

5NR  
**topside**

Vol. 93, No. 1  
Spring 1993

## Congratulations Bill



*Bill Garry receiving gift from National Commodore Stanley Y. Kennedy at 50th Anniversary Celebration*

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Reprints of pictures, or copies of articles appearing in Topside may be made by other publications provided proper credit is given, and a copy forwarded to the Editor of Topside.

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## Attention Auxiliarists:

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

## 1993 Deadline and Publication Schedule

	Deadline	Publication
Summer	15 Apr. 1993	04 Jun. 1993
Fall	15 Jun. 1993	06 Aug. 1993
Winter	15 Oct. 1993	10 Dec. 1993

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



*Chief of Boating Safety*

*Capt. R. A. Melvin, III*

As you read these comments, I hope you'll take them to heart because they come from the heart. This will be my final article as your District Director/ Chief of Boating Safety for the 5th Coast Guard District. In my 38 years of military service, I can honestly say this job has been the most fun and one of the most rewarding (saving lives with a helo was very rewarding also). The reason the job was so much fun and rewarding was working with such a great bunch of people, people who donated their time and effort as volunteers to make recreational boating safer. The lives you save on the water have been well documented. What can not be documented is the countless lives and injuries you have prevented through your PE, CME, and MDV programs. Your leaders, who I have had the pleasure to work with these last five years, have been without exception men and women of vision who have made the Auxiliary Fifth Northern District programs consistently among the best, and in many areas the best in the nation. In fact, in 1990 you were recognized as the best district in the nation, a recognition much deserved.

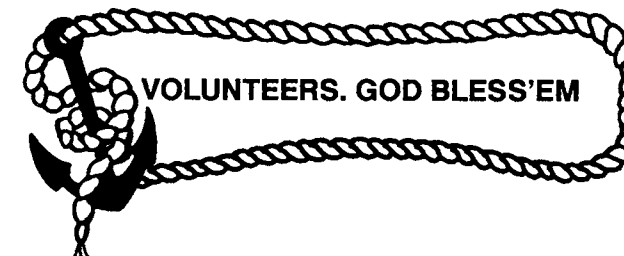
There are many note worthy changes that you have achieved since I came on board in the summer of 1988 and I am proud to have been a small part in helping you obtain this success. One of the major objectives was to increase member training. To do this properly money was needed to hold centralized member training. We were able to convince the Coast Guard that the Auxiliary was a good investment and for a small amount of money, we could give the Coast Guard and the boating public a great rate of return on their investment. You now have a budget in place that provides funding for the District and National Schools. This along with your excellent member training staff has resulted in an increase of 144% in member training missions since 1988. During this same period CME'S have increased 20%, Marine Dealer Visits 1,062%, Public Education class lessons by 44% and patrols by 137%. Part of the increase in patrols and member training can be attributed to the establishment of the AuxTraining Bases (SARDETs). We now have 4 Training Bases providing SAR standby in locations without any other Coast Guard presence and providing excellent training opportunities for members.

These are just a few examples of your outstanding accomplishments achieved while I had the pleasure of being associated with your programs. You are the greatest, most dedicated, hardest working bunch of volunteers anyone could ask for. I am always amazed at what you accomplish as volunteers.

I will be retiring effective 30 June 1993 to Elizabeth City, NC. I am a member of Flotilla 16-01 (SSR) and intend to be active in PE. To my many friends the latch key is always out (for you who do not know what a latch key is, ask me to explain at the April conference). I will be the only Capt R. A. Melvin listed in the local phone book. E-City is an excellent stop on your way south, by highway 17 or the alternate ICW from Norfolk. Please give me a call on your way through and give me a chance to repay in a small way the hospitality you have shown me these past five years.

You'll come, you hear!

Capt. Robert A. Melvin, III

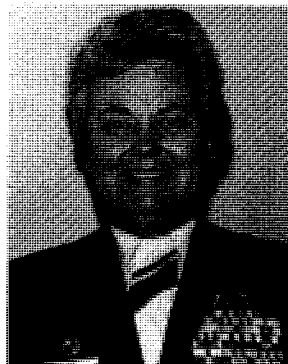


Many will be shocked to find  
When the day of judgement nears  
That there's a special place in heaven  
Set aside for volunteers.  
Furnished with big recliners  
Satin couches and footstools  
Where there's no committee chairmen  
No group leaders or car pools.  
No eager team that needs a coach  
No bazaar and no bake sale  
There will be nothing to staple  
Not one thing to fold or nail.  
Telephone lists will be outlawed  
But a finger snap will bring  
Cold drinks and gourmet dinners  
And treats fit for a king.

You ask, "Who'll serve these privileged few  
And work for all their worth?"  
Why, all those who reaped the benefits  
And not once volunteered on Earth.

Anonymous.





*District Vice Commodore*

*Nancy K. Davis*

#### PLAN AHEAD

Even though I am writing this article in December and *TOPSIDE* will not be published until February, there has been a great deal of planning for 1993 already completed.

On 31 October the District staff met and learned of the expectations of them for the coming year. The DSOs were able to meet with their ADSOs to discuss programs and plans for the year. The District staff is ready and willing to travel Divisions, please plan a time when you would like to have a staff person visit your unit and contact that staff person so they can set their schedules and help you.

The elected officers will have had the opportunity to attend EOT for two days of intensive training so they are familiar with District policies, deadlines, forms, AMOS, AUX-MIS, etc., etc. and know where to look or who to ask for the answers to various questions. They are ready to face the numerous questions that elected officers are asked.

The Division staff officers will have had an opportunity to attend training on 24 January at the District Conference. This was an opportunity for the Division staff to learn what is expected of them, what reports must be completed, and to discuss the various Auxiliary programs with the District staff. The SOs will be prepared to visit the Flotillas and promote these programs to the members.

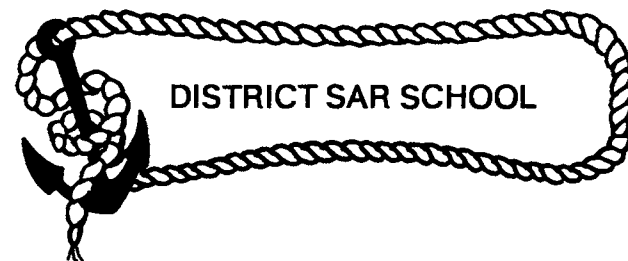
Since I've been writing about planning ahead, by this time each Division should have met to discuss their AMOS goals. Along with setting goals, a plan must be formulated and put into place, so that each Division has a plan on how they are going to meet their goals. This is done by the Division Board and, therefore, each Flotilla knows where they fit in the "big" picture. Once the Flotilla Commanders negotiate their goals, they are able to plan with their members how the Flotilla can meet its goals. Each member should know what is needed from them so that the Flotilla "team" can all work together for 1993. When each member of a Flotilla knows what is expected of them, it is much easier to get the Auxiliary work done and to attain the AMOS goals.

With all of the Division and Flotilla planning that I've been writing about don't forget, it is time for each individual member to plan ahead too. Along with the unit planning, a member needs to do individual planning. Now is the time to plan your boating activities and your Auxiliary activities. Does

your facility need to have a fire extinguisher charged prior to facility inspection and/or the boating season? Has the expiration date on your flares already passed? Make a list of boat items/maintenance chores that need to be done prior to the boating season. Is the time approaching when you need to complete your five-year currency requirements? How many instructor missions do you plan to complete during the year? How many CME stations will you support? How many patrols will you and your vessel do this year? The list can go on and on, but by planning now you know where you're going.

I'm looking forward to visiting many of our Divisions and Flotillas this year to learn of their plans. Remember, if all of us "plan ahead," our District will continue to be the best in the nation.

Nancy K. Davis, VCO



There will be an intensive weekend District SAR School 2 - 4 April 1993. The SAR School will coincide with the District Meeting and be given at the same location, the Host Golf Resort and Conference Center, in Lancaster, PA. School will be at 1700 on Friday, 2 April 1993, and continue through approximately 1600 on Sunday, 4 April 1993. Attendees will be given Saturday night "off" in case they would like to attend the District Awards Banquet. We hope that this school will be funded, but it is not at this time.

Students will learn the basics of SAR, including SAR organization, the anatomy of a SAR incident, SAR mission planning (including calculation of detection probabilities, determination of track spacing, etc.), tow planning, and related matters. Students will have the opportunity to take the SAR specialty course examination at the conclusion of the course on Sunday afternoon. Graduates of earlier schools have found this to be interesting and a highly efficient learning experience. Holding this course at the same time as the District Meeting is an experiment. Perhaps we will draw students who do not normally attend a district meeting.

If you are interested in attending, please contact L. Daniel Maxim (609) 655-7426 to get on the sign-up sheet. Attendance will be limited to 25 students.

L. DANIEL MAXIM, RCO-E



*Rear Commodore West*

*Clyde E. College*

By this time everyone is working on establishing 1993 objectives (or has them already established.) In my opinion, membership retention is the key to all the rest. Traditionally we do not have great difficulty getting new people into the Auxiliary. The problem is keeping them.

The key to keeping them is getting them active in at least one of the cornerstones. Discover each person's area or areas of interest and help development in that direction. A good way to do that is by using the "buddy system." See to it that at least one older member makes a special effort to welcome and help each new or inactive member. Encourage the "buddies" to sit together at meetings. When acronyms are used help the new member before he or she feels totally lost.

Have someone in the flotilla ready, able and willing to advise and help in getting those interested "into uniform."

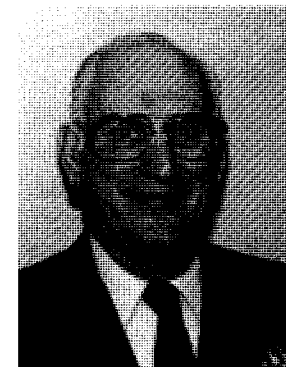
Training and specialty courses are primary tools in promoting the interests of all members and in improving the Auxiliary. Most people join the Auxiliary to increase their boating skills and knowledge. The specialty courses will fulfill that goal--It will at the same time enhance the person's interest in Auxiliary membership and objectives.

One suggestion that has been found to be quite beneficial is to follow BQ as soon as possible with study of the Administrative Procedure Guide. It lends itself well as it is basically an extension or continuation of the BQ course. Each reinforces the other. It is an easy stepping stone toward any of the cornerstones. It also provides additional people prepared to advance into elected office (this is the replacement for the former "Elected Officers' Course.")

All these suggestions are ways to offer value. As one's feelings of attaining value from Auxiliary membership and of personal value to the Auxiliary increase, so also increases the likelihood of retaining that member. In the process, fellowship and fun develop. The bonds between Auxiliarists expand and strengthen.

Therefore, the Auxiliary expands and grows stronger.

Clyde E. College, RCO-W



*Rear Commodore Central*

*M. Philip Stamm*

#### CENTRAL IS EVENTFUL

Elections are over and Changes of Watch almost completed so now is the time to make plans for the 1993 Boating Season. It is NEVER TOO EARLY to make plans for the coming year. National Safe Boating Week, Boat Crew Training, Boating Safety Classes, attending conferences, doing a better job in either your elected or appointed position. Have you given any thought to helping out at one of the Central Areas two SARDETS (this name may be changed) Bowers or Wilmington. Both of the units are now set in place and at the moment are fully equipped. The AUXSARDET COORDINATORS in our area are Robert Perrone, Sr. (Bowers) and Paul Owens (Wilmington). They are waiting for your offer to serve as watchstander or as boat crew person. Both units are available during the week for training and much can be accomplished in a few short hours of work. The SARDETS are equipped for overnight stays. Both have bunks, heads, water galleys, air conditioning or heat, and are located in a safe area with plenty of free parking nearby. If you have never served at a Sardet you don't know what you have missed! Last year we spent the day and a lot of the night at Wilmington and hope to be able to repeat this year. It was fun and exciting and being on the Delaware instead of the Chesapeake was quite a change. With the new antenna installed, the comms problems should be solved. Take no chances of being left out in the cold, give either Paul or Bob a call or drop them a line asking for the dates that you wish to serve. TRY IT YOU MIGHT LIKE IT! ASK ANY ONE WHO HAS WORKED THE UNITS. Don't forget we also have two others in other areas, Bordentown, in the East, and Long Level, in the West Remember - KEEP HAVING FUN!!

M. Philip Stamm, RCO-C



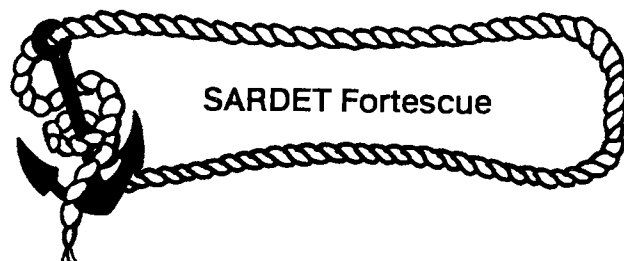
## Rear Commodore East

L. Daniel Maxim

our district has had a particularly intelligent, energetic, capable, and hard-working staff. I can assure you that this year is no exception. It will be both an honor and a pleasure to be associated with this fine group of people.

Finally, let me ask the membership to offer all of us the same high level of support that you have given in the past. Together we can maintain the excellence of Fifth Northern. With your support, the best is yet to come!

L. Daniel Maxim, RCO-E



Auxiliary SARDET Fortescue: A Division III Program

For the fourth year Division III has operated the Auxiliary SARDET Station at Fortescue, New Jersey. The Search and Rescue unit was fully manned and operational in the Spring from May 2 through May 10th and again in the Fall from September 20 through November 1, 1992. The Spring opening of SARDET Fortescue coincides with the start of the new boating season on the Delaware Bay and provides a SAR resource to the boating public before the regular Coast Guard staff the unit on May 15th. Likewise, the operation of the SARDET Station from September 20 through November 1 provides coverage for the Delaware Bay after the "regulars" have left Fortescue Station on September 15th.

This year the Auxiliary SAR Station at Fortescue was manned from Friday at 1600 hrs., when radio guard was assumed, until 2000 hrs. Sunday evening when the Station was again secured for the week. This provided SAR coverage for 27 working days with Auxiliary Patrol Boat underway time equaling 18 working days, for a total of 188 hours. Total radio watch time added up to 360 hours.

At all times, there was docked at the SAR Station, a 38' power Auxiliary facility complete with ADF function and dewatering capabilities by way of a pump provided by the Cape May Coast Guard. This vessel was available to get underway at any time, day or night, with a crew on standby around the clock in the Station.

There were 10 separate Auxiliary SAR Facilities from the various Division Flotillas involved in providing the Delaware Bay coverage which included towing assistance for 8 different SAR cases. This eliminated the need for Station Cape May to provide a boat to this area. In addition, the Auxiliary Station at Fortescue provided support in searching for over-due boats by completing Ex-Comms (physical, visual checks of local boat

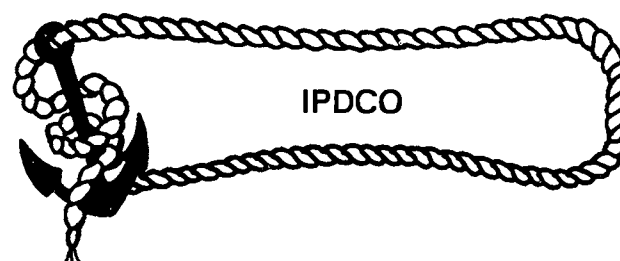
yards) and Pre-Comms (telephone checks of all marinas in the area). MARBs were also issued at the request of Station Cape May in response to calls from disabled boats.

Training was provided to Auxiliarists for all levels of Crew, Operator and Coxswain, both textbook and "on water". During the May operational phase there were 6 QEs available who assisted 14 different Auxiliarist trainees. In the Fall there were again QEs in residence at Station Fortescue working with 6 trainees on various levels of qualification.

Auxiliarists at SARDET Station Fortescue have enjoyed a close working and professional relationship with Station Cape May and have been provided with equipment assistance as well as professional guidance in conducting SAR cases. Our support of Station Cape May eliminates the need for that unit to direct a SAR boat underway to our area of operation, providing timely assistance to vessels in distress and eliminates the taking of a much needed resource from the Cape May area.

We look forward to a continuing supportive relationship with Cape May Coast Guard in 1993!

Richard W. Nice, SO-OP  
Supervisor, Auxiliary  
SARDET Fortescue



Here it is just a few days before Christmas and I am anxiously waiting to see the year end AUXMIS printout telling us how we made out in meeting our AMOS National and District Goals.

Regardless of the final outcome, in my opinion, the Fifth Northern District is the absolute best in the Nation in every way. No where in the entire Coast Guard Auxiliary can be found a more dedicated, hard working, caring people than those in our fantastic District. I am proud of each and every one of you and greatly appreciate your friendship and support during my past two years as your District Commodore.

We obtained outstanding results in all of the cornerstones in spite of a national depressed economy, a controversial user fee, both of which placed a damper on many of our national and District activities. We also had a set back due to Operation Desert Storm. In spite of these obstacles, your continued hard work has given our District probably the highest productivity ever recorded in the Fifth Northern and I thank you for it.

Now to shift gears to another item. - Recently, some of our members received a questionnaire, which was sent out by National, regarding the use of military titles for Auxiliarists.

The IPDCO Morton Resnick, of the 11th District recently wrote an article in their District publication which completely coincides with my views regarding the subject. I contacted IPDCO Resnick and asked if I could print a part of his article in our TOPSIDE. He agreed, so here it is.

"In my opinion, addressing a National Commodore as VICE Admiral, a National Rear Commodore as Rear Admiral, and so forth down the line to addressing a Flotilla Commander as Lieutenant is the epitome of egotism run amok. Is there anyone out there that seriously believes that they are the equivalent of the insignia of rank they wear in the military service? If so I strongly suggest several visits to a psychiatrist. To listen to one reason for such foolishness you would think that Auxiliarists are spending all their waiting moments just explaining to others that they are not called by the insignia of rank they wear but that they are in the Coast Guard Auxiliary and they have different titles. How embarrassing for them!!! Explaining this must reduce them to tears!!! It must not have dawned on them to just explain once and then ignore it if it happens again. To me, it is another example of misplaced priorities. Instead of simply being proud that we are even allowed to wear a military uniform while we support the Coast Guard, we become all wrapped up in the wearing of the uniform and the prerequisites of insignia of rank. I have a test to help us determine our main reason for being in the Auxiliary. WOULD YOU STAY IN THE AUXILIARY IF THE UNIFORM REQUIREMENTS WOULD BE CHANGED SO THAT WHILE ON PATROL AND DOING CME's WE WEAR THE BLUE JUMPSUIT WITH THE MEMBER DEVICE AND ALL OTHER TIMES WE WEAR THE BLUE BLAZER UNIFORM? If the wearing of the uniform becomes a higher priority than service to the boating public and to the Coast Guard perhaps we need to reorient ourselves. At the very least, we should look into a mirror with WIDE OPEN EYES."

The reason I am mentioning this subject once again is I have been told the results of the recent questionnaire was approximately 50% in favor and 50% against. Obviously not a clear mandate. There is talk that another questionnaire may be coming out. I sincerely hope you will take to heart the comments made by PDCO Resnick, which are also my feelings exactly, and vote accordingly. In my opinion we have much higher priority items that need addressing.

Jane and I want to wish all of you the merriest, joyous, and most blessed Christmas ever, a happy Chanukah, and a most prosperous, successful, peaceful New Year. We hope you all stay well, and those who are ill may you all have a speedy recovery. Keep up the good work, and let's stay in touch.

Eugene M. Pester Jr., IPDCO

## Winter Conference



*Dinner, Change of Watch and Workshops*

## Winter Conference



*Awards, Breakfast, New Suit, Staff, Poster winner*



# Winter Conference Awards

## COXSWAIN

Flotilla 02-04	William A. Espenshade
Flotilla 03-02	Thomas F. Cusak
Flotilla 03-03	James D. Clark
Flotilla 05-03	George A. Papacostas
Flotilla 05-06	Stephen J. Marthouse
Flotilla 05-06	Seth B. Shafer
Flotilla 06-06	Jay L. David
Flotilla 06-06	Thaddeus Wieczorek
Flotilla 07-11	Robert Almond
Flotilla 08-01	James A. Johnson, Jr.
Flotilla 08-02	David A. Wick
Flotilla 08-04	E. Neil Wannen
Flotilla 09-02	Clair E. Rager
Flotilla 10-06	Herman C. Frese
Flotilla 11-06	Beverly A. Graeff
Flotilla 14-03	Edgar G. Wagner
Flotilla 14-04	James S. Long
Flotilla 14-04	Winter W. Wright

## AUXOP

Flotilla 01-03	Hayward S. Houghton
Flotilla 01-08	Pamela J. Sartin
Flotilla 03-04	George R. Collins
Flotilla 03-04	William T. McMeekin
Flotilla 03-04	Harry P. Petersen, Jr.
Flotilla 04-03	Kurt C. Danenhower
Flotilla 04-05	Frank A. Aptacy
Flotilla 10-02	Barbara A. Mackes
Flotilla 13-01	Roger E. Scholer
Flotilla 14-02	Glen R. Rider
Flotilla 14-02	Patricia A. Rider
Flotilla 14-02	Charles E. Sipe
Flotilla 14-02	Clair R. Spangler, Jr.

## AWARD OF MERIT ("D" AWARD)

David O. Becker  
Donna K. Carpenter  
Muriel G. Lewis  
Otis W. Littleton  
Rodney M. Miller  
William E. Reimer, Jr.  
William E. Stumbers  
Allen E. Wenrich

## AWARD OF ADMINISTRATIVE MERIT ("C" AWARD)

Mary Clare Bowlus  
Harry L. David  
John "Andy" Kratzer  
Eugene M. Pester, Jr.  
Richard P. Stabler  
Sonny J. Wachter

## POSTER CONTEST AWARDS

The following all attend  
Ethel Jacobson School, Long Beach Island, NJ

### Kindergarten:

1st Place - Jessica Winton  
2nd Place - Nasthasha Lignieski

### Grade 1:

1st Place - Karyn Henson  
2nd Place - Nicole Marie Madurski

### Grade 2:

1st Place - Maureen Cudnik  
2nd Place - Laura Bochicchio

The following all attend Longbeach Island School

### Grade 3:

1st Place - Senen Solis  
2nd Place - Jason Krager

### Grade 4:

1st Place - Jeff Wine  
2nd Place - Kyle Holloway

### Grade 5:

1st Place - Joann Geary  
2nd Place - Mary Jo Jester

### Grade 6:

1st Place - Diana Spartes  
2nd Place - Mike Bochicchio

# Special EANCON Notice

Editors Note: The following notice was received from National Rear Commodore (East) Ev Tucker. Since there is a problem with the mailing of the *Navigator*, use the forms on the next page for registration. You may or may not get a copy of the *Navigator* in time and this form will be accepted.

## EANCON - '93 HOUSTON, TEXAS

The 1993 EANCON will be held 15 - 18 April 1993 in Houston, Texas, and hosted by the 8th District. The registration and reservation forms are included in this issue of *Topside*.

Our conference site, the Stouffer Presidente Hotel, located deep in the heart of Texas just south of downtown Houston, is a Mobil Four Star/AAA Four Diamond hotel! Steeped in the renown Stouffer tradition of luxurious accommodations and fine service, such as, complimentary coffee and newspaper delivered to your room, 24-hour room service, courtesy van transportation to the Galleria shopping mall, and much more! The hotel is connected to the prestigious Houston City Club, a private sports facility. Stouffer guests are "members" and may use the Club's facilities for a nominal fee. The hotel itself offers a heated outdoor swimming pool and jacuzzi, as well as, an on-site health club with sauna and locker room. Connected to the hotel is a mini-mall featuring a food court, and more.

The Stouffer Hotel is located 15 miles (20 minutes) from Hobby Airport; the preferred airport to use for EANCON. The hotel is some 25 miles (40 minutes) from the Houston Intercontinental Airport. Non-stop shuttle service every 30 minutes from Hobby is \$5 each way; from Intercontinental Airport is \$9.35 each way. For those arriving by car, the hotel is situated at 6 Greenway Plaza East, just off the Southwest Freeway (Highway 59) at Edloe Street. The hotel provides free parking for its guests.

There are lots of interesting places in the Houston area that you might want to visit: the Astrodome Complex, AstroWorld, NASA/Johnson Space Center, Space Center Houston, San Jacinto Monument and Battlefield, Galleria, and Houston Underground. In addition, we will make arrangements for several tours to local attractions during the conference.

We have planned what we believe will be a rewarding and entertaining meeting, to include a trade show and symposiums in AIM/RAP, Legal, Member Resources, Member Training, Operations, Public Affairs, Public Education, Vessel Examination, and other subjects. In addition, EANCON '93 will offer a luncheon, ladies coffee, Fun Night, and Commodores' Banquet. The theme for the Fun Night is the "Wild, Wild West," so plan on bringing your boots, 10 gallon hat, six gun, and other western attire. Fun Night will feature an informal dinner followed by "real Texas" entertainment!

The uniform for business sessions will be Tropical Blue. For the banquet, the uniform will be Dinner Dress Blue, Dinner Dress White Jacket, or appropriate civilian attire.

With the full support of the host Eighth District, we are working very hard to provide all attendees with an educational and informational conference with plenty of fun and fellowship in a great setting - deep in the heart of Texas.

**PLEASE REGISTER EARLY**, to ensure a room in the Stouffer Hotel. Our block of rooms is only guaranteed until 23 March 1993 at the prices shown on the registration form. The Stouffer is a very popular hotel and rooms are often at a premium. So Please, register well ahead of time, and then if you must, cancel. Don't wait-send in the registration form to Nancy Wilson and the hotel reservation form to the Stouffer Hotel -- NOW!

Everette L. Tucker, NARCO-E

U. S. Coast Guard Auxiliary 1993 Eastern Area National Conference  
Pre Registration Form  
14 April thru 17 April, 1993

H- (305) 361-3244

Mail to:  
Nancy Wilson  
881 Ocean Drive, 27D  
Key Biscayne, FL 33149

I am enclosing my check for \$ \_\_\_\_\_ made payable to the U. S. Coast Guard Auxiliary National Board, Inc. - EANCON 93. Please do not mail to Key Biscayne after 5 April, 1993. No cancellations after 10 April.

	Cost	Persons	\$ Amount
Complete Registration Package	\$71.00	X	_____ = _____

The Registration Package includes: Registration Fee, Friday Luncheon, Friday Night Theme Party, Saturday Night Commodores Banquet, workshops and lots of good fellowship.

Name \_\_\_\_\_ CG/Aux Office \_\_\_\_\_ District \_\_\_\_\_  
(As you would like it on your name tag)

Name \_\_\_\_\_ CG/Aux Office \_\_\_\_\_ District \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_ Phone \_\_\_\_\_

\*\*\* PENALTY INDICIA IS NOT AUTHORIZED FOR REMITTANCE OF THIS FORM \*\*\*

Our entire staff would like to take this opportunity to extend a warm welcome to you during your upcoming visit and thank you for requesting reservations at Stouffer Presidente Hotel

Please reserve accommodations for:		Print or Type
Name _____	Sharing with _____	
Organization <u>U. S. Coast Guard Auxiliary - Eastern Conference April 13 - 18, 1993</u>		
Address _____		
City _____	State _____	Zip _____
Telephone Number ( ) _____	Additional Person(s) _____	
Signature _____	_____	
Arrival Date _____	Departure Date _____	

Please don't forget - Make check or cashiers check payable to the Stouffer Presidente Hotel. Do not send currency.

STOUFFER PRESIDENTE HOTEL 6 GREENWAY PLAZA EAST HOUSTON, TX 77046 (713) 629-1200 FAX (713) 629-4702

Circle preferred accommodations.

All rooms are subject to state and local taxes

Accommodations	Group Rate	Suite Rate	Special Request
Single (one person)	\$66.00	Upon Request	
Double (Two people)	\$66.00	Upon Request	
Triple (Three people)			
Quad (Four people)			
Suites available upon direct request (713) 629-1200			

Room guarantee Policy

Must include first night's deposit in this envelope to confirm your reservation. Please make your Check or Cashiers Check payable to the Stouffer Presidente Hotel or use your American Express, Diners Club, Discover Card, Carte Blanche, Master Card or Visa to guarantee your reservation.

Card Name \_\_\_\_\_

Card Number \_\_\_\_\_

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

Refundable if reservation is cancelled 48 hours prior to arrival date.)

(Check-in 3 P.M. Check-out 1 P.M.)

Reservations must be received by March 23, 1993

# Bill Garry Honored for 50 years of service

On Saturday December 5, 1992, Flotilla 61 honored one of its prized members, William J. Garry, for fifty years of outstanding service to the Auxiliary. The surprise celebration was planned as part of Flotilla 61's annual Change of Watch dinner, held at the Day's Inn Ballroom in Bordentown, New Jersey. Flotilla members had planned the event without telling Bill for more than a year, no mean feat when the honoree attends every unit meeting.

Bill joined the U. S. Coast Guard Reserve (the predecessor of the Auxiliary) on January 7, 1943, hoping to learn about motor mechanics. Because of his experience as an amateur radio station operator, however, his first assignment was teaching signaling and radio telegraph operations to other members. He remained a member as the Coast Guard Reserve was transformed into the U. S. Coast Guard Auxiliary; his unit, Flotilla 26, was later reorganized into Flotilla 61, with Bill remaining as a rock of stability and an inspiration to boaters in the Trenton, New Jersey, area and beyond. His flotilla was one of the first to schedule public education classes.

Bill served as elected officer for his flotilla and division and in 1964 was elected Commodore of the Third Southern District (now 5NR). He became the first National Growth and Retention Officer (now Member Resources) and served in many other national staff positions. He was elected National Vice Commodore in 1967.

Over the years, Bill has received many awards of note, including the Award of Administrative Merit in 1968 and the Michelob Schooner in 1973. The American Powerboat Association named him Boating Writer of the Year in 1987 and he was elected President of Boating Writers International in 1988.

Bill was also awarded the Coast Guard Auxiliary Distinguished Service Award, of which he was only the third recipient, in 1991. His entry was selected as Best of Show in the National Training Aids competition in 1992: it was a simple and ingenious set of red and green arm bands that can be used to demonstrate the Navigation Rules.

Retired since 1986 from a career managing several radio stations in the Trenton area, Bill resides with his wife, Dorothy, in suburban Lawrence Township. He remains active in the Auxiliary as a public education instructor and Public Affairs Officer for Flotilla 61, as well as serving as Chief of Course Operations, Department of Education, on the Auxiliary national staff. He is known to Auxiliarists all over the country for the Education Department's newsletters, which he edits: the ED-VANTAGE and the SPEED (Sell Public Education Every Day)-GRAM.

Bill's boating columns appear regularly in The Times of Trenton as well as the Atlantic City Press. He has also been a member of the N. J. Boating Regulatory Commission for more than ten years.

At the fiftieth anniversary celebration, Bill's wife Dorothy

and son Garret, with his wife Kathy and daughters Gina and Dana, shared the honors table with Bill.

Also among the 82 guests in attendance at the celebration were RADM William J. Ecker, USCG, Chief, Office of Navigation Safety & Waterway Services, who presented Bill with the Coast Guard's Public Service Commendation; Capt. William Griswold, Chief Director of Auxiliary; Capt. Robert Melvin, Chief, Boating Safety Division and Director of Auxiliary for the Fifth Coast Guard District; and CWO Kenneth Edwards, Assistant Director of Auxiliary for the Fifth Northern District.

Representatives from the State of New Jersey included Capt. William Gronikowski, Chief of the N. J. State Police Marine Bureau and Advisor to the N. J. Boat Regulation Commission; Lt. Albert Dempster, Assistant Chief, N. J. State Police Marine Bureau; John Emmel, member of the N. J. Boat Regulation Commission (as well as a member of the Auxiliary); and Paula Wisniewski, Secretary to both the Marine Bureau and the Boat Regulation Commission.

Guests from the United States Power Squadrons included Past Chief Commander William (Jack) Lucey, who is also President of the United Safe Boating Institute; and Vice Commander and National Education Officer, Robert David.

Members of the Coast Guard Auxiliary national staff and board in attendance were National Commodore Stanley Kennedy, who presented Bill with an award from the Auxiliary; National Rear Commodore, East, Peter Melera; Department Chief, Education, Robert Myers (a member of Flotilla 61); Division Chief, Operations Projects, Lionel Crossman; Division Chief, Education Development, L. Daniel Maxim (also Captain of Division VI); Branch Chief, Staffing Placement, Robert Wecker; and Branch Chief, Course Development, Ira Dolich.

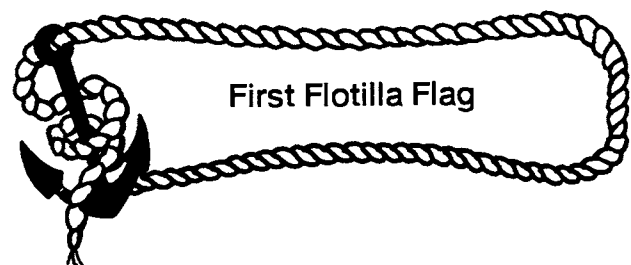
Guests from the Fifth Northern District board and staff included Commodore Eugene Pester; Vice Commodore Harry David; Rear Commodore, Central, M. Philip Stamm; and Secretary/Recorder Rita Kratzer.

Division Vice Captain Robert Coon was also present, along with many members of Flotilla 61 and neighboring flotillas, including past captains of Division VI, Walter Rutkowski, John (Andy) Kratzer and Chester Klabbatz.

Vice Commodore Harry David installed Flotilla 61's elected officers for 1993, Daniel Van Winkle, as Flotilla Commander, and Arthur T. Arena, as Vice Flotilla Commander.

Members of Flotilla 61 have a long time to rest up for the next 50th anniversary because the members with the next longest service records in the Auxiliary have only sixteen years under their belts.

Barbara G. Cunningham, 1993 IPFC,06-01



#### FIRST FLOTILLA FLAG IN FIFTH NORTHERN

In the summer of 1989 I took my boat south to participate in the 5th Southern festivities marking the 40th anniversary of the Auxiliary. In Baltimore Harbor we joined the line of other Auxiliary vessels in a parade past the reviewing stand and were saluted by Coast Guard Admirals and Auxiliary Commodores along with civilian dignitaries while the US Coast Guard Band played Semper Paratus. It was wonderful.

We tied up that night at the foot of the pier housing the Aquarium. Tied Up next to us was another Auxiliary vessel. While making friends with the people, I noticed that they were flying a flag at the bow with numbers on it. I inquired about it's significance and was told that It was a flotilla identification flag. I was surprised and said that we in Fifth Northern had no such flag. Their flag as I recollect was a burgee with three horizontal stripes. Two were blue and the center red with their flotilla numbers overlaid across them. I told the Southern gentleman that this is vital intelligence the North must have! After video taping the incident and when the fun was over, I returned to Philadelphia.

At one of our conferences I brought up the subject to Captain Grizwold and this was his reply. He said that he was all for anything that would build an espre d' corps but that we would have to follow certain guidelines. I will give you a list of the guidelines that were hammered out between everyone involved later in a combined list. With this go ahead, and much later I proposed this to our Flotilla. They liked the idea. We decided to have a contest to decide the design of our flag. Many different designs were proposed that were consistent with the guidelines. Through a process of elimination we narrowed it down to one design that was submitted by Felix Mendla who is at this time Division II Captain.

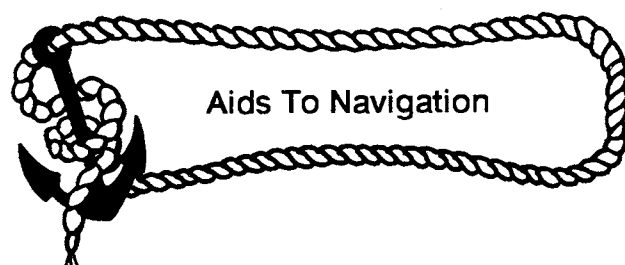
After the flags were made (another long interval), I presented Felix on behalf of the Flotilla with one as a prize for his rendition being selected. We presented another to Captain Muccilli, DIRAUX as requested by them. Another will go to the USCGA Historical Library along with pictures and paperwork of our event.

Our flag is a burgee as in Fifth Southern. It has a field of white with a border of red. The Coast Guard Auxiliary insignia is centered just above the numbers 2-3. Why not show your Flotilla colors?

Below is a compilation of the guidelines:

1. The flag must be in good taste.
2. It can not be flown while under orders.
3. It can be flown with the blue ensign underway repeat not under orders.
4. Any commercial use (sold to non-members of the Auxiliary) is prohibited without prior approval of the Commandant.
5. It may be flown as long as it does not interfere with the proper display of the National or Auxiliary Ensigns. Suggest flying below the Blue Ensign or at the bow.
6. It may be displayed at functions such as Public Education classes, CME Stations, Boat Show Booths, or unit meetings.
7. The design may be made into patches but can only be sewn onto leisure wear not official uniforms.
8. Your design must be submitted for approval to DIRAUX.

D. George Pepervias, FC 2-3



Welcome to the newly appointed AN/CU staff. You are joining the seasoned staff of 5NR AN/CU off; officers who do a bang up job each year with little or no credit for the job they do. This year we will concentrate on merging the aids to navigation program more closely with the "normal" operations group. This will start at the January Conference with a shared booth with Operations and Communications. It will continue with shared seminars and workshops and will result in AN officers serving as crew or guests on patrols throughout the 1993 boating season.

The Spring Conference will feature a special presentation of the SUNCOMPASS. Briefly, this is a means to calibrate your boat's compass. Complete materials and construction directions will be provided at a cost of less than \$5.00. The class will be limited In size so sign up early.

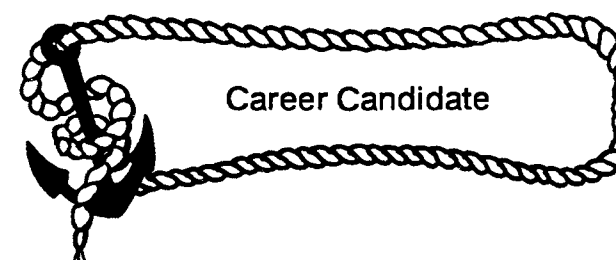
Pennsylvania Divisions will be happy to know that they will now receive full credit for their work on sole state waters.

The price is that I will expect an AN/CU patrol prior to every major holiday in 1993 on each of our assigned state waters.

New Jersey and Delaware Divisions will conduct patrols with an AN officer 011 board as either a crew-person or guest. The AN person will provide the means to report problems, fill out the paperwork and make our District the best in the nation.

Good luck in your re appointed or new position and get together with your FSO-AN's right NOW and start to plan your 1993 manning assignments. Training is available to both the SO's and FSO's as needed through our MUTT team; just have your Division Captain make the request. SEE YOU AT CONFERENCE !!

Andrew D. Ritzie, DSO-AN



Career Candidate - A. I. M. (Academy Introductory Mission)  
R. A. P. (Recruiting Assistance Program)

A. I. M. for 1993 - Class of '98 - The Future

That's what is great about the A. I. M. Program . . . you are working in the present with contact and involvement with the future - the career future and life of the finest young men and women in these United States today, and the future of the officer ranks of the Coast Guard well into the 21st century.

A. I. M. is a vital part of the procurement effort to seek out qualified candidates for the United States Coast Guard Academy. It is not "Camp Coast Guard" for someone who would like to get away for a week in August "on the Coast Guard". Only sincere, academically and physically qualified applicants should be sought and encouraged.

While the program is a year-round activity, the principle feature is A. I. M. Week at the Coast Guard Academy in New London, Connecticut, each August.

For five days, two hundred outstanding young men and women, meeting the basic admission requirements to the Academy, between their junior and senior years in high school, receive first hand exposure to the routine of a Cadet. These young people come from all over the U. S. and its territories. Our Fifth Northern District has fifteen (15) slots in this fine program.

All candidates, along with meeting basic admission requirements for the Academy, must be interested in applying for the competitive appointment as a Cadet. They also must present evidence of academic excellence and leadership in school and extracurricular activities, and have some motivation toward a career as an officer in the Coast Guard. Since there are no medical waivers, they must have NO physical or chronic medical problems, be in good health and be able to participate in strenuous physical activity.

Participation in the A. I. M. Program involves no service obligation on part of the candidate. The Auxiliary and the Academy hope that each participant will be sufficiently interested to apply for appointment to the Academy, and if offered an appointment, become a Cadet.

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. All applicants participate on an equal basis.

The competition for appointment as a Cadet is based on high school class rank, performance on standard tests (SAT or ACT), leadership abilities and motivation as demonstrated by participation in high school extracurricular activities, part time employment and athletic abilities.

Your Career Candidate (CC) officers need your help to find these exceptional young people.

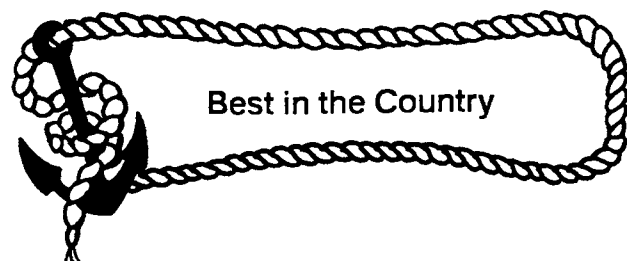
Get involved with the future - Get involved with A. I. M. !!

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

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

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





Cape May New Jersey : - During a large assembly held in November at the USCG Officers Club, the coveted annual Public Affairs award was conferred on Ocean City's Flotilla 8-1. Accepting the award was the Flotilla's Public Affairs Officer and NSBW Committee Chairman, E. H. (Ned) McDermott. The prestigious award was originated and signed by our National Commodore, Stanley Y. Kennedy. Presenting the award on behalf of the National Commodore was Division VIII Captain Edward B. Baskin who explained that the award was based on the outstanding job that the Flotilla's NSBW Committee had done when organizing their 92 activities.

Also in attendance was the Flotilla 8-1's Commander, John Locasale as well as District 5NR's Commodore Elect, Edward Rearick.

When accepting the award on behalf of the Flotilla, McDermott stressed that "The success of NSBW had been achieved through a real team effort which is indicative of the team concept promoted by our Auxiliary."

The nationally competitive contest established the following criteria for consideration of the award.

- 1 - The program's ability to introduce an unusual or innovative approach.
- 2 - That it has continued relevance to Boating Safety.
- 3 - That it is easily adaptable to other areas of the country.
- 4 - That it promotes a wide range of Auxiliary programs, AND
- 5 - That it is able to gain Media coverage and/or broad public audience.

McDermott mentioned that the Committee's program met all of the parameters-as established by the contest's judges.

Especially recognizable was the fact that a concentrated effort had been taken by the Committee to involve other local community organizations in order that they might expand community interest. This included enlisting assistance-from local Public Relations Officials, the Chamber of Commerce and Boating Organizations. From this special initiative evolved a Triad Team Effort comprised of the Ocean Yacht Club, The USCG Personnel-at The Great Egg Station in Ocean City, and the members of Flotilla 8-1.

And also contributing to the overall success of their program was that the Committee introduced a business management style to their Marketing Strategy. This enabled them to plan, implement and control the special project throughout

by utilizing PERT (Project Evaluation Review Technique) to some degree. This also enabled them to follow a logical sequence of activities which were generated from the individual ideas and recommendations offered by the Committee Members and agreed to through consensus. By utilizing this approach to the project, they were able to eliminate some of the omissions and delays that sometimes have a tendency to creep into programs of this type.

Specific steps were taken from the beginning of the special project to enhance the program and to assist in ensuring an eventual team success. These included such items as :

Defining the Mission/ Objective that the committee to be formed would follow.

Establishing a Human Resource Matrix enabling the Chairman to review and evaluate the special strengths and specializations of the eventual Committee Members who would be considered and requested to serve. Special consideration was given to their ability to get the job done properly and on time. This analysis was introduced and used as the basis for selection of the eventual Committee.

The next step taken by the Chairman was to invite those carefully selected team members to serve. Fortunately for the Committee, all agreed to serve.

This acceptance by the members was followed by a letter of thanks from the Chairman for all of them who accepted to serve and it was stressed that they were chosen for their special talents which would ensure the eventual success of the team.

A convenient date, time and location was mutually established by all for the initial committee meeting, and a written notification was sent to each member together with a copy of a written agenda for the meeting and specific objectives that we would collectively attempt to achieve. The Agenda included time for each member to personally contribute their ideas and recommendations.

The meeting was held and all attended. A "Flip Chart" was used to record all suggestions and none were initially rejected. All were maintained and voted on by all towards the end of the meeting. At that point, the Committee established the future direction that we would take on each outstanding item.

Afterwards, the Chairman established a Human Resource Matrix to follow that outlined each accepted task for each Committee Member together with a Gantt Chart to begin plotting the activities through till their eventual satisfactory completion.

It is worthy of mention that the communications between and among all had been so well established that there was but one formal meeting - held that required the entire Committee

to attend. In order to conserve the precious time of each Committee Member, all future communication was made by telephone, or between the Chairman and the individual Committee Members covering the specific tasks that they had accepted to handle.

Also important to note is that following the formal meeting the minutes of the meeting were dispatched promptly by the Secretary enabling all to review them while the subjects were still very clear in their minds.

To fortify the communication system within the Committee, the Chairman accepted the personal responsibility to send regular "Status Reports" to all members covering all that was transpiring among the members. Also copies of all written communications were provided the Flotilla Commander and the USCG Commanding Officer at the Great Egg Station. Special effort was made to ensure that the communications were maintained on the level of excellence because it is so critical to the success of any special project.

A concentrated effort was made to include Media Coverage to the fullest degree. This includes Special TV tapes that were prepared and shown by the local channel, a massive newspaper and radio campaign and a concentrated "word of mouth" and poster campaign promoted by all parties participating. Special "Proclamation" meetings were held to alert the citizens of NSBW and to call all out to join us to review the

special Helicopter and Burning Boat rescue operations that the local USCG arranged for all to enjoy and from which we could all learn.

At all times, we collectively stressed the slogan "BOAT SMART" as established by the National Committee.

Lastly they made certain that they emphasized the four cornerstones of Auxiliary. During the week they held BS&S Classes, they provided Patrols for the Public to see, they conducted CME's and lastly they celebrated with a great picnic to cement their "FELLOWSHIP" cornerstone.

When all ended a very successful week, letters of "thanks" were sent to all those many people who had helped us, and in some cases we presented "NSBW Certificates of Appreciation" These letters of appreciation were also sent by the Chairman to the Committee Members to thank them for a job well done, and at the same time dissolved the Committee and relieved each member from their duties in the Committee.

Ned McDermott, SPO-NSBW

Editor's note: For the 1993 season Ned McDermott has accepted the task of SPO NSBW for Flotilla 8-1, Division VIII and District 5 NR, plus serving as PA Officer for Division VIII.



## CERTIFICATE OF ACHIEVEMENT

presented to

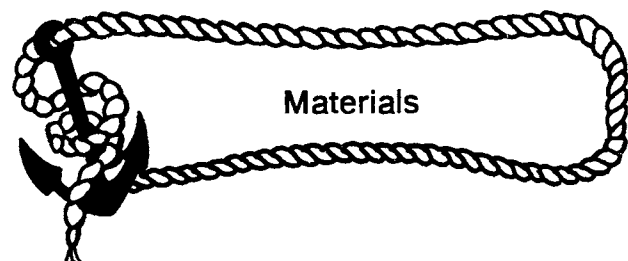
Flotilla 8-1 District 5N

*United States Coast Guard Auxiliary, for outstanding achievement in furthering the purposes and principles of the Coast Guard Auxiliary by the following:*

NATIONAL PUBLIC AFFAIRS AWARD

- 1992 -

September 9, 1992

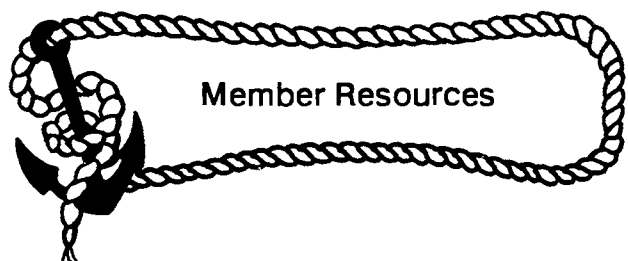


## Materials

AUXILIARISTS -- Are your Ribbons frayed or faded? Will that Operational Ensign withstand another Season's Sun? Maybe your collar devices are scratched. Does your Summer Ball Cap deserve to retire? Perhaps you forgot to order a Past Officer's device. Wouldn't an extra Name Tag be helpful? These plus numerous other supplies are available from the 5 NR District Store now located in South Jersey. Order all items through your Division SO-MA who will have received the 1993 District Price list at the Winter Conference. During February, this new List will be distributed to all appropriate officers.

Remember, by ordering through the District Store, you help to finance the many Programs of 5 NR. As the new DSO-MA, can I count on your continued support of the District Store as your need for new or replacement items becomes necessary? Don't forget to order BS&S and S&S Texts at the time of planning your next PE Courses. Generally allow three to four weeks for delivery. Don't hesitate to let me know how I can better be of service to you and to the District.

Jeanne Stretch DSO-MA



## Member Resources

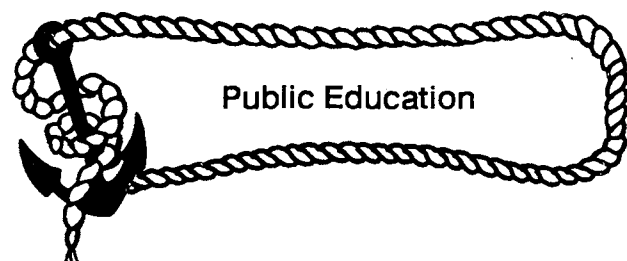
As you read this article, Christmas will be long gone. However, let me fill you in on a little Christmas experience I had. Along about the middle of November, I received a large, brown envelope just "choked-full" of Christmas cards???? not on your life. It was over-filled with request for disenrollments from various Division Captains. It was, to say the least, shocking; and in the days to come, this exercise was repeated day after day.

It was a definite experience. I had no idea that the Coast Guard Auxiliary had so many "different" forms to cover the disenrollment of our personnel. There were old, brown edged forms numbered ANSC 7035 (REV 1-89) PREVIOUS FORMS OBSOLETE; and then there was 5th NR ADMIN 4 (REV 10-90) PREVIOUS FORMS OBSOLETE; and finally a CGAUX 3 (REV 11-91). All of these forms plus a few "home-maders" would ultimately grace the top of my desk for the purpose of

"unloading" someone who has been reluctant to pay his dues for, say 5 years.

All this banter is done "tongue-in-cheek". However, it would help greatly to have all the disenrollments (and there were a "ton" of them) arrive on a standard form, which is now CGAUX 3 (REV 11-91). For further information, may I refer you to Commander Muccilli's letter of 28 February 1992 and the subject of this letter was NEW MR FORMS.

Jim Dempster DSO MR



## Public Education

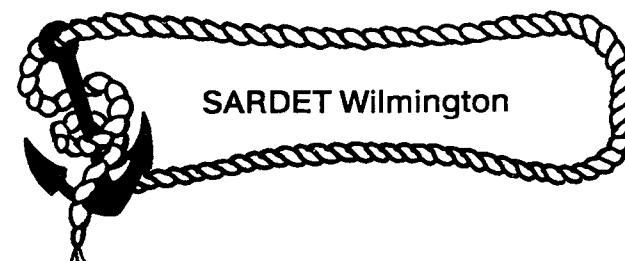
The 1993 Public Education staff includes myself and two ADSOs. Arline (Lindy) Harrison will serve as liaison with the Western Divisions (IX, XI, XIV, XV) and Isabel Jones will work with the Central Divisions (I, II, IV, X, XII). I will continue to coordinate PE activity in the Eastern Divisions (III, VI, VII, VIII, XIII), as well as providing overall direction of the District's PE program.

I would like to streamline the input process for information published in the "PE Classes in 5NR" list that is distributed throughout the District. The new 4691 input form that we will be experimenting with should make this process a lot easier for all concerned.

Wider distribution of the class list is another goal for 1993. If you have any suggestions for its wider dissemination, please bring them to our attention. A sample of the list is illustrated incase you have not seen it.

Flotillas can make plans to teach the new Boating Safely course in 1993. This is a four-lesson course designed for non-traditional boaters such as hunters, fishers, and teenagers. It is easy to read and has many illustrations. It also meets requirements for state certification. Your FSO/MA can order the course through normal book-ordering channels. A case of books is # 10015, which includes 20 study guides as well as certificates and exams. An instructor kit (# 10016) is also available.

Barbara G. Cunningham, DSO-PE



## SARDET Wilmington

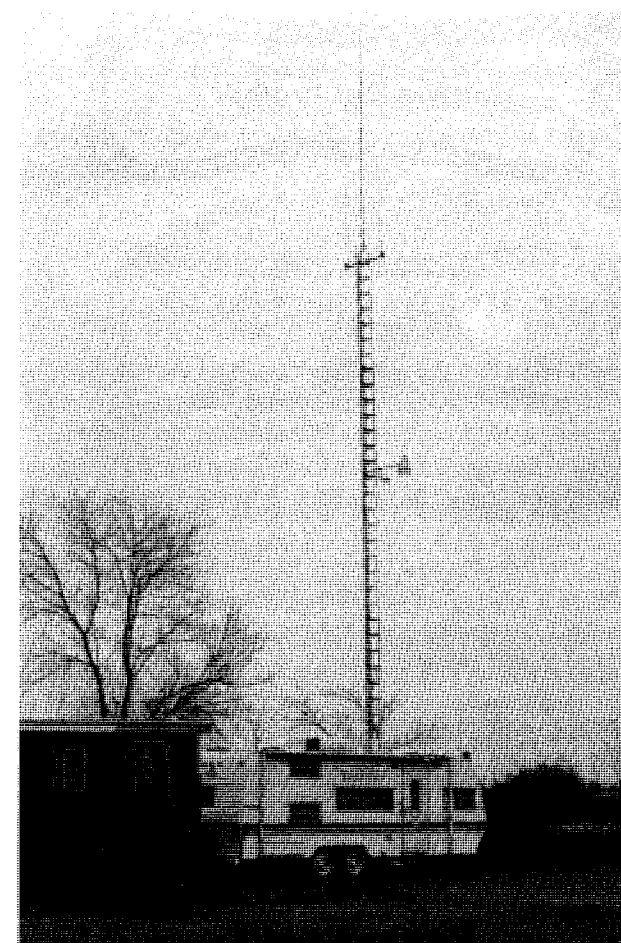
After 3 full SAR seasons to acclimate and train our auxiliary members on the concept of Coast Guard Auxiliary Search And Rescue Detachments, Wilmington SARDET finally has a place to call home. The new and permanent location for the fully equipped 23' Training And Communications travel trailer obtained by your DCO Gene Pester is on the quiet and picturesque Christiana River in downtown Wilmington, DE. Its a very short run to our normal AOR of the Delaware River covering north, from Raccoon Creek in PA, to Ship John Shoal south down by Smyrna, DE.

The final phase of the communications portion was completed on Saturday 12 December with the raising of "Muriel Lewis's" 50' antenna tower.

A considerable number of man (and woman) hours from many members and a few extremely helpful non-members was contributed, too numerous to mention here, to augment and reach our potential goal of good communications within our area. Many thanks to all that were involved.

If you have not had the opportunity to serve at SARDET WILMINGTON yet, try it, I'm sure you'll like it.

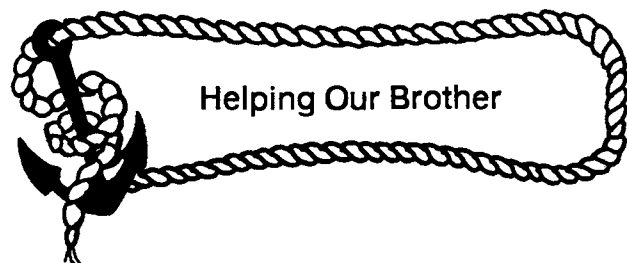
Paul Owens -Sardet Coordinator



Communications Trailer and Tower



Entrance to SARDET Wilmington



## Helping Our Brother

### U.S.C.G. AUXILIARY AIDES THE U.S.C.G.

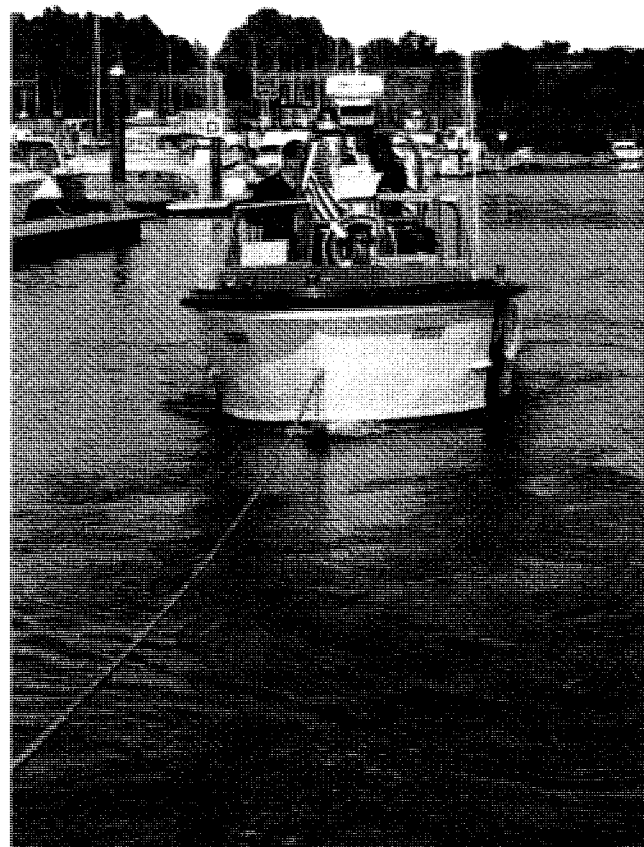
It isn't often that the Auxiliary has a opportunity to assist directly our brother service but on Sunday, 13 September 1992 upon receiving a call from Group Philadelphia, the patrol boat from Sardet Wilmington departed for Summit North Marina to tow Coast Guard Vessel 212020 back to its base at Salem, NJ.

The number sounded familiar to me and when I saw it I knew why, as it had been the second boat at Station Still Pond on the upper Chesapeake and I had crewed on it when my wife and I served at that station.

The men aboard couldn't get it started so we proceeded to tow the boat out of the C & D Canal, cross the river to its mooring at Salem. The men on board did not seem to be too happy with the idea but we did our job and delivered them safely to Salem.

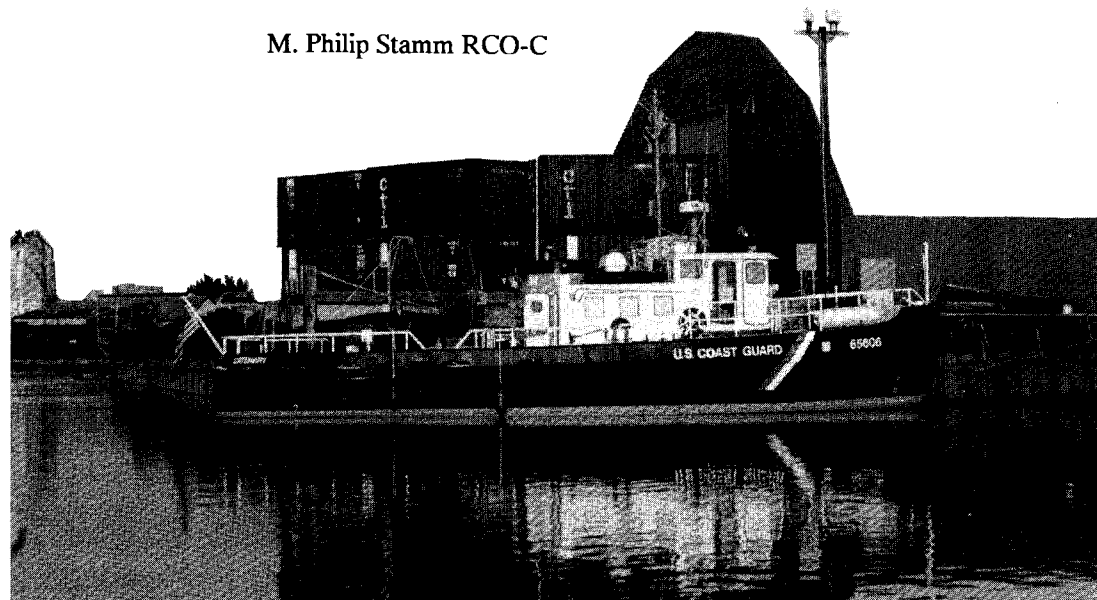
Upon returning to the Sardet we faced another problem the railroad bridge just before the dock was closed and none of us had ever seen it closed before and there was no way that we were going to get under the bridge. We called the Sardet and they said that they would try and contact the bridgetender. They did and soon the bridge proceeded to open and we got thru safely and tied up for the night.

It was a long day on the water but a successful one.



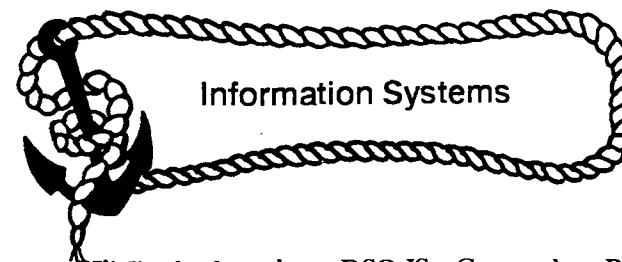
Leaving Summit North Marina

### M. Philip Stamm RCO-C



Arriving alongside CGC Catenary, SARDET Salem

Photos by M. Philip Stamm



## Information Systems

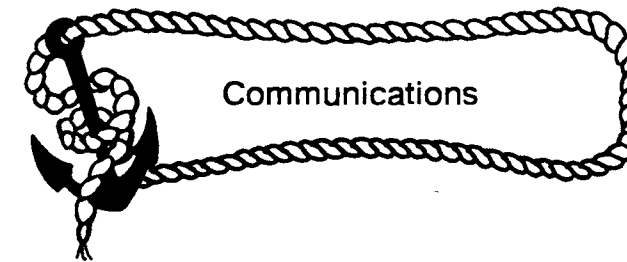
Hi! I'm back again as DSO-IS. Commodore Rearick asked me to give it another try and see if I can get it right this time. To assist me, is ADSO-IS Bill Gardner. Bill is from Division V and has just recently finished his tour as Captain of Division V. Bill will help me put on workshops and will cover the Western Area. Please welcome him when he visits your Division. Bill and I are going to continue the training in the Information Systems program that was so well received the last four years. Also, we will produce for you a guide that you can refer to when you need help filling out all those forms and reading all those printouts. Hopefully, this guide will answer all your questions. But, if it doesn't, we'll be there to help in any way we can. Please be patient though; it will take us awhile to put the guide together. And in the meantime, we'll still be there for you, assisting in any way we can.

What can you do? Learn about the Auxiliary. The more knowledge you have the better an Auxiliarist you will become. I've said it before and I'll probably say it many times in the future, "The more you understand AUXMIS and the Information Systems program, the more you will know about the Auxiliary." And this will make you a better Auxiliarist. You'll not only understand the programs, but you'll also understand how they work. You'll understand what your leaders are doing and if they're doing things the right way. And you'll know how to correct things that go wrong. Think of all the good that can happen when the entire District knows what they are supposed to do and how they are supposed to do it. You can make this happen by getting involved in the learning process. When you as an individual grow, the Auxiliary as a whole grows even more.

I've found over the years that my Auxiliary involvement has helped in many more ways than in just the Auxiliary. First, I'd never done any public speaking until I started teaching AUXMIS to my fellow Auxiliarists. Now, I'm not scared to make presentations at work either. Second, I never used to have much patience until I tried to make Auxiliarists understand the Information Systems process. To be an effective teacher, I had to develop patience. Now I find myself being a little more patient and understanding whenever I explain the procedures we use at work to people who don't understand what the office does. Third, I've always been pretty much a loner rather than a team player. Since I became active in the Auxiliary, I've had to develop the skills necessary to work with other people on a regular basis. I've worked on many teams in the Auxiliary and I've found that being knowledgeable about the team, it's objectives, and the processes involved has made me a better team player. I could go on giving many more examples, but I think you get the message.

Do yourself, the Auxiliary, the Coast Guard, and the people around you a favor. Get involved in learning. We are all, each officer, here to help you do just that. Call us, write us, or talk to us when you see us. If we don't have the answers, we'll get them.

Karen Nice, DSO-IS



## Communications

The current revision of the OPS policy manual is now available through supply. Chapter 4 deals with communications. There are no significant departures from previous editions. Lets review the basics: all communications equipment used on operational vessels fixed land and land mobile must be text approved by the FCC under part 80. Handheld radios used to make a vessel operational must be connected to a permanently installed VHF marine antenna and also provide a means to recharge the handheld's battery while the vessel is underway.

The use of a handheld radio as the sole radio on board is authorized but not recommended. We do encourage the carriage of handheld as supplemental equipment.

The communications equipment used in land mobiles, at fixed land stations on operational vessels must be inspected annually. For fixed land and land mobiles the inspection may be performed by a flotilla, division, or District Comms officer who has completed the OSC COMMS course, or an AUXOP member. The inspection is reported on form 2736A. The vessel communications inspection is handled as part of the vessel inspection performed by a VE.

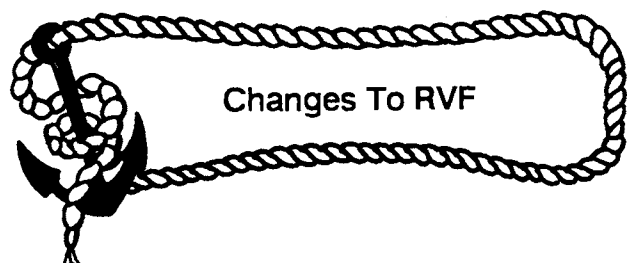
Auxiliary communications unit support the Coast Guard and are an important element of the districts emergency reaction plan. We need additional land mobiles and plan several exercises between January and May in various areas of the district. We are also looking at several scenarios to exercise the fixed stations.

VHF CHANNEL 9. The FCC has authorized the use of CH9 as a calling channel for recreational vessels on a shared basis with marinas and commercial vessels. This action was taken to reduce the traffic load on CH16 to preclude missing a distress call. Recreational vessels in distress or requiring assistance must contact the Coast Guard on channel 16. The Coast Guard does not monitor CH9.

Operational vessels on patrol will guard the channel assigned by the order issuing authority.

Weldon Vogt, DSO-CM





## COAST GUARD ALERTS RECREATIONAL VESSEL OWNERS OF CHANGES TO RVF

Owners of recreational vessels should be aware of recent changes to the Recreational Vessel Fee (RVF) law that requires the purchase of RVF decals for certain boats, the Coast Guard announced today.

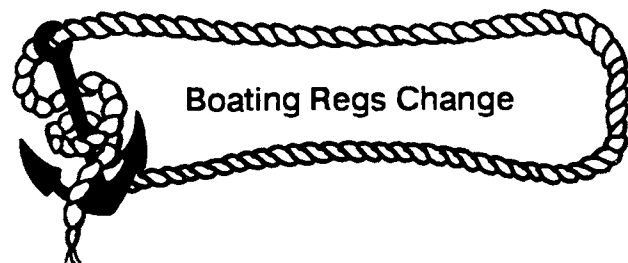
Under recently enacted legislation, the RVF program will be repealed on Oct. 1, 1994, and will be phased-out in three steps. The method that the Coast Guard will use includes these steps:

1. Retroactive to Oct. 1, 1992, the threshold for recreational vessels that are required to pay the RVF is raised to vessels more than 21 feet in length. "A" decals, which were required for vessels 21 feet or less, are no longer required.
2. Effective Oct. 1, 1993, the threshold will be raised to recreational vessels that are at least 37 feet in length. At that time, "B" decals, currently required for vessels over 21 feet but less than 37 feet, will no longer be required.
3. Effective Oct. 1, 1994, the RVF program will be terminated. "C" decals currently required on vessels that are at least 37 feet but less than 40 feet in length, and "D" decals applicable to recreational vessels 40 feet and over will no longer be required.

No changes have been proposed for recreational vessels already exempt from RVF requirements (pub: public vessels, foreign vessels, etc.) or to the waters where RVP requirements apply. Monetary amounts for RVF decals ( \$35.00 for "B" decals, etc.) also remain unchanged.

Boaters who purchased RVF decals on or after Oct. 1, 1992, and are no longer required to display them will receive a refund for the full value of the decal. They need not apply to the Coast Guard for the refund. The Coast Guard will gather the information from its data base and either process a credit to the charge card used to purchase the decal or issue a treasury check to those who paid by mail.

Anyone with questions on the modifications to the RVF law may call the Coast Guard Boating Safety Hotline's toll free number (1-800-368-5647).



The purpose of this letter is to inform you and the Auxiliarists in the 5NR of a change in Pennsylvania boating regulations.

Please let your Pennsylvania membership know that the regulations for display of the validation sticker issued with boat registrations have changed. Previously the sticker had to be displayed "three inches following the last letter of the identification number's suffix and on a level with the number."

The new regulation states that the sticker may be displayed "three to six" inches following the last letter of the identification number on a level with the number."

It is especially important that all legal requirement instructors, all members conducting Courtesy Marine Examinations be informed of this change.

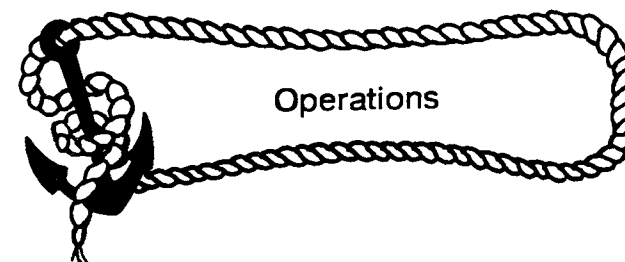
Thank you for your cooperation and continued support.

Sincerely,  
Daniel G. Martin  
U.S. Coast Guard Auxiliary Liaison  
Penna. Fish & Boat Commission

## In Memorium

### Deceased Members since last conference

Flotilla 03-02	Benjamin Mealey
Flotilla 03-02	Harvey Bahr
Flotilla 03-04	Alfred Vanaman
Flotilla 03-04	Olivia Edward
Flotilla 03-04	Arnold Gifford
Flotilla 06-05	William Grierson
Flotilla 06-06	Frank Schmidt
Flotilla 06-06	Thomas Walsh
Flotilla 06-09	E. Anthony Allergreth
Flotilla 07-12	Paul Holland
Flotilla 11-02	Harry Hauder
Flotilla 13-06	John Mendenhall
Flotilla 14-02	Clair Holtzapple



There is no better feeling that assisting a fellow boater in need.

It's a cold damp morning sitting here at the keyboard. We have just had a major rain storm that wreaked havoc on our coast. The various towns along the coast have just asked the Coast Guard for help. Had this storm been in the Spring, Summer, or Fall, we in the Auxiliary would have been asked to help. There would have been many many more boats in the water and, I'm sure, quite a few underway.

Operations is that part of the Auxiliary where, quite literally, the rudder hits the water. There is not one of us in the Auxiliary that would not want to help in the above situation. But are we all trained to do so?

I know why Bill Pierce joined this outfit. I wanted to be a better boat person, period. The more I learned the more there was to learn, then along came our Boat Crew Training. I got involved very early and had some of the best trainers and Qualifications Examiners in the business help along the way. I also know why the vast majority of you joined, for the very same reason I did. So how come I don't see you on the water helping the Coast Guard and the boating public? Believe me the training is fun, the trainers are wonderfully experienced, and learning is fast. There is nothing wrong or shameful in saying, "I just don't know." I've said it many times. But, each time I did there was someone there to help, not to make fun of me for not knowing, TO HELP.

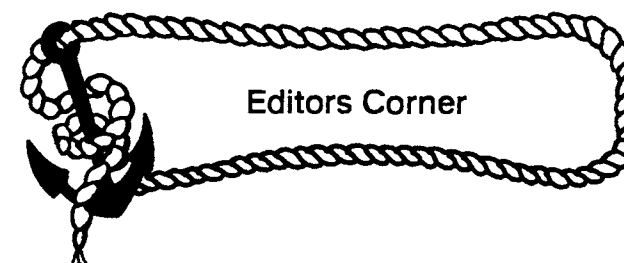
O.K., you read it this far, and you are saying, "What does Pierce think he is, the Member Training Officer?" Well no, we in the operations department need lots more help! Help in operations, as in our other Cornerstones, starts with training. Now you're saying, "But 5N is the best in the country in operations. We did over 2000 patrols in 1992 and you want more." Yes the above is true, but if we are to remain the best we need more and more trained persons to fill the gap for the people who transfer out or leave for other reasons. You joined to learn more, you learned more and now is the time to put that training to good use.

There is no better feeling than assisting a fellow boater in need! Allow me to tell you a true story, a story of one patrol with a first time operator on his first patrol. Leo Vincent made operator in the normal time frame (about two years). He could not wait to go on his first patrol as the boss of the boat. His patrol was in the Delaware Bay, serving Coast Guard Station Fortescue. Karen and I were his crew. Most of the day was uneventful, as

any operator will attest to, but as the day wore on the sky started to blacken. Leo received a call from Fortescue of a boat in distress with five people on board, two of them children. As we headed to the boat the skies were now filling with lightning. When we arrived on scene, we found the five persons in a state of almost panic. Leo made a circle of the boat while we communicated to them our intentions. Well, let me tell you, when we got the tow line on their boat and started the tow the skies let loose with all they could give. Rain, wind, and lots of lightning. Leo headed to Fortescue harbor in very limited visibility. The people were (and I'm not kidding) dancing, yes dancing for joy. Leo was, in their opinion, saving their lives and the lives of their children. When we got back to the dock, we got PAID, paid with love, gratitude, and inner feeling that you can only get with this kind of assistance. Leo still talks about it. He now knows that all the training, hours of practice, and time spent as crew was well worth it. Moreover those five people (grandpop, mom, dad, and two kids) were very glad Leo spent the time!

Well how about it? Wouldn't you like to join the hundreds of Leos in the Fifth Northern? We need you, the boating public needs you, and maybe, just maybe, you need or want that feeling that Leo and all the other Leos feel! I hope to see all of you at the Spring Conference. Come on out and meet the Operations Dept. and all the people involved in the best operations in the Auxiliary!! We will have a workshop, hopefully, on building a Sun Compass. A Sun Compass is used in adjusting your boat's compass and is used by most compass adjusters. We (DSO-AN and myself) will have all the materials needed to make your very own and explain it's use. There will be a small charge for the materials, but it will be worth it. We will hold the class to 40 so be the first to sign up. If you can't make the workshop, stop by and sign up for training, sign up for working at one of our 4 Sardets, or just to say, "Hi, I would like to know more about getting the best feeling I will ever experience as an Auxiliarist!!!"

Bill Pierce, DSO-OP



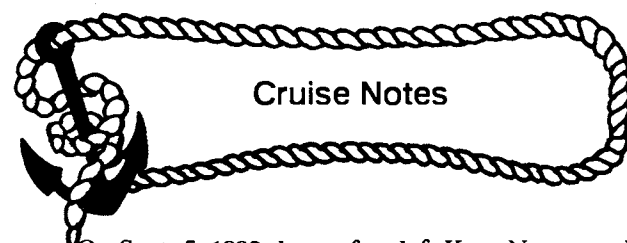
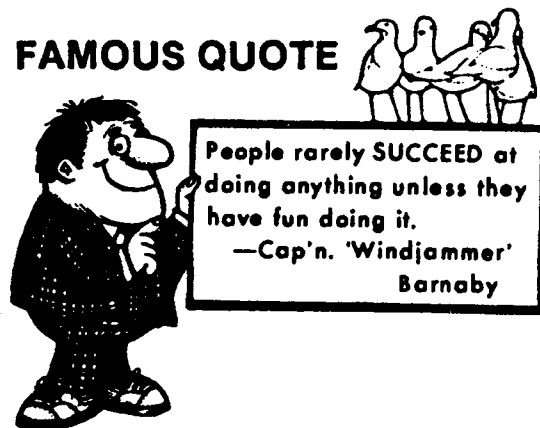
Relatively speaking (we have 2 members celebrating 50 years), I am still new to the Auxiliary. But as I look around, especially during conferences, and watch the comraderie between the old timers and the new members and new friendships being formed, it makes me feel good to be part of an organization that appreciates what a person has to offer and still wants to offer everything it can to that person. We are an organization that sees a person that needs help and offer this help without expecting anything in return. We help because we want to and it makes us feel good.

During the last conference, I was enjoying lunch with a person whom I had just met and we were discussing the reasons why we joined. It seems that most people join because they like boating and people. An opinion of mine that I expressed was that the concept of four corner stones could also be portrayed as two circles. The inner circle is the fellowship of the members and radiating out to the outer circle is what is the basis of our organization, Operations, Public Education and Training. Watching everyone work together and not caring if the stripes were gold, silver or red makes us what we are, family.

In order for us to express this feeling to each other and keep the membership well informed, we need quality publications officers. A successful unit can be traced to a well informed membership. In this publication, we try to communicate information that is relative to all members but on a flotilla level there is so much more that if all the information were published in *Topside*, it would be several hundred pages weekly. A quality publications officer is not an author but a collector. A collector of information that is submitted by membership and staff officers. It does not make much difference how this information is then distributed but it does make a difference if it is not distributed. Many of our people double as Public Affairs and Publications. Although the two should work closely together, both are busy and need two different people. If you have not done publications before, try it. There are many of us that want to help you get started and when you do, you may like it. This may be the avenue that rekindles the fire you had when you first joined or it may be an adventure you always wanted to take. The one thing I must caution is that if you do not enjoy doing publications, don't. If you need help ask. If you want to move on, do so. The quality comes from the heart but the heart too must develop.

The gentleman that I referred to earlier in this article that I was having lunch with was not from this area. As I drove him to the airport, I knew that he was taking back with him the enthusiasm that he found in the members of the Fifth Northern District. Although I can not always show this enthusiasm with words and pictures it is quite obvious to others that see us for the first time. An observation expressed to me during the trip to the airport was "I wish all of the areas had the same problem that I saw here, standing room only at training." See you on the water.

## FAMOUS QUOTE



On Sept. 5, 1992 three of us left Kent Narrows aboard NITTANY, a 43ft. motor yacht, destined for Solomon's Island, Md. As we cruised through Eastern Bay, the sky was grey and overcast. The water was becoming very choppy and visibility was about 2 miles. We entered the Chesapeake and proceeded into the commercial lanes. In the middle of the bay we were hailed by four people in a small boat waving PFD's. We stopped to see if we could be of assistance. Their outboard motor was operating but we could see they were taking on water faster than they could bail. They motored to our stern and with a boat hook they managed to hang onto our ladder that goes to our swim platform so that the two women could climb aboard our boat. The boat was 17 feet in length, the bilge pump wasn't working and there was no radio nor compass. At this time, we asked the 2 men to put on their PFD's (there were 3 for 4 people) and turn off their motor as water was entering the boat rapidly over the transom. We had a portable, 110 volt submersible pump and a long electrical cord on board, so by placing the pump in the water on the small boat and plugging it in at our helm, with the help of our generator, we could just barely keep the boat afloat.

In the meantime, we radioed the Coast Guard, gave them our G.P.S. coordinates and made ready a 75' line in case the boat sank we would have some way of marking its position. The Coast Guard was sending a cutter from Edgewater, South of Annapolis. Sailboats went by offering assistance and a large sailboat, named PANDEMONIUM, stayed with us just in case we needed help. As we were waiting, 3 motor yachts traveling South were coming toward us. We were concerned that their wake action would swamp the boat or throw it into our stern. We radioed them and I went out on our bow to signal them to slow down, but they did not respond. It was a very dangerous situation, however, no significant damage was done.

About a half hour later 2 Coast Guard boats arrived; one 41' cutter with 5 men aboard and a smaller Aux. boat with 2 men. The sinking boat was rafted to the cutter and the two men were taken aboard. A large fire hose was used to take out the water, while 2 of the C.G. men jumped in to find the leak. We don't know what they found, but we were really relieved when they secured the small boat to their stern and towed it away. We placed PFD's on the women and helped them aboard the USCG Aux boat. The Aux men returned our pump, cord, fenders, PFD's and got under way.

We motored on to Solomon's arriving about one and one half hour later than expected. The Coast Guard and many other boaters complimented and thanked us for our help in saving the people in distress. There are many lessons on safety to be learned from this story; very little was luck.

Gloria Wissinger and Charles (Bud) Wissinger, 09-04

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Photo by M. Philip Stamm

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