerstone to the public. Our fourth cornerstone — Fellowship — is a large part of our program and gives us much in return.

Auxiliarists are considerate and caring people demonstrated by their concern and assistance to the Coast Guard. When we cooperate and work together as a team we achieve much more than individuals working alone. *Co-op* Magazine recently had an article about the TATE family, and the presence of the TATE family in every organization. First was Dick Tate who wanted to run everything his way. Secondly there was Ro Tate who wanted to change everything around. Agi Tate ran around stirring up trouble with Irri Tate giving her a hand.

If there were new ideas proposed, Hesi Tate and Vega Tate tried to block them. Immi Tate copied others. Devas Tate shocked and disrupted and Poten Tate wanted to be the big shot.

There are productive Tate family members who help like Facili Tate, Cogi Tate and Medi Tate. They get everyone back together again. Let's use the last three members of the family of Tates working, thinking and acting together to succeed.

Keep our new Conference Coordinator happy by sending in your reservations on time. (That must be one of the Tates [Hesi Tate] that we could do without.

Caroline K. Sweigart, RCO-E, 5NR

FLOTILLA 7-4 CELEBRATES 30TH ANNIVERSARY

On 12 May 1960, Flotilla 74, was chartered by Rear Admiral H. C. Perkins, Commander 3rd Coast Guard District. The unit was composed of fourteen (14) members with eleven (11) facilities, with its original meeting place in Beach Haven West, N.J. The officers installed were FC P.W. Schoennwetter; VFC, W. J. Brown; with T. W. Mackenzie as Training Officer.

Other charter members included: W. F. Brown, P. Cugliotta, W. T. Dickinson, W. R. Dilks, H. S. Elder, G. T. Fredricki, D. R. Lenker, T. W. Mackenzie, Jr., A. A. Powitz, DDS, A. Spear, CAL. and P. W. Schoennwetter, Jr.

As the Flotilla progressed, W. J. Brown, E. T. Marshall, W. R. Dowling, J. L. Krager and C. L. Matz advanced to the rank of Division VII Captains; with J. L. Krager serving as District Commodore, 3rd CG District Southern Region in 1974-75.

During the thirty years of dedicated service, the Flotilla has maintained a consistent high standard of performance with Division VII in the fulfillment of their Auxiliary activities.

Today, the Flotilla has thirty-eight (38) active members, located in Manahawkin, N. J. under the leadership of Flotilla Commander Herbert E. Hoeger.

Information supplied by Joseph L. Krager, Jr. (PDCO) and submitted by Margaret W. Krager, FSO-PA, Flotilla 7-4

FROM THE WEST

UpdateWelton J. Fischer, RCO-W, 5NR



STAFF OFFICERS— do you understand your job? Have you given any thought concerning the responsibility of your staff position? Have you established any program goals or organized any program of proposed activities for the coming year? If you have not, you need to . . . promptly. As Flotilla or Division Staff Officer, you are PROGRAM MANAGER of your staff program activity.

Flotilla Staff Officers, it is your responsibility to stimulate the interest of your members in your program area, to arrange for training and to encourage member participation in training activities related to your program area. You should set your program goals and organize training and member activities designed to meet those goals. For the most part, your goals will be based upon your Flotilla's AMOS commitments. However, you need not limit your goals just to the AMOS commitments. Once you have a firm grasp of program goals, involve your members through training and scheduled program activities . . . including fourth cornerstone events. Consider scheduling a family picnic in conjunction with a CME station, for example.

Division Staff Officers, you should get with your Flotilla counterpart and help the Flotilla Staff Officer identify and organize Flotilla goals and help to provide training activities in support of those goals. You should consider the possibility of joint activities between Flotillas, both in training and member participation in program activities. Not only does this provide an efficient means of providing necessary training, it helps to provide a bond of friendship and cooperation within your division. Tell District what you need to support your program.

Staff Officers, please do not go to your Flotilla or Division meeting and report no activity, I have not had any communication from anybody, District or Division does not tell me what they are doing, etc. In every case, you are the doers. You should not wait for things to come to you, but rather, you should be taking your program to the membership. If you have nothing to report or have had no communication from anybody, you probably do not understand what you are supposed to do. If so, let's talk. Your program is what you make of it. Don't let that be nothing!!

Welton J. Fischer, RCO-W, 5NR

Why not sign up for the next Member Training Project in your Flotilla, Division or at the District Level. There is something for everyone.



JOIN
THE
PROFESSIONALS



FROM THE PAST CAPTAINS ASN

Update.....Ednor Miller, Pres., PCA 5NR



The Past Captains Association is looking for a few good men and women.

Those of you who are past captains are entitled to join the Past Captains Association at a cost of just \$10.00. The general membership meets Sunday mornings at 0900 at each conference. Our meetings are breakfast meetings at no cost to its members—only a guest of a member must pay for breakfast.

In case you are unaware, the PCA sponsors an AIM candidate for a weekend to the Academy at New London as well as other programs such as the Speakers' Program and the 50th Anniversary Plates.

Remember, even if you are re-elected and active in a second term of office, you are considered a "Past Captain" and are eligible to join. If interested, please see any of its officers for details.

Ed Miller, President, PCA, 5NR

THE BIRTH OF AMOS (FICTION)

In the beginning on a bright, clear, summer day the Commodore watched some patrol boats docking at Cape May. He noticed a slightly frayed flag on one of the vessels and later mentioned this to the Vice-Commodore.

The Vice-Commodore commented to the Rear-Commodore that the Cape May patrols were "a bit ragged." The Rear-Commodore, in trying to correct the problem told the Division Captains that "Operations were sloppy."

The Division Captains, not wishing to look bad, told their Vice-Captains that the "Division was in terrible shape" and they wanted it corrected. The Vice-Captains, being action people, immediately jumped all over the Flotilla Officers for their poor planning, lack of training, lack of purpose and general disgraceful performance.

The Flotilla Officers started training sessions, increased patrols, pounded the ramps to increase CMEs and most importantly submitted resolutions to Division suggesting policy improvements. Divisions passed the suggestions to EXCOM and eventually to the Commodore and DIRAUX.

DIRAUX, in seeing the overwelling number of requests for policy change and new programs pulled together all of his resources and came up with AMOS. The changes were passed to the multitude and everyone now worked towards the new goals and milk and honey flowed in the Fifth Northern Region.

The result was National recognition for the quality and quantity of programs and many operators of the patrol boats in their pride of achievement replaced their flags and banners.

The Commodore was pleased as he looked with pride at how good his subjects looked and performed and he smiled upon them, and all was good in Fifth Northern.

Then one bright, sunny, summer day the Commodore watched some patrol boats docking at Cape May and he noticed that the shoes of the crews didn't match . . .

Amos, Creation
According to A.R.'s Journal

FROM THE WEST

UpdateFrank J. Taylor, IPRCO-W, 5NR



It hardly seems possible that two years have gone past so rapidly. Someone said "Time passes quickly when you enjoy what you are doing." I am now a firm believer of that saying.

I feel sure that the office of Rear Commodore (West) has been passed into good hands and Rear Commodore Welton J. Fischer will indeed continue to give us the benefit of his expertise, as he has in the past and perhaps even more.

For me, holding the office of Rear Commodore was a real fine experience and will continue to be with me for the rest of my life.

I have traveled the length and breadth of the Fifth Northern District and I believe our personnel are the finest Coast Guard Auxiliarists in the land.

Many, many people have helped me and advised me all along the way. From the DIRAUX, LT Wm. Cherry; through two Commodores, Al Lewis and Bill Pierce; the Vice Commodore, Gene Pester; and all the Rear Commodores.

The Captains and the Vice Captains of the Western Area did a superb job and that made my life much easier.

Thank you also, to the many, many friends I have made, all along the way for the past two years and more.

I will be seeing you at the various meetings, etc. in the future!

Frank J. Taylor, IPRCO-W, 5NR

NOTE: The above article was originally submitted to be included in the last issue of *Topside* for 1989. It was not Commodore Taylor's fault that it did not happen and I felt it was only polite to include his Thank You's in this issue.

The Editor

50TH ANNIVERSARY UPDATE

Those of you who ordered Anniversary Plates have them in hand by now. Lenox did an excellent job. So did Robyn Norcross. As a suggestion, take your plate to your Flotilla Meeting — let everyone see it. Maybe it will encourage them to take advantage of this once in a lifetime chance to have a memento of the Anniversary.

There are still a few left - use the order form to the right and order one today. Our Anniversary year is still in effect until June.

John D. McIntosh, PDCO, 5NR



Memento
Dinner
Plate
\$35.

The 5NR's Captains' Association offers — **LIMITED EDITION** - Lifetime memento of our 50th Anniversary inscribed on a Lenox Dinner Plate, handcrafted in 24 K. Gold Trim with Gold lettering and U.S. Auxiliary Shield in blue and red, centered.

You will be proud to display this beautiful, colorful Memento Plate with table or wall holder (not included with plate).

Lenox has given us this **SPECIAL LOW PRICE**
ACT NOW! **LIMITED EDITION**

Only a small quantity left
Order Yours now before it is too late

Make checks payable to **C.G. Aux Plate** and mail to:

Robyn G. Norcross
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Send Plates to:

Name: _____

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Enclosed find check for _____ plates in the amount

of \$ _____

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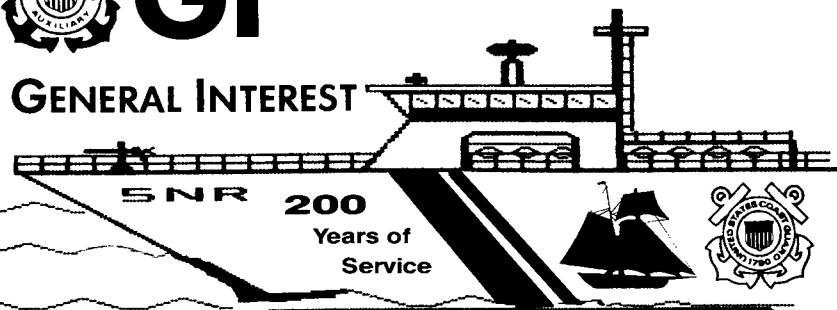


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NOTES OF GENERAL INTEREST

Issue: Recaps

Date: Spring 1989



WILLIAM M. CHERRY, DIRECTOR (5NR)

WILLIAM E. PIERCE, COMMODORE (5NR)

COAST GUARD BICENTENNIAL UNIT COMMENDATION (BUC)! The Commandant recently announced award of the BUC to the U. S. Coast Guard. The award elements are a ribbon bar for military personnel and a lapel device for civilians. The BUC will rank in precedence immediately below the Coast Guard Meritorious Unit Commendation and the Operational distinguishing device is not authorized. Coast Guard Auxiliarists, serving satisfactorily during any period from 4 June 1989 to 4 August 1990, are eligible for this award. Details concerning distribution of the citation and award elements are sketchy at this time; but, we'll keep you advised!

UNIFORM CHANGE: The District Commander has authorized the Tropical Blue Long uniform for optional wear throughout the year! This change allows individuals to wear the dress uniform of the day of their choice (Service Dress Blue Bravo, Tropical Blue Long, or Winter Dress Blue during the Winter Season) unless the Commanding Officer restricts this choice due to weather conditions or special events requiring uniformity. Also, the Poly/Wool Windbreaker is now authorized to be worn over the Woolly Pulley Sweater. Both changes are effective immediately.

THE CASE OF THE MISSING 50TH ANNIVERSARY KEYCHAINS; We hear you and have done a little investigation and; hopefully, found a solution to this mysterious problem! If you accumulated 50 points in AUXMIS in calendar year 1989, you are entitled to a keychain. Points were awarded as follows: 1 point per CME, 3 points per patrol or operational support mission, and 5 points per member training or public education mission. If you show the necessary points on your year-end member letter; but, haven't received your keychain, write to Edna Rose Aten, 644 Locksley, k St. Louis, MO 63119 **VIA THE DIRECTOR OF AUXILIARY.** We will verify your entitlement, endorse your letter and forward it. Keychains will be provided only as long as the supply lasts. . . so don't procrastinate!

HELP FOUND!: CAPT Melvin has found help for Auxiliary units in Delaware who run into the problem of contracts with "indemnity clauses"! The Boating Law Administrator, Major Rod Harmic, says the State will sign these contracts for the Auxiliary IF the contract is for a PE class conducted in Delaware which leads to State Certification of graduates. The offer does **NOT EXTEND TO ANY OTHER TYPE OF CONTRACT.** Point of contact is Bill Allegretti, 89 Kings Highway, Dover, DE 19901. Bill's telephone number is (302) 736-3448. Pennsylvania law prohibits the PA Fish Commission from following suit and we don't know about New Jersey at this point. Thank the Captain next time you see him!

MISUNDERSTANDING/: I hope not; but, *rumors* that the VE Seminar for 1990 is not mandatory continue to flourish! **FOR THE RECORD,** the VE, OP, and IN Seminars for 1990 **ARE ALL MANDATORY** in 5 NR! VE and OP are required by National and the IN seminar is required by the Region.

MEMBER SUGGESTION: During a recent AN Staff Officer workshop, Larry Miller (SO-AN V) made an excellent suggestion. He suggested that Marine Dealer Visitors be made aware of form NOAA 77-5 (a form used by members doing chart updating/correction work). This form can be used to report new marine services as well as deletions or additions to marine services presently listed in charts and publications! If MDVs could complete this form for each marina they visit, they would help keep the boating public better informed while accumulating CU Credits for themselves! Larry is a new member; but, he does understand the "multi-mission" concept!

BQ CERTIFICATION RECORD (CG-3616): A bulletin (#1-89) from the Auxiliary National Supply Center indicates that this form was cancelled by HQ. It was . . . but, some essential information on this form has not yet been included on a revised Auxiliary Enrollment Application! This form will continue to be required for all enrollments until further notice! If you run out, you may request what you need from DIRAUX or simply write the necessary information (member's name, type of PE course taken and date completed, and the member's score on BQ Examination with date taken and signature of FC) on a piece of paper and forward with other paperwork!

CG BICENTENNIAL CONCERT!: A Coast Guard Bicentennial Concert will be held at the Kennedy Center Concert Hall, Washington, D.C., at 2030 on Sunday, 27 May 1990. Tickets will be required and may be reserved (while the supply lasts) by writing to: Commandant (G-CP-3), U. S. Coast Guard, 2100 2nd Street SW, Washington, D.C. 20593. The concert is sponsored by the District of Columbia Council Navy League of the United States.

THE EAGLE WILL VISIT PHILADELPHIA!: The Coast Guard Cutter EAGLE is tentatively scheduled to arrive in Philadelphia on 11 July 1990 and to depart from Philadelphia enroute Baltimore on 14 July! Why not make arrangements to be in the area to see her? Will keep you posted!

NEW AUXNAV B SC EXAMINATION: The new examination (Edition 5, Test #51) is now in stock. It covers the same materials, so we have destroyed all of the previous editions of this test. Maybe pass rates will improve?

NEW AIROPS OBSERVER AND PILOT EXAMINATIONS: These new examinations (Test #2) are now in stock. They replace all previous editions of these tests.

NATIONAL ATON/CU SCHOOL: Commandant Notice 16798 of 18 December 1989 announces details for attendance by Auxiliary students. The notice has been distributed to all DCPs and FCs. Our own DSO-AN, Nancy Davis, has a big role to play in this school so you know it will be GREAT!

MORE PRIVATE AID VERIFIED TRAINING: Two Aid Verifier training sessions have been scheduled for next Summer: 1, 2 & 3 June in Cape May and 8, 9 and 10 June in Philadelphia. POC: DSO-AN Nancy Davis.

LT William M. Cherry, DIRAUX

UpdateNancy K. Davis, DSO-AN, 5NR

The latest statistics available at this writing indicate that our District performed 64 chart updating patrols which included 381 hours, and 1017 chart updating credits during 1989. I believe that more have been done which have not found their way into the bean pot yet. Many thanks to all of the members who have supported the ATON/CU program in our District during 1989:

- by doing ATON/CU patrols
- by submitting discrepancy reports
- by completing NOAA reports for chart updating
- by attending training sessions for the four new tasks in the BCQP and becoming qualified
- by attending training sessions for the private aid verifier qualification and enthusiastically spreading the "word" to fellow members about the program.
- by chipping, painting, and giving a facelift to lighthouses in the area for the bicentennial celebration.
- by being willing and cooperative during the past year and extending so much hospitality wherever I've traveled.

1990 Staff Officer Workshop The 1990 staff officer workshop was Sunday, 21 January in conjunction with the Winter Conference. Now that your Division Staff Officers have attended the workshop, be sure that all of the information they received is given to the FSOs and the members. Ask them what they learned!!!

Dates to Note On Your Calendar:

- Saturday, 31 March will be a Chart Correction Party at Group Philadelphia. Members will be correcting charts for our area of responsibility. All Coast Guard units will be provided with corrected charts and each member helping will receive a corrected chart of their choice.
- 1, 2, and 3 June — a training session for members wishing to receive the designation of Private Aids Verifier will be held at Group Cape May.,
- 8, 9, and 10 June — a training session for members wishing to receive the designation of Private Aids Verifier will be held at Group Philadelphia.

CONTACT DSO-AN Nancy K. Davis, 879 Broadfield Drive, Newark, Delaware 19713 by rapid-draft to register for any of the above.

Per DVC-ON Dane Alden — 1990 National ATON/CU School — The thirteenth annual school will be from Tuesday, 1 May 1990 through Friday, 4 May 1990 at the U. S. Coast Guard Support Center, Craney Island, Portsmouth, Virginia. Attendance will be limited with preference given to those members who have never attended or who have not attended a recent National ATON/CU School. The ATON portion of the school will have presentations and training by active duty Coast Guard personnel who are specialists in the ATON field. Cartographic specialists from National Ocean Service, NOAA will conduct presentations and training in the CU field. Specially trained and qualified members from 5NR will train members in ATON verification. We will be joined by active duty Coast Guard and NOS personnel to train attendees in the use of the sextant and verifying position which is applicable to the ATON/CU program. Tentative plans are to have a buoy tender, a construction tender and possibly a NOAA hydrographic research vessel available for demonstrations and training. A complete description and reservation form will be published in NAVIGATOR. Please mark your calendars now and send in your reservation as soon as you receive the NAVIGATOR which contains the forms..

Nancy K. Davis, DSO-AN, 5NR

UpdateAllen E. Wenrich, DSO-CC, 5NR

HELP!! Reveal one of the best kept secrets in the United States — the A.I.M. program. Most Auxiliarists have heard about it, but usually can't tell anyone about it unless they are, or have been, directly involved with it.

If you weren't a "people person," you probably would not be in the Coast Guard Auxiliary. A.I.M. is a "people program" and an important and easy way to meet people who are good prospects to become Auxiliary members—mothers and fathers of top notch young people who are interested in learning more about the Coast Guard and possibly a career in it.

Yes, the high school guidance counselors must be a basic and integral part of our "talent search" but every Auxiliarist should be on the lookout also.

The basics:

1. The primary purpose of A.I.M. is to assist the U. S. Coast Guard Academy in securing desirable young men and women as cadets and future officers in the U. S. Coast Guard. It is part of the overall recruitment effort of the Academy.
2. The second objective is to increase public awareness of the U. S. Coast Guard and its components.
3. To foster a spirit of cooperation between the Coast Guard and the Auxiliary.

To submit a "Preliminary Application" (available from high school guidance counselors and Career Candidate staff officers) for Project A.I.M., the young man or woman *must* meet the following *minimum* requirements:

1. Be not over 18 years or under 15 years of age and a U.S. citizen.
2. Be in their **Junior Year** (11th grade) of high school.
3. Have NO physical handicaps or defects. In good health.
4. Have a good scholastic record. 3.0 — (B) grade point or better or scholastic average of 85 over a 2½ year period.
5. Have visual acuity 20/200 correctible to 20/20 or better, refractive error not to exceed + 5.50 diopters. Astigmatism not to exceed 3.00 diopters. NOT color blind.
6. Understand the objectives of the U. S. Coast Guard and be interested in them.
7. Have taken or scheduled to take the PSAT (Preliminary Scholastic Aptitude Test), the SAT (Scholastic Aptitude Test) or the ACT (American College Testing Assessment)—the "college boards"

The "track record" in 5NR is good in finding good candidates, but there are a lot more around that your SO-CCs and FSO-CCs never find out about.

Out of A.I.M. '88, three of our twelve final candidates were successful in obtaining appointments to the Class of '93, and it looks like we have some excellent possibilities from A.I.M. '89 for the Class of '94.

Remember, the Coast Guard Academy is the only federal service academy which tenders appointments solely on the basis of an annual nationwide competition. There are no congressional nominations, state quotas or special categories.

HELP REVEAL A WELL KEPT SECRET!

Allen E. Wenrich, DSO-CC, 5NR

RESPONSIBILITY

If you have been appointed CME Staff Officer for 1990 you should have a feeling of pride and a desire to accept the responsibility to fulfill the objective of the office. You are the Manager for your Flotilla of the Vessel Examination and the Marine Dealer Visitation Programs. You are expected to motivate your Vessel Examiners and MDVs to heights where, as a team, your Flotilla will exceed the objective of examinations, dealer visits and manpower your Flotilla Commander has set. A small job — NO. A Big Job — YES. Your reward is when, at the Spring District Conference (1991), your Flotilla receives the honor of being presented ribbons for a job well done.

I know an FSO-VE Officer who had problems as to how he could attain, in his eyes, a huge objective of Vessel Examinations with a deficit of examiners. As he was contriving to accomplish his objective he came upon the idea of having each Vessel Examiner set his/her own number of examinations that he/she would do for the year. By adding these up he knew his objective would be met. He was not comfortable that this was enough so he set a "carrot" for them to reach for. Yes, he, with the approval of his Flotilla, offered a Clip-Board Box to each Vessel Examiner who exceeded a certain number of Vessel Examinations. Low and behold, new Vessel Examiners came out of the woodwork and all of his Courtesy Marine Examiners went to work and by the end of August he had exceeded his objective of Examinations and Examiners. NOW he has all his Vessel Examiners equipped with

the proper tools to perform a good Vessel Examination, looking very professional. Also, he will be proud to see his examiners wearing the new VE Ribbon.

Now is the time to put your "contriving hat" on for 1990.

VERNAL EQUINOX

Vernal Equinox — Spring — everyone's thoughts turn to love. Yes, love of their boat and the enjoyment of being on the water.

March 20th is the Vernal Equinox; the first day of spring 1990. This day is when the noon sun is directly overhead the Equator, on its movement north. On this day sunlight and darkness are of equal length.

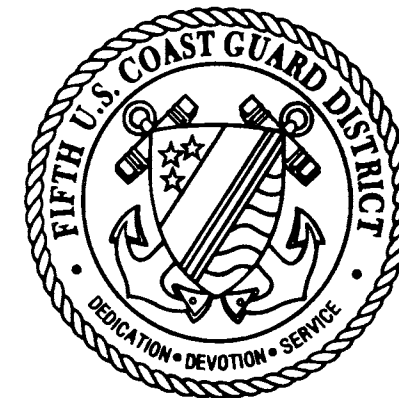
For centuries the Vernal Equinox has been associated with the rebirth of nature, flowers blooming and green leaves adorning the trees. We can associate it with the beginning of our Courtesy Marine Examination season.

We have been coasting a little and planning for spring when we can remove our "long johns," heavy warm jackets, and winter uniforms; put on our summer uniforms and get back to being of service to our fellow boater.

Now, each Flotilla knows their AMOS objective and has plans for exceeding it. "Plans" is a chart showing how we will get from her to exceeding our objective by July 31st.

We have our experience and that of others. If we use all of our knowledge and have the desire, we will have an outstanding 1990 CME season.

Frank G. MacDonald, DSO-VE, 5NR



1990 SPRING CONFERENCE 20, 21, 22 APRIL Eden Resort Inn, Lancaster, Pennsylvania

As Jean and I assume the duties as your Conference Coordinators for the coming year, we look forward to the challenge of providing the same quality meetings we have had in the past. We will try to come up with some new ideas to keep things interesting and continue to look for new locations. However, we will welcome your suggestions and comments as well as your criticisms for future conferences.

There are always deadlines to be met — including Hotel Reservations and the Lunch and Banquet count — so we ask for your cooperation by getting your reservations in early so as to avoid disappointment. We will always TRY to fit in any unavoidable late reservations IF it is possible.

Elsewhere in this issue, you will find the agenda and registration forms for the April Conference to be held at the Eden Resort Inn, Lancaster, Pennsylvania. This is the AWARDS Conference and many of you will no doubt receive awards there. If you have never attended the April Conference, just ask someone in your Flotilla who has attended, about the Eden and this conference and I am certain that you will want to be there.

Last year we blocked out 75 rooms and they were quickly taken. The Hotel did a great job of obtaining more for us, but some members were disappointed at not being able to get accommodations. This year we will block 100 rooms, but the cut-off date is 20 March 1990. In order to avoid disappointment, get your reservations IN ON TIME directly to the hotel.

You will note that there is to be a change in the agenda for Friday and Saturday. There WILL NOT BE A DISTRICT BOARD MEETING ON FRIDAY EVENING, but it will begin at 0800 SHARP on Saturday. The District Staff and Division Captains will meet at 2000 Friday. This should give every one more time for travel. There will be five workshops on Saturday as noted on the schedule, and a QE session to get you started early in the season on the BCQ program.

The Lancaster Area offers many attractions for the ladies not attending the meetings or workshops. There are the outlet stores along route 30 or a short drive down route 340 will take you into the Amish Country with its quaint villages and shops.

This year we will initiate a new feature, one that was formulated by William Reimer. The concept is a forum for the Flotilla Commanders and Vice-Commanders to meet with the Commodore and Vice-Commodore to exchange ideas and information relating to running a Flotilla. This will be an informal atmosphere, so if you have a problem or suggestion be there on Sunday morning.

A few words about the recent January Conference at Valley Forge. There were approximately 400 members at each of the three seminars, and on Sunday, the Division Staff Officer Workshops were well attended and conducted. To the District Staff. . . a job well done . . . Two hundred and ten attended the banquet, and from the number of persons on the dance floor, I believe everyone enjoyed the music and dancing. I thank every one who gave us so much help; Lenore and Will on the registration desk; those who got writer's cramp from listing the 1200 names on the seminar reports; to Carolyn who conducted the Ladies Program; and to the many who were always ready to give a helping hand when needed.

See you all at the Eden Resort Inn

Something for Everyone!

Harry L. David
Conference Coordinator

SAFETY BOOTH, A REWARDING EXPERIENCE

Flotilla 1-4 has been fortunate to be invited to participate in "The Diamond State Family Safety Nite" for the past five years. Each year the program has improved, along with greater participation by other safety oriented organizations and increased attendance. We have been rewarded in being a part of that growth.

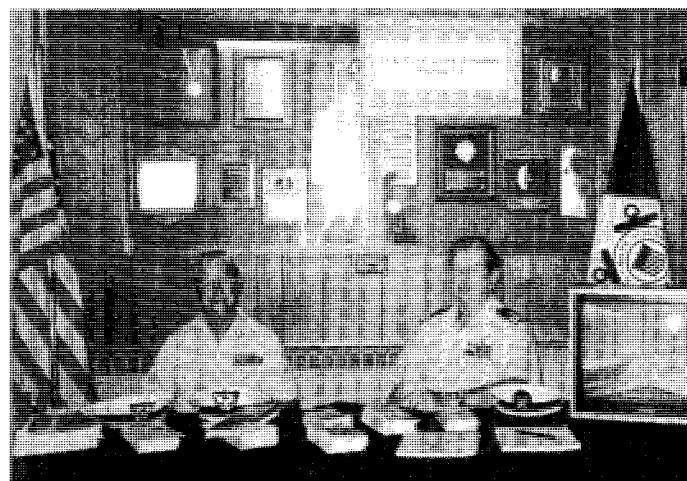
Public Affairs officers should make a special effort to involve their flotillas in this type of activity. Seeking out those organizations who yearly sponsor safety or hobby exhibitions. Your participation will be rewarded through public interest in the Coast Guard Auxiliary. Eight members of our current Boating Safety and Seamanship Class were the direct result of persons inquiring about such classes. Additionally, names were taken from those interested in having a courtesy marine examination performed on their vessels. Participation produced a double-barreled effect.

The Auxiliary has a good product to sell, but you cannot do so unless the public is aware of your existence. Take advantage of the opportunities presented. Get your flotilla involved. Not only are the results gratifying, but you'll also create an esprit de corps within your flotilla.

See you at the next show!

R. B. "Dick" Hudson, Flotilla 1-4, 5NR

Pictured at right: Top Picture (left to right) Kenny Kincaid, Warren Connor. Bottom Picture: (left to right) Dick Hudson, PRCO; Frank O'Bara; Carol Owens, FC 1-4; Kenny Kincaid and John Nisky. Not shown Don Merrill.





1990 SPRING CONFERENCE
5TH DISTRICT NORTHERN REGION — U.S. COAST GUARD AUXILIARY
20, 21, 22 APRIL 1990
EDEN RESORT INN, LANCASTER, PENNSYLVANIA
SCHEDULE OF EVENTS



Registration Desk.....Lobby Friday.....1500-2000
District Store.....Executive Suite Saturday.....0700-1130/1400-1600
Saturday.....0900-1300

FRIDAY - 20 APRIL 1990

2000-2130 Captains' Meeting.....Regency II
2000-2130 District Staff Meeting.....Regency I
2130-0030 Commodore's Welcome Aboard.....Commodore's Suite

SATURDAY - 21 APRIL 1990

0800-1130 District Board Meeting.....Regency I and II
0900-1500 QE (BCM) Qualifying.....Grand I
0900-1130 Ladies Coffee and Get Together.....Royal Street
0930-1100 Public Affairs Workshop (PA).....Grand II
0930-1100 Member Training/Member Resources Workshop (MT/MR).....Grand III
1000-1015 District Board Coffee Break
0900-1300 District Store.....Executive Suite
1200-1400 Awards Luncheon
AMOS and State Boating Administrator's presentations.....Eden Courtyard
1400-1500 District Board Reconvenes (If Necessary)Regency I & II
1415-1515 Operations Workshop (OP).....Grand II
1415-1515 Aids To Navigation Workshop (AN).....Grand III
1530-1630 Vessel Examination/Marine Dealer Visitor (VE/MDV).....Royal Street
1830-1930 Cocktails — No Host Bar.....Royal Street
1930- Awards Banquet.....Grand Ballroom
- Following Awards — "Splash Party".....Poolside

SUNDAY - 22 APRIL 1990

0900-1000 Past Captains' Association Breakfast Meeting (MEMBERS & GUESTS ONLY).....Grand I
1030-1230 Flotilla Commander's Forum/FC & VFC Only.....Grand II

MENUS

BANQUET

Chilled Pear Waldorf
Mixed Green Salad
Prince and Pauper
(Petite Filet Mignon and
Boneless Breast of Chicken)
Chef Vegetable & Potato
Rolls and Butter; Beverage
Coconut Snowball
Rolls & Butter
Coffee, Tea, Decaf



LUNCHEON

Vegetable Soup
Combination Salad Platter
Rolls, Butter, Beverage
Chocolate Mousse

UNIFORM OF THE DAY

FRIDAY EVENING

Casual

SATURDAY

Tropical Dress Blue Long or Appropriate Civilian Attire

AFTER 1800

Dinner Dress White Jacket or Dinner Dress Blue
(White Shirt, Black Bow Tie,
Miniature Medals, No Name Tag)
or appropriate Civilian Attire.

SUNDAY

Casual



TOPSIDE (5NR) SPRING 1990



HOTEL RESERVATIONS
EDEN RESORT INN

222 Eden Road
Lancaster, PA. 17601
717-569-6444

Rates: Single.....\$63.00 per night*
Double.....\$63.00 per night*

* plus state sales tax

ONE NIGHT'S DEPOSIT REQUIRED

By Check or Credit Card

Make your Reservations early

CUT-OFF DATE — 20 MARCH 1990
FOR HOTEL RESERVATIONS

USE THIS PORTION OF PAGE FOR MAKING HOTEL RESERVATIONS

RESERVATION FORM FOR SPECIAL RATES
AT EDEN RESORT INN

U. S. COAST GUARD AUXILIARY 5TH NORTHERN
1990 SPRING CONFERENCE●APRIL 20, 21, 22, 1990

NAME:_____

ADDRESS:_____

PHONE:_____

ARRIVAL DATE:_____DEPARTURE DATE:_____

REQUIRE ONE NIGHT'S DEPOSIT BY CHECK OR CREDIT CARD

____MASTERCARD

____VISA

____DINERS CLUB

____AMERICAN EXPRESS

OF CARD_____

EXPIRATION DATE:_____

SIGNATURE:_____

I DESIRE RESERVATIONS FOR:



☐ SINGLE @ \$63.00 PER NIGHT + TAX

☐ DOUBLE @ \$63.00 PER NIGHT + TAX

MAKE CHECKS PAYABLE TO AND MAIL TO:

EDEN RESORT INN
222 EDEN ROAD
LANCASTER, PA 17601

CONFERENCE RESERVATION

Use this portion of the form for your meal and Auxiliary conference registration for the Spring Conference at the Eden Resort Inn in Lancaster, Pennsylvania, April 20, 21, and 22.

Name:_____

Flotilla No:_____

____Registrations
(fee for Each Person attending (\$3.00)).....\$_____

____Tickets — Saturday Luncheon
@ \$10.00 ea.....\$_____

____Tickets — Saturday Night Banquet
@ \$21.00 ea.....\$_____

____Members (Past Captains) who will attend PCA Breakfast

____Member's Guests will attend the PCA Breakfast
@ \$ 8.75 ea.....\$_____

GRAND TOTAL.....\$_____

LAST DATE FOR RESERVATIONS
10 APRIL 1990

RESERVATION FOR SEMINARS

THE FOLLOWING NUMBER OF PERSONS WILL ATTEND WORKSHOPS
SCHEDULED FOR THIS CONFERENCE:

____PUBLIC AFFAIRS (PA)

____MEMBER TRAINING/MEMBER RESOURCES (MT/MR)

____VESSEL EXAMINATION
MARINE DEALER VISITOR WORKSHOP

____OPERATIONS SEMINAR

____AIDS TO NAVIGATION WORKSHOP

____QE TESTING

____FC FORUM — SUNDAY MORNING

For this portion of the Reservation Form
Make checks payable to U.S.C.G. Auxiliary 5NR
and mail to

HARRY DAVID,
CONFERENCE COORDINATOR
152 MERRYBROOK DRIVE
HAVERTOWN, PA 19083

TOPSIDE (5NR) SPRING 1990



NEW SEA EXPLORER SHIP

Wednesday evening, October 24, 1989, the Coast Guard Auxiliary Flotilla 10-5 of Pottstown, Pennsylvania held an open house for the purpose of sponsoring and initiating a new Explorer Ship for the Boy Scouts of America. Six young men were signed up and a new unit was formed.

Sea exploring is a division of the Boy Scouts of America for young men and women aged 14 through 20. Its purpose is to bring a character building, citizenship training, and fitness program to the youth of America. Many of the skills that Sea Exploring includes are safety, swimming, boating, marlinespike seamanship, piloting, signaling, sailing, boats, tackle, first aid, navigation, boat maintenance, engines, lifesaving, equipment, weather, radio, customs, and ideals.

The new Explorer Ship has been named S.E.S. Odysseus and has been given the official title of Sea Explorer Ship No. 464. The committee members are Executive Officer: Elizabeth Smith, FC; Scouting Coordinator: David Becker, VFC; Matthew Dransfield, Chairman; Committee Members: Chris Pimental, FSO-PE; and Dennis Hurchalla, flotilla member. The Skipper for the unit is Harry Price, Jr., flotilla member and the First mate is Len Fritz, flotilla member.

At present, meetings shall be the first Thursday and the Fourth Wednesday of each month. Meetings will be held at the Leader Nursing Home in Pottstown. As the ship develops there will be additional outings and field trips in the offing.

Harry B. Price, Jr., Flotilla 10-5, 5NR

PAINT PELLET — FUN GAMES



Above six pictures were taken during the paint pellet games described in Chip Hoover's article on page 3 of this issue. Submitted by: Nancy Davis

Successful Public Affairs Programs

At the April conference, we will be having a Public Affairs Workshop where we will be discussing "Public Affairs in the Cornerstone Programs."

Isn't it amazing that our Public Education classes generate so much publicity and that the Operations and Vessel Examination programs go a begging?

But even Public Education classes could generate more publicity IF we remembered to send our local newspaper a list of our graduates, hopefully with a black & white picture. **Course supervisors — please take note!** They say the job isn't completed till the paperwork is done — oh, not just course completions and student rosters — but that follow-up article about your course graduates.

In another vein . . . **Flotilla Commanders and Division Captains . . .** have you given your Public Affairs Officer a copy of your Flotilla/Division AMOS goals? He/she is your *Program Manager*. Can a manager run a successful program if he/she doesn't know your objectives? And how about sharing your "One Page Management" reports when you receive them? That lets the PA officer track their success rate or alerts him/her to problems in reporting.

Some people say they'd love to contribute more to PA, but they don't write well. **NO EXCUSE!** The PA Officer's Guide has lots of "pre-approved" articles that you may send in to your local newspaper with a "tag-line" about a PE course, CME station, or other news relating to your flotilla. Oh yes, each flotilla should have one copy of this Guide in the custody of the PA officer (to be passed on when you leave that office, please!). When you planned your AMOS objective for PA, did you take into account that you had all these pre-approved articles at your fingertips? Well, don't let them lie there — put them to use. Talk to your newspaper editors. With boating season almost here, perhaps they'd like to run a series on safe boating. You have the resources at your fingertips to supply him with all the articles he'll need.

Here's to a successful year in PA!!!

Helen McCabe, DSO-PA

HISTORY — DISTRICT 5NR

As we entered into the boat crew program a few years back, many thought of this new comprehensive program as a great challenge. To think that we as civilian Auxiliarists were to be trained the same as the regular Coast Guard. We were correct, it was a great program, but hardly new.

In reading through Vol. 1 No. 1 of *Topside* dated March 1943, I find that our training really is not new. With the forming of the USCG Reserve (T) in addition to the Auxiliary duties, training was required in order to bring the qualifications up to the level of the regulars. Requirements for membership in the USCGA and for rating Seaman, First Class USCGR (T) included, 1. Handling and maneuvering, 2. Mooring and anchorage, 3. Knot tying. Reference for many of the tasks was "Chapmans." The entrance examination into the Auxiliary rated the member as a Seaman.

After qualifying as seaman first class, the member could go on to coxswain, boatswain's mate second class, boatswain's mate first class, chief boatswain's mate. The (T) reserves could also achieve the ratings of motor machinist mates 2c, 1c, and chief motor machinist.

Training was done for the most part within the Flotilla, with some of the more technical subjects being taught by professionals. The article states "each group, as it advances should be able to furnish instruction, under the direction of the chief instructor, or instruction committee, for each less advanced group, so that each subject in the scope would be continually coming up for discussion." "The final result should be a Flotilla made up of men well grounded in those subjects needed to make them good Coast Guardsmen in the fullest sense."

The concept was the same as it should be now. In order to keep the Auxiliary well trained to serve the Coast Guard, we must be prepared to pass on the knowledge that we acquire, whether it be from a flotilla training session or from the national instructor, examiner, or operations schools. Don't keep the information to yourself.

Harry L. David, Historian

JOHN JOHANSEN MEMORIAL FUND

A short ceremony was held on Sunday 29 October 1989 at the Delaware County Memorial Hospital, Sports Medicine Building, to dedicate a much needed piece of equipment in memory of Past Commodore John E. Johansen. Present were Mrs. Johansen, her daughter and family, and members of Division IV.

The equipment, called E-Z Trac, used to treat Lumbar or lower back problems, was explained to those present by Mr. Wes Collins, Director of Physical Services. Purchase of the E-Z Trac was made possible by the donations from individuals, flotillas and divisions in the Fifth Northern District. In all \$1035.00 was donated. A check for the residue was presented to the Hospice Fund of Delaware County Hospital.

I personally wish to add my thanks to that of Division IV to all who participated to make this possible. A plaque mounted near the equipment read as follows:

**THIS EQUIPMENT DONATED
IN MEMORY OF
JOHN E. JOHANSEN
A DEDICATED AUXILIARIST
BY MEMBERS OF THE 5TH DISTRICT NR
UNITED STATES COAST GUARD
AUXILIARY**

Harry L. David, Division IV

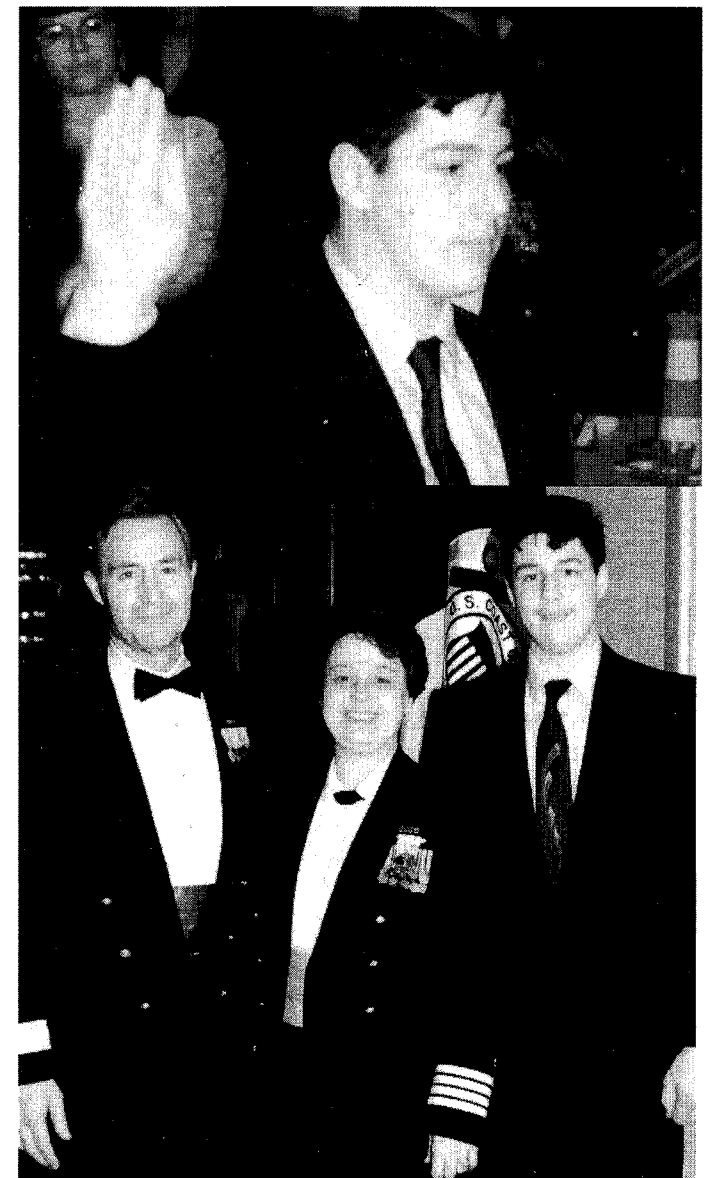
YOUNG MEMBER SWORN IN AT WINTER CONFERENCE VALLEY FORGE HILTON

One of the youngest, if not the youngest, member was sworn in to our District in Division XIII at ceremonies held at our winter conference in January of 1990. This was an especially gratifying experience for his mother, RCO-E, 5NR — Caroline Sweigart. Lewis recently turned 17 and although he has been an unofficial member of our District for the past several years, attending many conferences, training sessions, workshops, etc. when he escorted his mother, or at an earlier age just tagged along. Actually Lewis is a third generation member of this family. Caroline's father is a Past Commodore of the 7th District, PDCO Jack King.

Shown below Lewis taking his oath which was administered by his mother with the proglogue by Admiral Paul Welling. The bottom picture left to right: Admiral Welling; Commodore Sweigart and Member Lewis Sweigart, immediately following the ceremony.

Congratulations Commodore and welcome aboard Lewis. We all share your mother's pride in a dedicated Auxiliary family.

*Elsie Nichols, DSO-PB, 5NR
Photos: M. Philip Stamm, DCP-X*



LEADERSHIP, PAST OR FUTURE

As we begin a new year and install new leadership at all levels of the Auxiliary, let us pause to consider the effectiveness of that leadership.

The Auxiliaries' strength can only be maintained by strong leaders at the National, District, Division and Flotilla levels. The Auxiliary cannot remain energetic if our leadership falls victim to ghosts of the past. Auxiliary leaders cannot afford to resemble those who have gone before them in a difference time. They must confront today's problems. Explore new opportunities and face up to issues of consequence.

Why is it that once a leader reaches the top, they appear to think and act like those who have gone before them? It appears that fitting the mold becomes more important than moving ahead. It seems some men in positions of leadership value how things are done as opposed to what gets done. The Auxiliary seems to reward "putting in time" rather than performance and accomplishment.

Perhaps the Auxiliary leadership problem stems from an inadequate understanding of what it means to be a leader. Adequate leadership is important to the Auxiliaries' future, and therefore, it is time for those in office to evaluate themselves. This should be a straightforward task. Persons in new positions of leadership should ask themselves the following questions:

1. What are the Auxiliaries' problems at my level and what can I do about them?
2. What will I accomplish while in office?
3. Will my accomplishments benefit my Flotilla, Division or the District?
4. Will the standards I set be an example for those who follow me?
5. Will I be amenable to new ideas from the membership and support those same ideas?
6. How can I encourage those members with a particular talent to use those talents for the betterment of the Auxiliary?

These are hard questions. However, as Auxiliary leaders you must come with meaningful answers.

Your term of office should be measured with specific accomplishments rather than the number of ceremonies you attend, personal awards acquired or the number of meetings held. These are your responsibilities if you are to be a leader in the Auxiliary.

There is a great mistake in allowing leaders to believe that because they accumulate time in office, they merit special rewards once they reach the top. Attaining the top of the mountain is not an achievement, but rather a responsibility to develop programs that challenge the membership at large. At the top, you must face the problems of the Auxiliary and develop workable solutions.

The obligation of leadership places a great responsibility on those in elected office. If you are unwilling to assume this burden, then you should not accept the office. Over the years, greater expectations have been placed upon the Auxiliary. Higher performance standards have been set for the membership. Our parent organization, The Coast Guard, is placing greater demands upon the individual member. We complain, but this is as it should be. To meet the challenge of the new decade before us, our leaders should not look to ghosts of the past, but rather develop a spirit of the future. It is only by facing the future and its resultant problems that we can continue to grow. Our second fifty years of service will only be secure if these unforeseen challenges are met with superior leadership. Are you ready to meet that challenge?

R. B. "Dick" Hudson, PRCO 5 (NR)

A WEEK IN THE LIFE OF THE ABO V

Monday morning, October 23, I was awakened at not too early of an hour when my owner/operator, Lex Svabs, and his crew-member, Joe Sartin, came aboard. At first I thought this was going to be one of our normal patrols out to the Delaware Bay, but then they were studying the charts and plotting a course to Atlantic City. By then I'm awake and really paying attention because I love to feel different waters and to see the different coastlines. I soon learned we would be patrolling the World Championship Off-Shore Boat Races to be held in Atlantic City. I was getting excited and anxious to get started.

At Last we were on our way out of the winding Mispillion River — I just laid back and let my operator steer the way. The Delaware Bay was a little rough crossing but uneventful. It was beautiful cruising up the coastline, 70 degrees and sunny.

As we came to Atlantic City and through the inlet I saw boats I knew had to be the off shore racers—Boy what bodies and engines. Some of the bigger boats were 50', had four engines generating 3,000 horsepower, beautiful paint jobs and names painted completely down their sides. I was ecstatic being close to these guys.

We then went in and docked at the Trump Castle Marina, 3.5 hours from the time we had started. I was to get a break as my owner and crewmember would be checking in at the Atlantic City Coast Guard base and then be put up by them at a nearby motel.

Tuesday morning at 0930 Lex and Joe came aboard and gave me a complete and thorough check to get ready to patrol the races that day. Then two strangers came on board as crewmen, but I knew from the uniforms, that they were in the Coast Guard. Once they were aboard we left for the northern most sector which we would be patrolling. Because of 3-5 foot seas, the smaller sports-man class boats were cancelled and only the superboat class would run.

Once in position, we just patrolled the spectator boundaries but, believe me, we didn't have to wait long for the excitement to begin. I looked back off my stern and saw 5 or 6 of the superboats coming straight for me. I have complete confidence in my operator, but right then I was sure scared. Then I saw some of the excellent maneuverability these boats have as they passed me both on my port and starboard side. No sooner had they passed than I looked back and here came another group of them passing me the same way. I didn't know all the rules but even I knew that something hadn't been right—boat racers are not to go into the spectator area.

One look at my operator told me he hadn't expected this either. After that the racers must have gotten things corrected because they came around the markers right and stayed within the marked areas from then on.

Not long after that we received a call over my radio to go standby one of the race boats that was sinking. We circled keeping close watch as the crew was taken out of the water on board one of the race patrol boats and later as a commercial tow took the boat in tow and pulled it up out of the water. I was glad to see it up because I felt like my batteries were overcharging as I watched the bow of the boat just bobbing in the water. By then the seas are up to 7-10 feet. Soon after that the races were finished for the day and we headed back to the base. As Lex and Joe were getting me closed up and ready to be left, I learned two boats had been sinking, one boat had gone up on shore, one boat had lost their three crew due to back injuries and several were out due to engine problems. It sure was exciting to watch but I wouldn't want to be out there—talk about hull-ache. *Continued on next page*

FLOTILLA 7-9 CELEBRATES 25TH ANNIVERSARY

Flotilla 7-9 celebrated 25 years of promoting safe boating on October 15th at a gala celebration held at the Captain's Inn in Forked River. Assemblyman Chris Connors presented the keynote address. He spoke knowledgeably of boating matters, offering to keep the members informed on relevant legislative bills. He said that comments and suggestions were always welcome. Lt. James D. Bjoastad, Commanding Officer at USCG Station Barnegat, represented the Coast Guard. Greetings from the Marine Law Enforcement Bureau were brought by Officer Joseph Heitz.

The star-studded display of honored guests included DCO William Pierce, VCO Eugene Pester, DSO-VE Frank MacDonald and DCP Victor Krygowski. Additional District and Division representatives were Past RCO (C) Harry David, DSO-PA Helen McCabe, SO-SR Irene Krygowski, SO-IS Estelle MacDonald and SO-CM Charles Tier.

The members of 7-9 were both pleased and proud to welcome the more than 50 persons attending this event. Behind the bare facts noted above is the story of a flotilla's struggle to survive. As Captain Krygowski noted, he had attended the December 1988 meeting at which the main topic of discussion was whether or not the flotilla should be disbanded. It was primarily from the urging of FN Frank Lydixsen that the decision was made to continue the struggle! In March a four member committee was appointed, at a meeting with seven persons in attendance, to plan a 25th anniversary celebration!! With almost every active member (6) holding two or three offices, there didn't seem to be a whole lot to celebrate.

FN Lydixsen died in February, but her indomitable spirit pervaded the Committee. The members decided to treat this event as a means to promote the Auxiliary, in general, and to increase visibility of 7-9, in particular. By the end of June, the Committee for Operation 25th Anniversary was meeting almost every week. It was now augmented by all active members, a new member and a few prospective members. It was decided to hold the event in a local, but more expensive, restaurant and to underwrite the cost. Posters were put up in all area Marine Dealer outlets and local stores. Letters were sent to community organizations, marinas and yacht clubs, local officials and the roster of 29 active and permanent members. Through the efforts and resources of new and prospective members, as well as the original core of active members, an event was planned. It included a good speaker, distinctive favors, good food, flowers and a banner for a back-drop. Memorial plaques would honor past outstanding members.

On October 17, 1964, a charter was signed by Rear Admiral Chester I. Harding, authorizing the organization of Flotilla 7-9. Wayne McVeigh and three other men were the backbone of the

Continued from previous page:

The next three days I didn't have much activity because the weather was bad and the seas so rough they cancelled the races those days.

Saturday morning they again got me ready and we went out to our patrol sector. The seas were still pretty rough, 5-7 foot waves, and they were inconsistent so it was hard running through them.

They ended up cancelling the races so we were to come back in. I had been having waves breaking over my bow all morning, but on the way back in we hit a good one that really gets the oils pumping. That wave came up over the bow, on up over my windshield and down between the canvas top. I could feel my deck and electrical instruments getting wet and when I looked up I saw all my crew was soaked. They didn't seem to enjoy it as much

group. Wayne McVeigh served as commander for the first three years. Since men and women were not "allowed" to belong to the same flotilla, their wives formed Flotilla 7-8. A few years later, the two flotillas merged into the present 7-9.

Throughout the 70s, the Flotilla was strong and active with about 30 members. In addition to the Public Education courses and Courtesy Marine Examinations, the group helped Search and Rescue training operations in cooperation with other flotillas. Members also participated in regatta patrols and rendezvous. Marie Semet, the first woman commander, received a national award for Outstanding Contributions to the Growth of the Auxiliary in 1970. In 1973, Flotilla 7-9 received the district Commodore's Award for Highest Achievement.

By the mid-80s, the roster still listed over 30 names, but many of these had become permanent memberships. Active members, such as Ed Bitter, still provided leadership, but real participation had dwindled to five or six persons, trying to fulfill AMOS goals. Some members had moved to Florida. Others continued to participate on a more limited basis. Fran Lydixsen staunchly continued to serve as FN, while two more recent members, Paul Dix and Harold Peters, did service above and beyond the call of duty in teaching enough BS&S and S&S courses to surpass the Flotilla's goals.

During the past 25 years, Flotilla 7-9 has graduated more than 300 students from safe boating courses and performed approximately 6000 CMEs. The Committee for Operation 25th Anniversary found that there was a lot to celebrate. In recognition of the past, three memorial plaques were presented to Dallas McVeigh, Past FC 7-8 and wife of Past FC 7-9 Wayne McVeigh; to Marge Bitter, wife of Past FC 7-9 Ed Bitter; and to Anne and Wanda, daughter and grand-daughter, of FN Fran Lydixsen. VFC Harold Peters made the presentations with moving tributes to each of these honored members.

Flotilla 7-9 was honored by and proud of the support from the Coast Guard, the Marine Police, and the Auxiliary, both District and Division. It demonstrated to new members, prospective members and guests, including marine dealers and yacht club representatives, the very real cooperation that exists with "official" agencies and the awareness of an organization supporting our efforts.

The final analysis is: were the objectives met? Regardless of who attended, there are more than 50 persons in the community, representing organizations or municipal functions who have read about the Auxiliary and its efforts. The celebration was a "class act." FLOTILLA 7-9 HAD 15 PEOPLE AT THE NOVEMBER MEETING, willing to meet every two weeks to work on Crew Qualifications! What is your evaluation?

Carolyn Royce, FSO-SR 7-9,
Coordinator, Operation 25th Anniversary

as I did. Needless to say, when we got back in that day there was a little more activity aboard getting everything closed up.

Sunday morning we were on our way home. The seas were still 3-5 feet and we were heading into them most of the way. There were small craft warnings out on the Delaware Bay as we crossed but I knew I could handle it. I could tell my operator and crew was getting a little tired though. It had taken us 8 hours to make the trip back. At last though, we were on the Mispillion River and finally in my slip at the marina. I was glad to get home, but I had had a great time and hoped that someday I'd have the opportunity to do this again—only maybe a little nicer weather next time.

P. Sartin, FSO-SR, 1-8

NANCY L. STERNER
DECEMBER 4, 1929 — DECEMBER 6, 1989

Nancy is sadly missed by the members of Flotilla 11-3, Division XI and the Auxiliary. She was a vibrant, fun loving person.

Her entire life revolved around education. Her Doctorate in Education earned her the administrative position she held with the Kutztown School District at the time of her death.

Nancy joined the Auxiliary on August 16, 1975. Her career in the Auxiliary spanned fourteen years. During those fourteen years she held both flotilla elected offices, served two years as Vice-Captain and two years as Division Captain. Nancy was the first woman to hold the office of Captain in Division XI.

After her term as Captain she launched an unsuccessful campaign for Rear Commodore West. With that experience behind her, she accepted the position of District Staff Officer-Member Training, again returning to her life-long ambition of teaching.

In addition to her staff position and many other jobs, Nancy was also one of the original AUXLAM instructors.

Her death leaves the Auxiliary with a hollow void, and while we are all replacable, the Reading Flotilla Training Base will never be the same.

Larry Whiskyman, IPDCP XI, 5NR

Update.....Elsie M. Nichols, DSO-PB, 5NR

My apologies to all of you for missing the December 1989 issue of Topside and to any of you whose pictures did not make this Spring issue. There was not time to get any more done in time to make this issue. I know our usual photographer — Phil Stamm — will be disappointed that the last two sets of conference pictures did not make the issue - Sorry Phil.

I believe that all your articles have been included. This issue contains the April conference forms and the time is short. Hopefully most of you were able to get an advance copy of the Reservation for the hotel which was mailed to all Captains and FCs. Since this is the event of the year - get those reservations in — See you there!

Elsie M. Nichols, DSO-PB, 5NR

A LATE FLASH FROM CAPT BOB MELVIN

CAPT Melvin advises that the CAPE MAY Clothing locker will be open on each 2nd and 3rd Saturday of the month- having begun in February. This should make it more convenient for your to obtain uniform items.

ELECTED OFFICERS TRAINING

I did have one page available to show some scenes which tell you that the Elected Officers Training Weekend at Lionville on the first weekend of January was extremely successful. On the opposite page there is a small group of pictures from the training sessions, the lunch buffets and the Saturday Evening Entertainment — regardless of what you may think — they all had fun. I have a tape of most of the activity just to prove it. It was as extremely informative weekend; the instructors were super and the meals were good. If you are on the Elected Officer Staff next year - plan to attend - they get better each year!

CASE NUMBER 0382
A typical case while on patrol on the Jersey Shore

While on routine Safety Patrol, position Buoy "3" Inter Coastal Waterway, near "Little Egg Inlet" — at 1335 a MAYDAY was directed to Atlantic City Coast Guard Station, on CH 16, indicating that a vessel was in distress in the breakers, A.C.C.G. Station then asked for a position. The vessel answered: 1-1/2 miles south of the Bell buoy, in all white water— breakers. At this time another vessel (identifying his vessel as the NOMAD) called ACCG and stated that assistance is needed immediately and a person is now in the water and the distance is getting greater between the vessel and the person in the water. ACCG asked the vessel NOMAD if they could assist. NOMAD replied they could not take a chance to go into the breakers to assist.

All during radio communications, Auxiliary vessel 233-"198" being familiar with the area, suspected the information was inaccurate, proceeded out Little Egg Inlet, towards location of Wreck Inlet. Beach Haven Coast Guard was also communicating with vessel NOMAD. Other vessels using CH 16 for miscellaneous reasons were causing confusion and it became necessary for Group Cape May to call for SEELONCE on CH 16 and directed only vessels involved with case to use frequency. Auxiliary "198" notified Beach Haven he was heading to Wreck Inlet. Beach Haven CG also dispatched CG 19408 to scene, and CG 44355 got underway.

At 1355 Auxiliary "198" arrived in area of Wreck Inlet and sighted disabled vessel and person in water approximately 300 yards from vessel. Auxiliary "198" on scene of person in water at 1400 when crewman Robert Albers placed boarding ladder on port side. Albers lifted person into Auxiliary vessel by ladder, covered him with blanket and treated for possible shock. Albers administered first aid to patient's leg which was bleeding in two places.

Auxiliary "198" then approached the disabled 24 foot vessel and crewman Albers passed a tow line, and we were able to remove the vessel from the dangerous situation they were in. Auxiliary "198" kept Beach Haven CG informed of progress in rescue operation.


While towing vessel through inlet CG 19408 called and asked if assistance was needed. Auxiliary "198" replied "yes" would like the CG EMT to examine our passenger. CG 19408 then came alongside and EMT came aboard Auxiliary "198". CG EMT questioned patient as to how injury was incurred. Patient said that the engine had stalled and they could not restart. He replied that they were in 6 to 8 feet swells and decided to put on life jackets. A large swell listed their vessel to about 45 degrees at which point another swell hit and tossed him out of the vessel — the vessel came down on him and it was the outboard engine that cut him. He then was separated from his vessel by the rough seas and current.

CG EMT told patient to get would properly treated with possible sutures.

Auxiliary "198" resumed towing vessel to a Marina with the other 3 POB still on the disabled vessel.

One more case when although injured slightly — life jacket kept him afloat until help arrived, and the Auxiliary completed another assist. Case closed.

Stan Pojnar, OPR/Coxn
Robert Albers, Crew

 **REMINDER - EANCON**
PORTSMOUTH, MAINE
EASTERN AREA NATIONAL CONFERENCE
MAY 9-12



SCENES FROM ELECTED OFFICERS WEEKEND, LIONVILLE, PA, JANUARY 1990
Photos: Topside and Eric Pennell, ADSO-PE

BICENTENNIAL EVENTS

- 17 March — Joint Service Military Ball, Langley AFB
- 14-15 April — Azalea Festival, Wilmington, North Carolina
- 19-22 April — Azalea Festival, Norfolk, Virginia
- 20-23 April — Eagle Visit to Wilmington, North Carolina
- 27-28 April — Coast Guard Bicentennial, New Bern, NC / Coast Guard Band, Vice CMDT
- 12 May — Coast Guard Air Show, Elizabeth City, North Carolina
- 27 May — Armed Forces Day salute to Coast Guard, Washington, DC
- 28-31 May — CMDT Change of Command, Band/Eagle, Washington, D.C.
- 11-14 July — Eagle/Band visit to Philadelphia
- 16 July — Band Concert Cape May, NJ
- 18-19 July — Band visit to Hampton Roads, Coast Guard Ball
- 21-22 July — Eagle/Band visit to Baltimore
- 4 August — CGC LEGARE & CGC FORWARD Commissionings, Coast Guard Fair,
Seawall 200th Coast Guard Birthday Party, Portsmouth, Virginia
- Cape May Coast Guard Day Parade
- RTC Yorktown Coast Guard Day (evening show for the community)
- 18 August — Coast Guard Bicentennial Ball, Washington, DC



*Above schedule submitted for inclusion in Topside
by CAPT Robert Melvin, Chief Boating Safety Division*

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