

Inside



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1995 Topside Deadline Schedule

SUMMER	1	May
FALL	15	July
WINTER	15	October

**1995
Spring
Conference**

The Sheraton Inn
Cherry Hill,
New Jersey
7, 8, 9 April

Topside is published at no expense to the U. S. Government or the U. S. Coast Guard. Cost of its publication is borne by dues paying members of the 5th Coast Guard District Auxiliary (Northern Region) a volunteer, unpaid civilian body whose mission is to assist the regular Coast Guard in promoting and maintaining safety on the water.

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**1995
TRADE SHOW**
8 April
at Cherry Hill, NJ

PRODUCTS AT SHOW

Life Vests
Equipment for Vests
Radios
Fire Extinguishers
All types of boat accessories
Computer Programs
Clothing
Books & Literature
Marine Items

We hope you won't miss out on this event. Our previous shows have been very successful and what a wonderful opportunity to obtain items to outfit your boat for the coming season!

In Memorium
Stanley Y. Kennedy

Stanley Y. Kennedy, Past National Commodore, and member of 5NR, passed away to distant shores on January 7, 1995. He was one of the great friends of our district (5NR) and in fact was on his way to a meeting here when he was stricken with the heart attack which eventually caused his passing. Stan Kennedy visited this district innumerable times, both on business as well as pleasurable occasions. He and his wife "Suzie" endeared themselves to all of us who became acquainted with them. He will be missed by all who knew him. Our thoughts and prayers go with him as well as to his surviving wife whom we affectionately call "Suzie." God Bless!

On the cover:

Shown on the cover are the 1995 5NR Elected Officers immediately after swearing in ceremonies at the Winter Conference. Left to right: Michael J. Ripton, RCO-W; Clyde E. College; VCO; Harry L. David, DCO; William E. Stumbers, RCO-C; and John A. Locasale, RCO-E. Photo: Topside Staff

SPRING 1995

U. S. COAST GUARD

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

FIFTH COAST GUARD DISTRICT (NR)

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

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

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Norbert Schneider (DCP)	Division	I
Hayward S. Houghton (VCP)		
Dudley Gallup (DCP)	Division	II
Harold M. Ford (VCP)		
Harry H. Peterson, Jr. (DCP)	Division	III
George R. Collins (VCP)		
William Y. Lewis (DCP)	Division	IV
James J. Dempster (VCP)		
Henry W. Demler, Jr. (DCP)	Division	V
William E. Weinbrecht (VCP)		
Barbara G. Cunningham (DCP)	Division	VI
Isabel H. Jones (VCP)		
Byron J. Dial, Jr. (DCP)	Division	VII
William J. Zotto (VCP)		
Leo E. Daley (DCP)	Division	VIII
Marcellino Troiano (VCP)		
Michael Redmond (DCP)	Division	IX
Amelda R. Weaver (VCP)		
Leon E. Kehr (DCP)	Division	X
William A. Bubnis (VCP)		
Allen E. Wenrich (DCP)	Division	XI
Clair W. Noll (VCP)		
Robert J. Perrone, Sr. (DCP)	Division	XII
Ruth Sokolowski (VCP)		
Ivan E. Levin (DCP)	Division	XIII
Robert B. Morris (VCP)		
Kenneth M. Bashore (DCP)	Division	XIV
Thomas M. Butler (VCP)		
Charles L. Kates, Jr. (DCP)	Division	XV
David G. Edinger (VCP)		

U. S. C. G. AUXILIARY 5(NR)

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Aide to the Commodore Lionel Crossman
Parliamentarian PDCO John McIntosh
Conference Coordinators Ira R. Dolich
..... Arline L. Dolich

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ADSO-CC Hunter C. Rees

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ADSO-CM(C) Roy E. Hager
ADSO-CM(E) Paul D. Ferrari

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ADSO-IS John A. Johnson

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ADSO-MA Suzanne B. Wade

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ADSO-MT David O. Becker
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ADSO-PE (W) Aline M. Harrison

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Vessel Examination DSO-VE H. William Schmitz
ADSO-VE (C) Robert L. Strickland
ADSO-VE (W) Marlin J. Peifer
ADSO-VE (MDV) Joseph W. Cook

CHIEF OF BOATING SAFETY



I have read a couple of fine articles recently on this subject. The articles point to the imperative that individuals in a group must work together if the group is to succeed. I wholeheartedly agree. The continuous successes and prestige that the 5th District Auxiliary has enjoyed are directly attributable to team work within and among flotillas, divisions and even areas.

In this article I would like to carry the concept of team work over to one of the primary reasons for the existence of the Auxiliary—to help minimize the loss of life, personal injury, property damage and environmental impact associated with the use of recreational boats—and begin with a success story to help illustrate my point:

LAKE WYLIE TASK FORCE. Within a two year period, Lake Wylie, NC experienced three very serious accidents. In 1992 several boaters were injured in two separate accidents. On June 7, 1993 three boaters were killed and two others injured when two boats collided in the dark. In many of these accidents, it was suspected that alcohol may have been a contributing factor. There had also been numerous complaints of boaters on the lake operating in a reckless manner, operating while intoxicated, and/or operating at night without navigation lights. In response, state and local agencies agreed to form a task force to address safety problems on the lake. The Coast Guard agreed to facilitate this task force.

The task force was made up of individuals from the CG Auxiliary, and State, County and local interests. The task force was charged with developing an action plan for improved safety on Lake Wylie which identifies specific efforts that can be effectively implemented in the near term and recommend strategic goals for future actions.

The task force functioned as a problem solving team, and all team decisions were obtained by consensus. The task force began its work in the fall of 1993 and soon forty-eight specific problems/barriers to improve safety on the lake were identified. Forty-nine individual improvement actions were incorporated into the final action

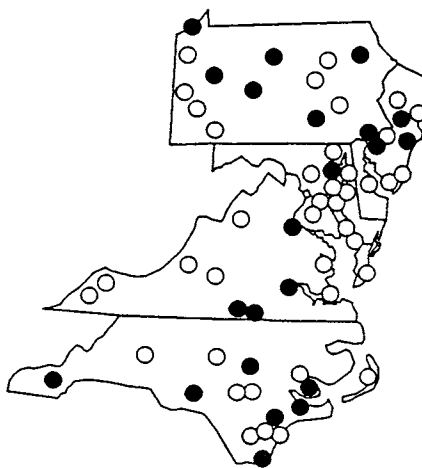
plan, with specific measures of success developed for each action item. The key improvement actions are:

- Establish a central command post for coordination of law enforcement and rescue efforts.
- Equip all agencies with VHF radios/marine band capabilities.
- Establish a "911" telephone system.
- Develop a lake-wide contingency plan.
- Conduct awareness campaigns to tell boaters of existing laws and regulations.
- Encourage and support mandatory boater education. Safety seminars for dealers and marinas.
- Promote clarity and uniformity in lake regulations.
- Develop consistent policy for no-wake zones throughout the lake.
- Pursue "State" operators license for boaters.
- Reexamine funding sources for boating safety efforts.
- Nurture community support for boating safety efforts.
- Liaison with economic development groups and other river task forces.
- Solicit media interest in boating safety initiatives.

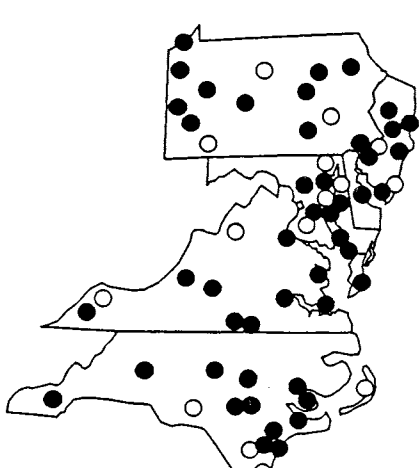
When I first came aboard I stated that one of my objectives would be to encourage all boating safety interests to work together—active duty Coast Guard and Coast Guard Auxiliary, Coast Guard and States, Auxiliary and States, etc. Many of you have heard me talk about this and emphasize it as a way to resolve many issues. Why should we do this? Because by working together, often the results are much better than if each group worked separately. Working separately often results in duplication and thus wasted effort and sometimes groups end up working at cross purposes. Working together can result in a synergy where the "whole is more than the sum of the parts."

Recently, I was made aware of two separate but very similar situations where the concept of team work, had it been employed prior, may have

1994 Fatal Boating Accidents • Alcohol Involved



1994 Fatal Boating Accidents • PFD Not worn by victim



averted the problems that arose. In both instances, local rescue units responded but did not call the Auxiliary to help until some time after the initial call out. The Auxiliary could have provided important assistance in either case. Either the responders didn't think about the Auxiliary or weren't aware of their capabilities! In both instances, I advised that the local flotillas develop a rapport with the local rescue units—let them know what the Auxiliary can do.

Add working with other organizations as a team along with CMEs, PE, analyzing statistics, planning where and when to patrol and the many other techniques in your box of tools available to you for tackling the boating safety problems at hand and moving us closer to our common goal of minimizing the loss of life and property. You'll not regret it!

RBS Program Plan by Steve Phillips, D5(bb)

In the first article of this series, we promised more information to help you decide on where, when and how to best use your time and resources to...reduce the fatality rate by 10% over the next 5 years by attacking the leading cause of death in boating accidents, the leading causes of fatal accidents, and the leading contributing factor to fatal accidents. Well, here's some of what we've learned from the data we've been collecting and analyzing:

Boating Survey for July-September tells us that 60% of boaters had taken a boating course while 40% had not. When asked if they knew how to get information on boating courses, 66% said "yes" while 34% said "no." But, only 27% had a CME within 12 months—53% knew how to get one while 47% had no knowledge of how to get a CME. 64% of those boarded had violations.

D5 Boating Fatalities for 1994 - All the numbers have not been verified, but it looks like we had 70 boating fatalities resulting from 62 fatal accidents. Over 75% of the victims were not wearing a PFD. 35% of fatal accidents were alcohol related.

R. J. Davison, Captain USCG

DIRAUX



As we continue through the winter months I can only say I could not be prouder of your support, interest and excitement. The Winter Conference was a big success as well as the Elected Officers' Training. The longer I'm in this job the prouder I become of your devotion to support the Coast Guard. You are a true inspiration and if I had to sum up my feelings in one short phrase I would say "Team Coast Guard." As we enter into a new era, with your continued support we will succeed and remain the world's premiere maritime service. Keep up the good work!

Over the past several months I have received numerous questions regarding Coast Guard downsizing and budget reductions. The following ALCOAST 013/95 written by our Commandant should shed some light on this subject.

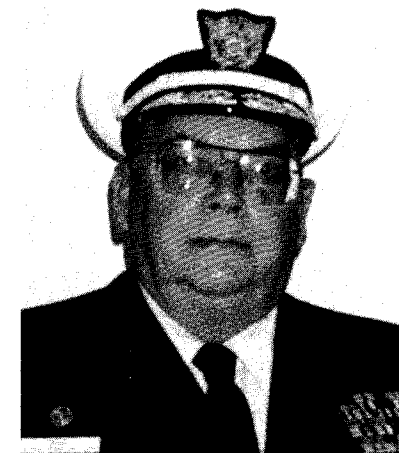
Words from Our Commandant Subject: Department of Transportation (DOT) Restructuring

1. The Secretary of Transportation today announced his proposal for restructuring the department. DOT will be reorganized into three components: an Intermodal Transportation Administration, an Aviation Administration and the U. S. Coast Guard. An Air Traffic Services Corporation will be created to conduct air traffic control functions currently performed by the Federal Aviation Administration, and the St. Lawrence Seaway Development Corporation will become a free-standing entity outside DOT. The Office of the Secretary will be refocused on developing strategic policy and plans which require secretarial leadership and department-wide perspective.
2. The restructuring is an integral part of the second phase of the national performance review. A restructured DOT will make DOT work better by focusing resources even more sharply on the fundamental missions of ensuring the safety of the traveling public, investing in transportation infrastructure, and maintaining national security. In the course of the next month, DOT organizational structures will be refined and developed in detail. Many of the changes require legislation, which is expected to be submitted by mid-March. Outreach meetings are scheduled during the week of 13-17 February to obtain additional input from employees and constituents as more detail is added to the restructuring plan.
3. The Coast Guard will remain intact, retaining our current missions and organizational character. Some bridge administration responsibilities, because they involve infrastructure, will be transferred to the new Intermodal Transportation Administration. In addition, options for improving administrative and support services, conducting research and development, and realigning the DOT field structure will continue to be studied. Coast Guard activities in these areas are being studied along with their DOT counterparts, and Coast Guard representatives will continue to work with the DOT restructuring task forces.
4. The Coast Guard's unchanged organizational status reflects the continuing value of our service to the nation. It also reflects our aggressive internal streamlining efforts which are examining headquarters and field organization, support functions and facilities, and training processes.
5. The Coast Guard continues to be a highly valued member of DOT and the Armed Forces. This restructuring proposal again validates the Coast Guard's recognized contributions. Senior managers should ensure that all Coast Guard Employees, including Reservists and the Auxiliary, are aware of this DOT restructuring. I will keep you updated of developments pertinent to the Coast Guard.

Signed R. E. Kramek

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

DISTRICT COMMODORE



First I would like to thank everyone for their attendance at the Elected Officer Training and at the Winter Conference. These two weekend training sessions are the most important that we have. The Instructors who put on the workshops and classes did a fine job. I feel that the District is off and running and look forward to a fine year.

The most important program that we have is not Operations, or Public Education, or even Vessel Examinations—but is Member Resources.

Without keeping our membership up, we are risking all of the corner stone programs. In 1994 our membership decreased by 58 members. In other words we lost 281 to death, transfers and disenrollments, while recruiting only 223. If we had even held onto one-half of the disenrollments, we would have had an increase of over 58 for the year.

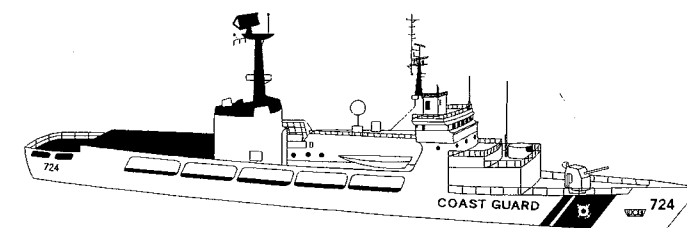
The heart of the problem seems to lie in retaining our members. We bring them into the Organization and then proceed to lose them, some within the year. The interest that a member of a BS&S class had in joining, obtaining further education and associating with fellow boating persons has been lost due to their being ignored. In order to get a member to want to stay in the Auxiliary we must nurture them, make them feel important and wanted. The task of retention, just as well as the task of recruiting is everyone's job. In order to obtain and retain we must always be positive, always letting the prospective member feel wanted and needed.

How can we do this? Let's start by appointing a "Big Brother or Sister" to them. Pick them up and take them to meetings, the travel time can be valuable by talking about what is about to happen to them; their next phase of training; or perhaps finding just what they are interested in, and what their needs are. Don't try to put too much on a new member at this early stage, but proceed at a cautious pace. Next, make use of the new member. Make him or her an assistant to one of the FSOs in a field they are interested in. There is no staff designation for Assistant FSO but they can get involved in some program. Help them to enroll in one of the schools where they can meet members from other Flotillas. Have an interesting program at each meeting where the new member as well as the established member can feel that the time he took to attend was not wasted. To take the time to put on your uniform, go to the meeting and return home again can become discouraging if all we do is sit and listen to a few reports and leave within an hour. There are many speakers available and many projects that we can undertake after the meeting. Make the meetings enjoyable and informative.

Remember:

Member Resources is everyone's job

Harry L. David, DCO, 5NR



VICE COMMODORE



We have gotten the year off to a rather good start. In spite of Friday night's weather, attendance at Elected Officers Training was good. We had very fine sessions and I hope that all of you who were there felt that your time was well spent. Likewise for the Winter Conference. This was a great time to renew old acquaintances, make new, and get to know fellow Auxiliarists from all over our District. It is also an opportunity for all of us to be around our Coast Guard friends and leaders. Special thanks again to everyone who worked so hard to make both of these events happen.

Members of our District Staff have been hard at work preparing member training sessions. By this time the first Instructor Training will have been completed. Every attempt is being made to prepare the finest quality training possible for those who attend. Among the exciting new developments to watch for and use in your Division and Flotilla level training are the items entitled "A Minute for the Auxiliary." Some can be utilized in PE classes, some in BQ, etc. Also watch for the newsletters being produced by District Staff Officers to increase and improve communication of information.

Many of us are thinking and talking about starting our boating season earlier than usual since last year's season seemed so short. Let's also get a good start on our CMEs. If you have reached or exceeded half of your goal by June, the halfway point of the year, you are well on your way. Let's make this a Super CME Year. The value of this service to boaters can never be underestimated or over-emphasized.

I am looking forward eagerly to all the things coming up—Spring Conference, National Safe Boating Week, traveling with the Commodore to all the Divisions, all the picnics and other fun events that you all are planning and talking about. Speaking of fun and fellowship as a vital ingredient of all our Auxiliary functions, watch for our Fall Conference plans. We are working on something a little different.

In conclusion, I have a plea on behalf of all those who need to plan for our special events—schools, conferences, whatever. Please do not be late with your reservations. The Auxiliarist who does not have a very busy life is hard to find, so that is hardly an excuse for tardiness. Preparing for EOT gave me a taste on a small scale of what our Conference Coordinators go through. Do your part toward helping to make these events successful by getting everything in on time, please.

See you soon!

Submitted by Clyde College, VCO, 5NR

RCO-CENTRAL

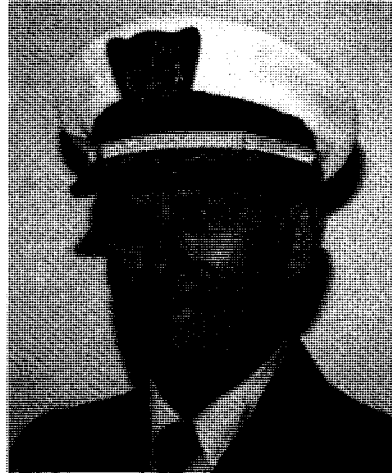
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that you spend at least a minimal amount of money to support yourself in the Auxiliary, why not spend a little more money and enjoy yourself? Treat your spouse to a fascinating day of entertainment and share some "quality" time with your fellow members. **You deserve it.** Send in your reservation on a rapidraft with a check for \$51.50 per person to Gene Pester, PDCO, 512 Feaster Avenue, Feasterville, PA 19053. If you have questions, call 215-357-2362. The next thing you want to do is—mark this day on your calendar in bold print. If anyone (your FC, FSO, etc.) asks you to do something on that date, say I'm sorry. I'm, already committed; my mission for that day is "Happy Moments." You'll make yourself happy, your spouse happy, and build up camaraderie. Again, **You deserve it.**

Good Luck—Have Fun.

Submitted by William Stumbers, RCO-C, 5NR

RCO-CENTRAL



Essential from Central

All too often I have puzzled members, usually Flotilla Commanders, ask me for a solution to an age-old problem in the Flotilla, i.e.; how can I get members to attend meetings or—we're going to lose our AMOS goal because the member who does half of our missions took sick, etc. etc. As a member of the District Board, or so-called leader, I am expected to have a simple solution to these problems. Folks, there isn't any—each problem is unique in itself and so is the solution.

I can offer you a couple remedies. First, as a Flotilla Commander/Leader, you are a visionary. Examine your problem from a different perspective, you may be too close to the problem to see the solution; step back and look at the "wide picture," think differently; remember what you learned in your AUXLEA Course (consult your manual again).

Think! The structure of the Auxiliary is a team concept, group action, not really individual accomplishments. If your unit works as a group, you have more people to cover the mission. If it's an individual accomplishment, you're at the mercy of that person and that person could dominate your Flotilla. Now, who is the leader? Also think realistically—what are your resources and how can you best utilize these resources to the greatest advantage? Resources also lie within other Flotillas. Let's not compete—competition and secrecy should be replaced by principles of cooperation, collaboration and communication, not only within our unit but also with other Flotillas and outside organizations, such as the Power Squadron and State Agencies. The bottom line is, as a leader you must "think" as a leader.

My second suggestion depends on leadership also, and that's "Fellowship." How important is fellowship? Well, I sincerely believe it's the greatest stimulus you can offer your membership—motivation without a doubt. People, happy together, work together and produce "Group Dynamics."

Once I thought communication would be a good goal. However, after applying the principles necessary, I determined it was too impractical. A goal should be measurable, implementable, marketable, trackable and rewarding, but not necessarily attainable. Now, let's apply this criteria to fellowship. Some say it's questionable because it's hard to measure the response of gratification. I tend to differ. I believe it would be a good goal, primarily because it is one of our cornerstones (also the one least implemented). A happy mind has no room for contention, bitterness or arrogance, because it's occupied with laughter, contentment, excitement, closeness, love, etc.; all the qualities necessary for motivation. In addition, motivation drives us to accomplishment. However we need to implement this in all of our missions. Make fellowship our primary cornerstone. You know, I once read a statistical report that claimed children laugh as much as five hundred times a day; where adults laugh approximately five to fifteen times—"how sad." So my point is: we need to alter this situation. Have you noticed on the District level where the so-called "leadership" prevails, there is an abundance of fellowship at the conferences, and at the District-sponsored schools, workshops, blitzes, etc., etc.

Well, this should apply to all levels of the Auxiliary, *especially* the Flotilla level where the important work is done and where motivation is so necessary. This however, requires vision; possibly a fellowship coordinator or a committee. Another view: when we reminisce about our past we tend to dismiss from our minds the traumatic experiences and enjoy discussing the happy events. So this again reinforces the importance of fellowship. Let's look at another reason. How the strength of the Flotilla is perceived by a new or potentially new member—the interest in the new member and the atmosphere of contentment/happiness among the membership.

Have I answered your questions—why members do not attend meetings, AMOS goal problems and lack of group dynamics? One more step to make fellowship effective is: it must be reinforced at every mission, every day, by everyone.

I'm sure you have all received, by now, the notice by Gene Pester. PDCO, for the bus trip to Radio City Music Hall. Now here's my advice: in view of the fact

continued at bottom of previous column

RCO-WEST



WHAT REALLY COUNTS?

It is difficult to believe that we have completed the first quarter of this year. The Auxiliary started in earnest on 1 January and soon we were involved in Elected Officer's Training, the Winter Conference, changes of watch, boat shows, area meetings, N-Train, IT school, USCGAux Board Inc. meetings, and the district appeared on *Good Morning America*. That's a busy schedule for anyone.

During this same period, we revised our AMOS goals and objectives. Some of our members expressed their dissatisfaction with what they call, "counting numbers;" others say, "numbers for number's sake are meaningless." Don't say that to your banker, because to bankers, numbers represent real dollars, either going into or out of your accounts. The balance sheet, although not money, represents the dollars you have to live with. Actually the same is true in our Auxiliary. The numbers are only symbols of what we attempt to accomplish.

Today, the Auxiliary makes up 41 percent of the Coast Guard Team. At the same time, the mission of the Auxiliary is growing too. Each year more recreational boats and boaters come on scene and need our services. Our question must be, "how are we going to serve those customers?" Since there aren't any more of us (yet), we are going to have to work smarter in 1995; not harder.

Although you were taught as a child that a year contained 365 days, when the Fifth District Northern gets involved, a year becomes 12,165 days of service. Last year our 3000 members worked 97,319 hours. What that means is that we served our customers over 1871 hours per week, in addition to our regular lives. If we break that down, **an average day in the Coast Guard Auxiliary, Fifth northern District** looks like this:

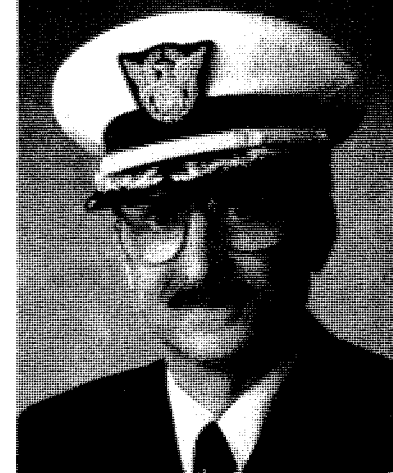
3	members are trained to perform a new job
9	member training sessions are conducted
71	customers are trained in PE Courses
29	customers graduate from PE Courses
15	PE classes are given
2	Administrative Support Missions are completed
1	Recruiting Support Mission is accomplished
73	Courtesy Marine Examinations are given
44	recreational boats pass these exams
16	Marine Dealers are visited
7	Safe Boating messages are broadcast on the radio
2	Safe Boating messages appear on television
2	Safe Boating Booths are staffed
6	Patrols conducted
3	Persons Assisted
10	Operational Support Missions Completed

In addition, \$35,219 in property is assisted-saved each day. Our 3000 members become 4288 specialists after training. Two lives are saved each month. However, less than one new member is enrolled per day (0.6) and about the same number is disenrolled or die each day (0.7).

Do you feel different about the numbers yet? If not, think about it this way. Our Coast Guard Auxiliary Team provided thousands of hours of service to our two primary customers (the Coast Guard and the recreational boating public) last year. If the numbers still bother you, don't look at them again until the end of the year. Instead, work along with the Team and we'll get the job done together. What really counts? The Auxiliary counts...on YOU!

Submitted by Michael Ripton, RCO-W, 5NR

RCO-EAST



To "Be or Not To Be"—That is the Question

The American Heritage Dictionary defines Uniform as "a distinctive outfit intended to identify those who were as members of a specific group, always the same, unchanging, unvarying, identical." We are allowed the privilege of wearing the uniform of the U. S. Coast Guard for all of the above and then some.

Question: Are we not a specific group with always the same, unchanging, unvarying, identical purpose of promoting Safe Boating? Do I hear "that's for sure, you better believe it,

no question about it, absolutely and Amen"? Well, we should, and do I hear all of the above because that is what the Coast Guard Auxiliary does, and we can all be proud of the fact the Auxiliary does it well. Privilege allowed: Our Uniform!

Wearing our uniform properly at the appropriate time can accomplish many things. We look better, feel better, and by doing so reaffirms our commitment to the Auxiliary. It identifies us, creates an impression, and sends a message to our customers. In **uniform** provides a sense of belonging, camaraderie and team purpose.

Can you imagine scouting members, little leaguers, baseball players, airline personnel, the military, etc., etc. without uniforms? What impression would you receive if only half of these groups were in uniform? There are occasions when time constraints or circumstances would prevent your changing and this is perfectly acceptable and understandable. Your attendance and support of our Auxiliary is of prime importance, but when you can..."Be."

Please remember at times the public does not distinguish the difference between the Coast Guard and the Coast Guard Auxiliary. Thereby the responsibility for the perpetuation and advancement of the distinguished image of the U. S. Coast Guard rests heavily with each of us individually. The records show volumes of unselfish, outstanding service to country and fellow man by men and women of the Coast Guard. Our volunteer service in the Auxiliary affords us the opportunity and satisfaction of active participation, association, and contribution to this outstanding branch of the U. S. Military.

In uniform we are a living advertisement for the USCG and provide an important liaison to the boating public. The impression we make, the message we send is entirely up to us. Let's make the "Best it can be."

Submitted by John Locasale, RCO-E, 5NR



Left to Right: Above: Ira Dolich, Conf. Coordinator and Bill Stumbers, RCO-C Conducting AUXLEA Course at EOC in January 1995

IMMEDIATE PAST DISTRICT COMMODORE



Bears, Bees and Sticky Situations

I was sorting through a box of articles to file or put out for recycling when I came across a long-saved article from another newsletter. It's not unusual for me to save articles to use for possible ideas when my own brain goes out for a long lunch and I need to come up with an article for a deadline.

I studied the article for a few minutes, trying to figure out why I had saved it. I examined the concepts and ideas discussed and couldn't, for the life of me see any reason for having kept it. I mean, there was nothing there worth saving! It was an article that, in the light of recent changes in the subject matter—vessel examinations—was probably history before it was published, and it certainly is dated now.

I was about to throw it away when I reread it. I was convinced that I could find my original rationale for saving this scrap of the past. To sum up, I never did come up with the answer. In fear that I overlooked something, I put the article back in the box where I found it.

Before you think my from finding value in someone note that the article I was one I had written

I tend to look back at with a jaundiced eye. I wrote it but...if I had only ish the polishing or...you satisfied. But we all must sometimes we have to "Enough! Stop the saging and get the article

As I traveled around had the distinct feeling one who would, given the to redo the same thing seeking perfection that

We hear about certain that, once overdue, comore. After all, the dead-what harm can a few more we're sure we'll get it right time.

What might we have accomplished if we had had more time? Sad words indeed. But then, if you let future worries keep you from completing your goals, nothing will ever get done. I am happy to say however that we in the 5th Northern did accomplish most of our goals that include: **Member Training, Public Affairs, Public Education and Operations.**

Some of us could learn a lesson from the bears and bees. The bees work on and on to make their universe exactly the way they want it to be. The bear comes along and in a quick swipe, steals the honey, destroys the hive and probably eats a few bees in the process. Sure, the bear gets stung—a price it must think the honey is worth—but it *now* enjoys the fruits of its labor with very little regard for the finesse and diligence of the bees.

Could it be that we are running projects that are becoming too perfection oriented? We should be careful. We may have constructed a most inviting beehive when the cost-cutting bear comes around. One swipe and all our efforts will be gone with nothing to show for them but another climb up the learning curve.

Submitted by Edward Rearick, IPDCO, 5NR

NATIONAL SAFE BOATING WEEK

National Safe Boating Week will be here before we know it. The National Safe Boating Council has changed the dates—and it is set for 21-27 May, 1995. This moves it up two weeks.

I realize it hasn't always been easy to have boats ready to go in the water by the beginning of June. This makes it just a little more difficult, and puts pressure on boaters in the Auxiliary. However, with ample notice of the change, and a little effort on our part, hopefully, this will not present a problem.

As of this writing, the Safe Boating Week kits have not been distributed. I am hoping that by the time this reaches you, your kits will have arrived. If not—refer to some of the older ones that are around. Suggestions there are excellent. And if anyone has a problem, please give me a call.

There are so many good, hard-working members in Fifth Northern, and so many good ideas floating around. Let's all get together behind this project, and make it one of the best years we have ever had.

I'm looking forward to hearing from you all, and wish you a most successful event.

The theme for this year is one that has been used before, but certainly a most impressive one. It shows the PFD, with the saying that it can't help you if you don't wear it.

Thanks for doing a Super job. I know you will.

Muriel G. Lewis, SPO-NSBW, 5NR

SEA CADET MAKES GOOD

Flotilla 2-76 is very proud of the Sea Cadets, and especially of William Lafferty, who is now planning a career in the Coast Guard. Bill, a Second Class Naval Sea Cadet, was sworn into the United States Coast Guard on 1 November 1994. His interest in the Coast Guard began with Naval Sea Cadet Boot Camp at Cape May approximately four and a half years ago. After completing his BS&S class at the Naval Base in Philadelphia two years ago, Bill has stayed active with the Sea Cadet Group and the Coast Guard Auxiliary during the classes we teach. After graduating from Walter Biddle High School in early June 1995, Bill will again return to Cape May to begin basic training on June 20, 1995. He has had a distinguished affiliation with the Naval Sea Cadets, and has received many awards and citations.

The picture below was taken after Bill was sworn into the Coast Guard.



Left to right: LCDR Warren Stole, Sea Cadets; CAPT Bergner, USN; Mrs. Lafferty, Bill's mom; EM1 Dana Lee, Coast Guard Recruiter; Bill Lafferty; Edward Poznek, Flotilla 2-76; LCDR Diane Keith, Sea Cadets.

Muriel G. Lewis, FC 2-76, 5NR

PUBLIC EDUCATION

NEW...PE OFFICERS' GUIDE

While it's entitled a *PE Officers' Guide*, this new (late '94) publication should become one of the most valuable PE resources available to all Instructors and Course Supervisors, as well as Flotilla and Division PE Officers. It's loaded with lots of good, practical info for everyone.

The text is well-written and makes for easy, interesting and informative reading. Beyond that, many parts of this Guide can serve as the basis for a great member training session to help brighten a Flotilla meeting.

Among other things, this new Guide contains teaching tips for instructors, PE administrative guidelines and procedures, as well as suggestions for PE Course publicity (PA Officers take note). Without doubt, it's among the very best "manuals" to come through the Coast Guard Auxiliary pipeline. Order a copy through your Flotilla MA Officer now!

Adding Spice to the Life of Your BS&S/S&S Courses

If you've been looking for a way to add more spark or spice or a bit more professionalism to your BS&S, S&S and Boating Safely classes, *help is at hand!* At least that's what hundreds of our members (including Instructors, Course Supervisors and PE Officers) learned at the 5th Northern's January Winter Conference at Reading.

How? Simply obtain and use the two-tape series of "Let's Go Boating" videos that were "reintroduced" at the IT/PE Conference Workshop. Initially distributed to each Flotilla early last year, "Let's Go Boating" consists of 11 segments which closely match many of the BS&S and S&S lessons. Each segment runs about 12-15 minutes and shows lesson highlights in living, moving color and in a way that generally can't be duplicated in the classroom. Small boat handling, for example, use of VHF radio in simulated situations aboard, weather, sailing, Nav Rules, and more.

These videos (any similar educational aid for that matter) are not intended to replace a good instructor. Rather, they are supplemental tools that serve to review, emphasize and enhance what has already been taught by the instructor. And just about all of us can use that kind of help.

Since it appears that many of the original tapes have been somehow "misplaced," strayed into some unknown cubby-hole, filed in a cabinet somewhere or are just gathering dust on a shelf (or all of the above), a new supply has been obtained from the Coast Guard. As a result of SO-PE queries to each Flotilla in mid to late February, all Flotillas who requested copies of these tapes should now have them. If not, FSOs-PE should order a set through their Division PE Officer.

Among those who have seen and used these tapes, comments have been universally favorable. "Greatest thing since sliced bread," one Instructor reported. And a veteran Radiotelephone Instructor who previewed the Electronics segment of the tapes, said, "This is absolutely great! I'm going to start using this one right away!" Proper use of these "Let's Go Boating" videos will

add spice to the life of *your* classes. Try 'em. You'll like 'em.

Is Your Flotilla Being Cheated?

The answer is YES—if your Flotilla Course Supervisors are not reporting the one-lesson "State Course" being taught as part of a BS&S or S&S Course!

Reminder "#163...a separate Course Completion Report *must* be submitted to DIRAUX (via FSO-IS) for the one-lesson course — as well as for the main BS&S/S&S Course.

Failure to do so means that your Flotilla is *not* getting all the credit it's earned! Several Flotillas missed AMOS goals as a result. 'Nuff said.

Special Note for MT & MR Officers

While the "Let's Go Boating" tapes described elsewhere on this page primarily are intended for use in Public Education Courses, they also make a big hit at Flotilla meetings.

Showing just one segment/subject from this tape series increases member interest and adds something new and different to an otherwise routine Flotilla meeting plus serving as an "attraction" for new members or prospective members.

Member Resources and Member Training Officers take note: contact your FSO-PE or a Course Supervisor to obtain the tape or a tape segment.

PE Course Supervisors To Retain Class Rosters

Supervisors of PE multi-lesson courses are now requested to retain Course Attendance Rosters (5NR-ADMIN 5) for at least two years.

In past years, less than half of our Course Supervisors sent these Attendance Rosters to the DSO-PE. The other Course Supervisors kept them (hopefully).

The purpose of retaining these Rosters in the first place is twofold: it enables the Course Supervisor or PE Officer to confirm Course completion/graduation for:

1. students who later seek a reduction in their marine insurance rates, and for
2. candidates for entry into the Auxiliary (who must have completed a BS&S or S&S — or U. S. Power Squadron — Course within the past two years).

Observing this new procedure put us all on the same page, eliminates one bit of paper distribution for our Course Supervisors and FSOs-PE, and at the same time enables us to comply with COMDTPUB P16794.50 — the new PE Officers' Guide.

So please, Course Supervisors...keep those Attendance Rosters. Do *not* send them to the DSO-PE or to the Director's Office. Thank you!

1994 PE Scoreboard

Thanks!...to all who participated in the PE Program during 1994: Instructors, Instructor Aides, Course Supervisors and PE Staff Officers.

All together, your accomplishments were quite impressive. Here's a summary of how you ran up the score in '94:

Multi-lesson Courses Taught

	Number	Students
Advanced Coastal Navigation	30	296
Basic Coastal Navigation	13	117
BS&S, 13 lessons	127	2508
BS&S, 6 to 12 lessons	158	2716
S&S, 14 lessons	48	503
S&S, 7 lessons	3	35
Boating Safely, 4 lessons	38	540
TOTALS	417	6715

One-lesson Courses Taught

	Number	Students
Water 'n Kids	251	7823
Boats 'n Kids	156	4593
Nat'l Authorized 1-lesson	35	549
TOTALS	442	12,965

While the quantity is impressive, it's Quality that counts. Don't cheat your students. Give them the best you've got. You'll have more fun along the way!

Wanted: New Ideas, Techniques Used in Teaching PE Classes

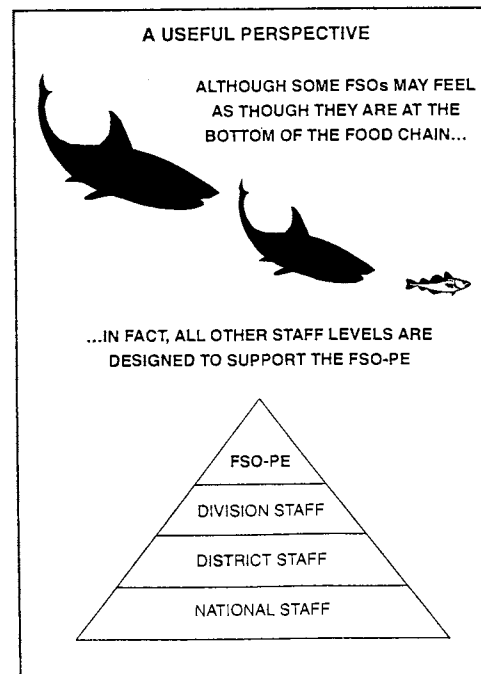
If you've got a new idea, a new technique, a "gimmick," or a new training aid you've used successfully in your PE Classes, please let us share it with others.

Just write it up and send it to DSO-Bill Reimer via your Division PE Officer (SO-PE) along with a photo or sketch, if applicable. We want to hear from you!

A well-planned, well-taught and well-organized Public Education Course is the best new member "recruiting device" we have.

William Reimer, DSO-PE, (5NR)

4-2 Public Education Officer's Guide



Pictured above is a page from the new PE Officer's Guide—unfortunately the cover did not reproduce well.

Winter Conference Acceptance Speech

Editor's Note: Since only those who were at the Winter Conference had the privilege of hearing Harry David's acceptance speech it is reproduced here for the benefit of all.

CAPT Cain, Commodore Norman, members of the Coast Guard Family, Gold and Silver, Family and Friends. Little did I realize 19 years ago, when Bud Troiano, the present Vice Captain, Division VIII, recruited me from a BS&S class to join the Coast Guard Auxiliary, that I would stand before you as District Commodore of this Fabulous District. It is with great pride that I accept the challenge that is before me, and with your help, we can have a great two years.

A few moments ago, I, and the other elected and appointed Officers, pledged to support the United States Coast Guard Auxiliary and its purposes. This was not an idle promise, I assure you that we will do every thing in our power to further the purposes of the Auxiliary for the next two years. We will support the present as well as future programs and activities. We will be ready to fill your needs as best we can; my phone will always be available to answer your questions or concerns or just to say HELLO.

For the next two years it will not be **Business as usual**, we must change the manner in which we have done things in the past. The Coast Guard is studying how they can do more, with less, by using their resources more efficiently. Congress will be asked to pass the Coast Guard Auxiliary Act of 1994, an Act that will provide the Auxiliary members more protection while going about the Coast Guard and Auxiliary business. Our National Commodore, in his Vision Statement, says that change in the Auxiliary is necessary by the times we live in. Nationally, change has already taken place in that there will no longer be a National Area Conference in the Spring. In its place will be a *no frills* meeting

called **N-TRAIN** - a meeting of the National Board and extensive training for selected DSO's only. Also, AUXMIS downsizing will mandate that the SO-IS will input all data and produce print-outs for the Flotillas in that Division. These will be a gigantic change from that which we are used to, and there is doubt in many minds. But we as Auxiliarists will make it happen. We hear the phrase **The New Auxiliary** quite often. This will be the result of the aforementioned changes and others to come in all of our programs.

On the District level, your Bridge is involved in exploring how we, The District, can do business more efficiently and at less cost, and how we can help bring about this **New Auxiliary**.

We are fortunate that we will receive most of the funding we asked for in 1995, and will be able to conduct sufficient training. Planned are Instructor Schools in March and September, Vessel Examiner in May, Operations in June, chart updating and a National ATON school in July. On going will be TQM training and the new AUXLEA course that was presented at the Elected Officers' school. The list of schools will be published in the next issue of *Topside* as well as fliers in the mail and in NOGI's. The MUTT teams will be more active in all areas with localized training for all in Boat Crew, Instructor, Examiner or whatever you wish. It is up to you **the member**, to take advantage of the opportunity and to urge your fellow members to do the same. If we don't make use of this resource in 1995, we will surely be the loser in 1996.

We will no longer have National Goals to attain, but soon every Division and Flotilla will be charged with planning for their 1995 AMOS program. The Flotilla Commanders, with the input from their staff, must make choices that will define what their Flotilla wants to accomplish during 1995. These choices should be a **challenge** to the mem-

bership, but should not be a burden. We are all in the Auxiliary to support the Coast Guard in their many missions, but we must do this in a way that we can enjoy and have fun doing.

During the past 12 months I have heard much about the lack of Fellowship and fun. **Fellowship** can be defined as a pleasant association among people, and **fun** as a joyful activity. We all know that to be truly involved in Auxiliary activities will certainly promote Fellowship, whether it be on the ramps conducting examinations at a CME station, on patrol or perhaps at a boating booth in a Mall. **You, the member** must make Fellowship happen; **we, the leaders** will attempt to set the motivation.

But all work and no play will dull that fellowship, so we must also have fun. The fun can be the social activity that we have at Conferences and meetings, or a picnic, rendezvous or party. The hospitality room at a conference will be open to all where you can enjoy fellowship and fun. During the next two years, District will offer a bus trip to Radio City Music Hall in New York for the Christmas show, a trip to Baltimore Inner Harbor, a day at the Renaissance Fair and others. We can only offer to organize these events. You the members will have to come out and support and enjoy them.

In closing I would like to wish you all a Happy and Productive New Year in planning and meeting your objectives. I would also like to acknowledge the many well wishes I have received. I regret that I could not make use of all who wished to be on staff but I appreciate the pledges of support you have given me, especially from my wife, Jean, who will be kept busy being my *proof reader, part time Secretary, Hostess and Gofer*.

Together, we can all **come alive in 95**. Thank You.

Speaker: Harry L. David.

PUBLICATIONS

First of all thank you for your articles and pictures appearing in this issue. Hope you will keep them coming. Would like to make a request that when you include clippings from newspaper or magazines, you send along a note with written permission to reproduce such clippings. This will ensure that they get published because by the time they are received there is not always time left to secure such permission.

In the winter issue I asked for back issues of *Topside*s to help fill out my collection. Am pleased to thank Burt and Lavinia Hodgden for a number of *Topside*s as well as *Navigators*. Several people told me they had some if we would publish a list of what was needed. So here goes!:

From 1979 to the present date have all issues. These were published by Editors: Richard Garnize, Elsie Nichols, Austin McGuire and Annette Keating
1978 - Need all (if there were any)
1977 - Need Fall issue.
1976 - Need Spring Issue
1975 - Have all
1974 - Need Spring Issue
1973 - Need March-April (this year was bi-monthly)
1972 - Need Fall Issue (back to quarterly)
1971 - Need Spring Issue
1970 - Back thru 1962 - Need ALL
1961 - Need January and December (these were monthly)

1960 - Need January thru May (these were monthly)

1959 - Back thru 1947 - NEED ALL
1946 - Need July thru December
1945 - Have All (monthly)
1944 - Need April, June and July
1943 - Need April, June, August, October and December -

Since March of 43 was the first issue—they may have been bi-monthly and none were issued in the months indicated above.

Over the years, there were many inconsistencies in *Topside*. Many times there were no editors listed; volume numbers flip-flopped. Since 79 the publication has been consistently using the year for a volume number which seems to be safer. Since the first issue was in March of 43, this is the beginning of the 53rd year for *Topside*, but all years may not have been covered. The issue dates also shifted back and forth from monthly to bi-monthly to quarterly.

Since I know from old *Navigators* that we won the National Award in 1969 there must have been issues because they were pictured in *Navigator*. But have none from 61 thru 70.

Any you may have available would be a great help to us. We would like to have them bound in hard bindings and have them be as complete as possible.

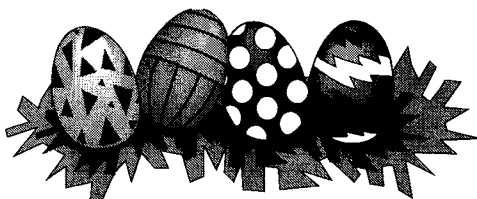
In addition would like to bind the *Navigators* I have and they are complete from June of 1974 to the present with the exception of two. **Need Winter of 90, Fall of 85 for a complete 20 year set.**

We do know there were *Navigators* before 74 because I have one from June 1970 and one of the *Topside*s mentioned that *Navigator* was launched in 1961. There are still some of the "old timers" around who might have some of these and might like to get rid of them. I will be happy to take them. Any duplicates received will be sent to our historian, Jake Lincoln.

Remember the next *Topside* deadline is May 15—we will be looking forward to hearing from more of you.

Hope to see you many of you at the Spring Conference.

Submitted by Elsie Nichols, DSO-PB, 5NR



CONFERENCE COORDINATORS CORNER

The Spring Awards' Conference on 7, 8, & 9 April 1995 is just around the corner. So here are a few items that we think will help us serve you better for this and future conferences:

Registration Forms - Forms for the upcoming conference appeared in the Winter Issue of *Topside*, and copies have been sent to membership via Division Captains' and Flotilla Commanders' mail. Consistent with the amount of space available, changes have been made to these forms to accommodate all essential information. Please keep the following in mind when completing the registration form. When both attendees are auxiliarists, please note in the workshop reservation portion the number of attendees who will attend that workshop. This will allow us to prepare more accurate reports of attendance for workshop coordinators who use these numbers to prepare handouts and other material.

Workshops at the April Conference are consecutive, so there is no overlap or conflict in trying to attend all that are of interest. The January conferences are another story. Workshops are concurrent and repetitive throughout the day. While many auxiliarists wear many hats, there is just no way that anyone can attend three different workshops at the same time! At least 30% of the attendees to the past January conference marked

their forms in this manner. So remember, for January '96, please stagger your attendance at the various workshops.

Cut-off Dates - We understand that many members do not have the opportunity to read *Topside* in a timely way due to travel and other priorities. However, the hallmark of any good organization is planning. Therefore, it is essential that cut-off dates be met, both for the return of the forms to us as well as the hotel. It is unrealistic to expect smooth accommodation of 30 to 60 unaccounted for participants on the day of the conference. Try it at your next dinner party.

Registration Fees - the \$5.00 registration fee applies to **everyone present at the conference**. This covers auxiliarists, regular Coast Guard and all guests 17 years and older. The price of meals at the conferences is the cost to us, there is no mark-up. However, there are additional costs involved at the conference such as the Spouse/Guest program, bartenders for the welcome aboard and no host bars and room set-ups to name a few.

Check In Time - Check in time at the Sheraton Inn, Cherry Hill is 1500 and check out is 1200. The hotel will do everything possible to ensure that sufficient rooms are available at 1500 to accommodate our members.

Lunch and Banquet Table Seating - This is one of the more stressful activities of the conference coordinator. When required, seating sign up sheets are always at the Conference registration table. We even have a high tech, multicolored, scrolling sign advising that banquet table sign up is required. We urge you to check table sign up sheets in advance of meals. Preference will be given to those who have signed up for a specific table. If for no other reason, the table sign up sheets allow us to minimize table crowding and arrange appropriate diner spacing.

Meal Tickets - These are always included in registration envelopes for specific meal functions. Please bring these tickets with you to the function. In this way, we can verify the actual meals served to help reconcile our final bill with the hotel.

Past Captains' Breakfast - This is for members of the Past Captains' Association and their guests only.

Any conference or meeting can always be made to run a little bit better than its predecessor. Our goal is to make the process smoother so that attendees can get the most out of the workshops and enjoy the social functions with a minimum of hassle. Your cooperation as well as comments and suggestions would be appreciated.

*Ira and Arline Dolich,
Conference Coordinators 5NR*

PRESERVING 5NR USCG AUXILIARY HISTORY

Mother Nature really seems to be trying to get into the act of "making history" these days (just wish she was in a benevolent mood); and so we must get on with our jobs and stories of our Auxiliary and stories of how CG Auxiliary volunteers continue to help to assist those caught up in Mother Nature's bad moods.

History can be defined as "the study of past experience." Examples from the past can be used in dealing with current problems. Neglect of our history can be directly related to neglect of the organization itself.

Remember 5NR's month to send material to the Coast Guard Auxiliary Collection is APRIL. You can send all your materials to me, your district historian. I will weed out the unimportant material and organize the important material sorting it in chronological order before sending it on. A list of all material should accompany all records sent to me—or you can send it directly to East Carolina University.

Materials Needed:

- Division and Flotilla Newsletters, newspaper clippings
- Audio or video tapes of Auxiliary activities
- Taped interviews
- Photographs (dated and identified)
- Rosters, List of officers
- Awards and citation listings/write-ups
- Annual reports, quarterly reports
- Minutes of District, Division, Flotilla meetings
- Flotilla Charters
- Evidence of other important activities, i.e., rescues, disaster assistance, Auxiliary mercy flights, new Auxiliary operation or radio stations, VIP visits, community service, etc.

If you have discovered any innovative methods for preserving material, please let me know and I will share your ideas with the district.

Please send material anytime of the year to your district historian:

John T. Lincoln, District Historian
1309 Emerson Avenue
North Cape May, NJ 08204-2108
Tel: 609-886-6364 (after 3:30pm weekdays)

Or send material to: (Only during our Assigned month-APRIL)

Coast Guard Auxiliary Collection
J. Y. Joyner Library
East Carolina University
Greenville, North Carolina 27858-4353

By the time you receive this publication, it will be APRIL—time is shorter than you think.

Note: The preservation of records of these accomplishments and events becomes the responsibility of each and every Auxiliarist.

May the wind be always on your back.

John T. "Jake" Lincoln, Historian, 5NR

40th Anniversary
Academy Introduction Mission
1955-1995
Another Auxiliary Success Story

Conference Directions & Transportation Fact Sheet

LOCATION

The Sheraton Inn, Cherry Hill is located at 1450 Route 70 East, Cherry Hill, NJ 08034-2258.
FAX # 609-354-7662. Toll Free Reservations: 800-257-8262

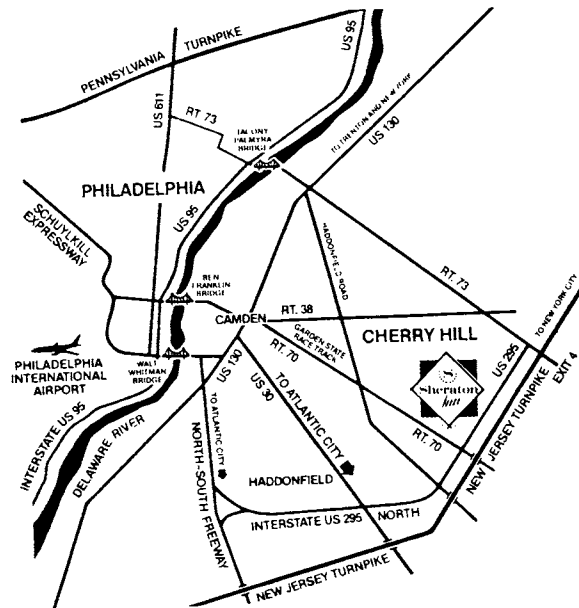
DRIVING DIRECTIONS

From New York via NJ Turnpike: Exit 4 - Rt. 73 North to I-295 South - Exit 34B.
We are located 100 yards from exit on Rt. 70 West.

From Philadelphia, PA via Tacony Palmyra Bridge:
Follow Rt. 73 South to I-295 South to Exit 34B.
We are located 100 yards from Exit on Rt. 70 West.

From Philadelphia, PA via Walt Whitman Bridge:
To I-295 North to Exit 34B.
We are located 100 yards from Exit on Rt. 70 West.

From Philadelphia, PA via Ben Franklin Bridge:
Follow Rt. 38 East to Rt. 70 East.
We are located 5 miles on the left side of Rt. 70
and I-295. Make a right into Covered Bridge
Road jug handle and cross Rt. 70 into Hotel.



AIRPORT TRANSPORTATION

Philadelphia International Airport (215) 492-3000.
The Sheraton Inn, Cherry Hill offers Rapid Rover,
a 24-hour Airport Shuttle

TRAIN TRANSPORTATION

AMTRACK: (215) 824-1600. 30th and Market Streets, Philadelphia, PA
To AMTRACK by car: Rt. 70 West to Rt. 30 West, over Ben Franklin Bridge,
directly to Vine Street, make left on 14th to Market,
right on Market to 30th Street.

CAR RENTAL

Avis Car Rental: Located in Hotel

Dining and Nightlife At The Sheraton Inn, Cherry Hill

Ernie's Restaurant

Join us for a Sunday Brunch Buffet from 10:00 AM to 2:00 PM

Sheraton Inn, Cherry Hill

1450 ROUTE 70 EAST, CHERRY HILL, NJ 08034-2258 ♦ TELEPHONE (609) 428-2300

1995 SPRING CONFERENCE 5th District Northern Region - U. S. Coast Guard Auxiliary 7, 8, 9 APRIL

The Sheraton Inn - Cherry Hill, New Jersey

SCHEDULE OF EVENTS

FRIDAY 7 APRIL 1995

1600 - 2000 Registration
2000 - 2130 Captains Meeting
2000 - 2130 District Staff Officers Meeting
2030 - 2130 "IS "Curb Service"
2130 - 2300 Welcome Aboard Reception
(No Host)

SATURDAY 8 APRIL 1995

0730 - 1000 Registration Desk Open
0800 - 1130 District Board Meeting
0800 - 1700 District Store Open
0800 - 1600 Trade Show & DSO Booths
0800 - 1000 Poster Contest
0800 - 1600 Training Aids Contest
0800 - 0930 IS Workshop
0800 - 1700 New Member Training
0930 - 1100 Spouse/Guest Coffee & Program
1000 - 1130 VE Workshop

1145 - 1400 AWARDS LUNCHEON

1415 - 1700 District Board (Reconvenes)
1430 - 1600 OP Workshop (Cape May Exercise)
1430 - 1600 "SUMMER SHORTS" - PE Roundtable

SATURDAY 8 APRIL 1995 (Continued)

1830 - 1930 Cocktail Reception (No Host Bar)
1900 - 2200 Banquet

SUNDAY 9 APRIL 1995

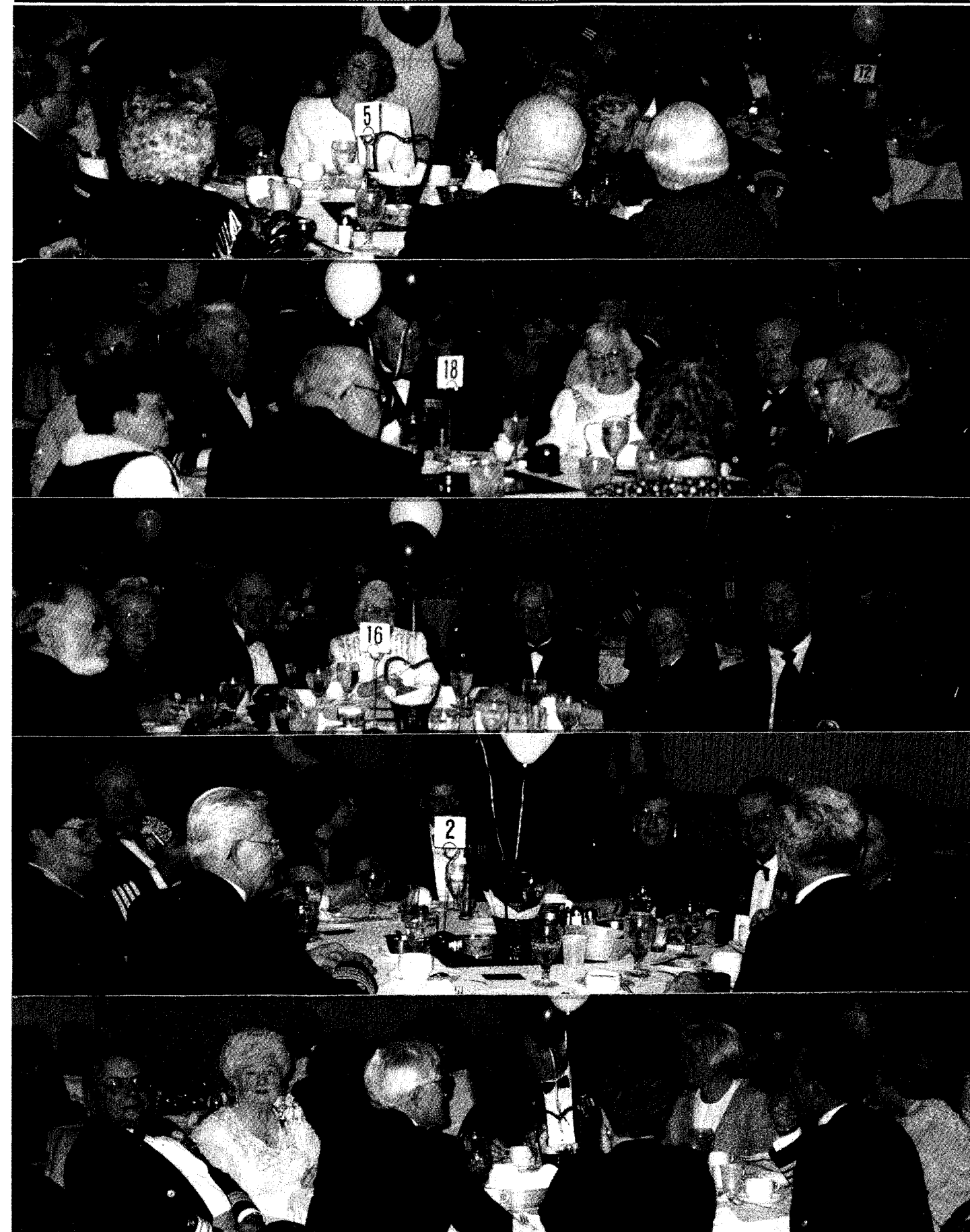
0830 - 1000 Past Captains Association Breakfast
(Members and Guests only)
1030 - 1200 EXCOM Meeting

UNIFORM OF THE DAY

FRIDAY	Casual
SATURDAY (Before 1800)	Tropical Dress Blue or Appropriate Civilian Attire
(After 1800)	Dinner Dress Blue (White Shirt, Black Bow Tie, Miniature Medals, No Name Tags) or Dinner Dress White or Appropriate Civilian Attire
SUNDAY	Casual

BANQUET MENU

	<p>Caesar Salad</p> <p>Filet with Mushrooms</p> <p>or</p> <p>Chicken Dijon</p> <p>or</p> <p>Salmon with Dill Sauce</p> <p>Wild Rice & Vegetable Medley</p>	
Rolls and Butter	Ice Cream with Kaluha	Beverage



PROCEDURES FOR USING FIFTH NORTHERN VOICE MAIL

1. What is Voice Mail?

AUDIX is the telephone system at the district offices in Portsmouth. One of the features of AUDIX is voice mail. Voice mail is basically a telephone answering system like the tape recorders most people have on their home phones. Each EXCOM member, DSO, DCP, and some district coordinators now have an extension assigned to them at the district office. These extensions are not tied to a real phone. However, using voice mail, you can call in and leave them a voice message.

2. All you need is a touch tone phone.

The district has a toll free (area code 800) number for boating safety information. When you call this line, AUDIX answers the phone. The recorded message gives you the option to access Auxiliary mailboxes. By choosing the right options, you can easily arrive at the voice mail box of your DCP, the DSO-OP, Commodore David, etc.

3. To leave someone a voice mail message - you do this:

Dial 1-800-231-2628. After 2-3 rings, AUDIX will answer. A recorded message plays. At the end of the message, Press 3. AUDIX will provide more choices. Press the numbers to select choices which will lead you to your desired mailbox. AUDIX will state the officer's title. A greeting will play asking you to leave a message. Leave a message at the tone. Hang up the line.

Listed below are the extension numbers you will require to select the choices:

AUXILIARY VOICE MAIL EXTENSIONS

EXCOM

DIRAUX	764	DCO	771	VCO	772
RCO-West	773	RCO-Central	774	RCO-East	775
PDCO	776	PPCA	768		

DISTRICT STAFF

Civil Rights Counselor	769	TQM Coordinator	770	DSO-AA	780
DSO-AD	781	DSO-AN	782	DSO-CC	783
DSO-CM	784	Conference Coordinator	785	DSO-FN	786
DSO-IS	787	DSO-MR	790	DSO-LP	788
DSO-MA	789	Parliamentarian	793	DSO-MT	791
DSO-OP	792	DSO-PE	796	DSO-PA	794
DSO-PB	795			DSO-SR	797
DSO-VE	798				

DIVISION CAPTAINS

Western Area		Central Area		Eastern Area	
DCP 5	802	DCP 1	807	DCP 3	812
DCP 9	803	DCP 2	808	DCP 6	813
DCP 11	804	DCP 4	809	DCP 7	814
DCP 14	805	DCP 10	810	DCP 8	815
DCP 15	806	DCP 12	811	DCP 13	816


On to New York Radio City Music Hall
Christmas at the Music Hall

Won't you join us for a fun filled trip on November 18 to see the 1995 Edition of the Radio City Christmas Spectacular. This year will be Bigger and Better than Ever -- featuring your friend and mine *Santa Claus*, and the famous *Radio City Rockettes*. As of this date I have 14 people signed up for the show. We need 45 people committed by April 10 in order to make the trip happen. It is important that you contact me ASAP to ensure your having a seat on the bus.

I hope to have the bus stop in Philadelphia, then Feasterville, and finally at Bordentown, NJ where we will have brunch and then go on to New York. This will offer you one of three selections for boarding the bus. Don't put it off. Call me now while you are thinking about it.

We are also looking into other trips -- perhaps to the Baltimore Aquarium, the Renaissance Fair, as well as others. Send us your suggestions, and we will see what we can do.

As our Commodore says so often,
"Let's Come Alive in '95"
PDCO Gene Pester





Come Along

Radio City Music Show
18 November 1995
Cost includes Bus from Philadelphia
\$51.50 per Person

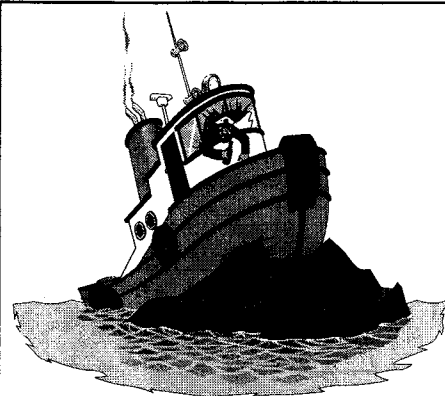
Reservations must be in by 10 April 1995
We need 45 to go
If you are interested

Contact



PDCO Eugene Pester
(215) 357-2362





Medical Plan? We keep aspirin on the boat!

Preparation is the key word to successful and enjoyable boating. We work on the engines, check and replace worn lines and hoses. The teak is oiled, the boat is detailed and is now the shining pride of its owner. We now play with our electronics get a radio check to test our communications and are ready for that first nice day to break the ice on a new season of boating.

The last thing people think of is their health and welfare before casting off the dock lines. What happened to the first aid box? Was it checked out this season? Do you have one on the boat? As a pharmacist and a lifetime boater, I have developed an inventory list of supplies to be kept on the boat. Many drugs are sensitive to light, heat and humidity and all have an expiration date on the label. Check each item annually. Store your first aid chest (I use a plastic tool box) in a cool, dry place — not in the “head”. Have it clearly marked for easy identification by crew or guests.

When new crew or guests are aboard, instruct them as to its location just as you do the location of other safety equipment.

These items are all small and easily fit in a tool box or similar container. Read the labels; circle the expiration dates. Dispose and replace old material annually. Products such as hydrogen peroxide once opened do lose potency upon standing. They're cheap products so replace them if in doubt.

Remember that first aid should stop at first aid. Do no more than you are qualified or need to do. Make a patient comfortable and, if necessary, contact professional assistance.

In an emergency case, a call to the Coast Guard on Channel 16 can bring medical advice or treatment of serious injuries or illness.

Have a safe and fun boating season.

Gil Finkelstein, FC8-5. FSO-PB

The following is the first aid inventory on my 40ft. sailboat:

- 1 roll 1" sterile gauze bandage
- 1 roll 1/2" waterproof adhesive tape
- 1 box 3"x 3" sterile gauze pads
- 1 box assorted waterproof bandaids
- 1 3" Ace elastic bandage
- 1 small box sterile cotton
- 1 small box cotton swabs
- 1 antiseptic/anesthetic spray such as Bactine, Foille
- 1 4 oz or larger alcohol in plastic bottle
- 1 4 oz Hydrogen peroxide 3% for cleaning wounds
- 1 tube of Hydrocortisone cream 1%
- 1 tube of white vaseline
- 1 tube of Neosporin or triple antibiotic cream
- 1 tube of Zinc Oxide
- 1 small bottle of Tincture of Benzoin (for Blisters)

- Benadryl or other good antihistamine for allergies
- Imodium capsules for diarrhea
- Pepto Bismol tablets for stomach distress
- Dramamine, Bonine, Marazine or Scopalamine patches (Rx)
- Aspirin, Ibuprofen or acetaminophen (Tylenol) for pain
- 1 small eye wash or drops (Murine, Visine, etc.)
- 1 small wire cutter (for cutting the barb off a fish hook)
- 1 stainless steel scissors
- 1 Splinter tweezer
- 1 chemical heat pack and cold pack
- Ample sunscreen with a 15 or higher protection factor
- Lip balm and sunscreen
- Disposable latex gloves
- 1 first aid manual (American Red Cross or equal)

Note: These are suggestions for general remedies - people on medication, pregnant women, elderly may require something different. These people should consult their physician.

NOTES OF GENERAL INTEREST

Mandatory OPS/CE/IN Seminars in 1995

All qualified participants in the operations, Courtesy Examiner, and Instructor programs will be required to attend a District MANDATORY SEMINAR prior to May 31, 1995. Flotilla Commanders and members are jointly responsible for reviewing AUXMIS reports on or about 01 May to verify that all members, holding qualifications in areas listed above have attended the required seminar.

Voice Mail for 5 NR EXCOM, DSOs, and DCPs

Procedures for leaving telephone messages for 5NR EXCOM, District Staff Officers, and Division Captains were distributed with the February NOGIs. An 800 number is provided to communicate with your elected and appointed Auxiliary officials. This is an excellent, inexpensive way to get your questions answered. *On page 16 of this issue is a list of the extension numbers along with the 800 number to call to leave your messages for EXCOM, District Staff and/or Division Captains.*

Uniform Procurement Guide

The U.S. Coast Guard Auxiliary “Uniform Procurement Guide” has been printed and distributed. Should you have any questions regarding the guide please contact Ms. Sally Oberst at 314-394-3339. ANSC has a limited supply for distribution as requested.

New CG Form: CG-5578 “Boat Owner’s Report-Possible

Safety Defect”

Copies of Commandant Notice 16760 dated 20 Oct 94 were distributed to FCs and DCPs containing a copy of form CG-5578 covering information concerning a valuable preventative SAR tool/aid. All PE instructors, VEs and MDVs should get copies of this new form and use it during classes, examinations and visits. You can help boaters learn about, and act on, defect reporting and manufacturer’s recall campaigns.

New Brochure of Services for Recreational Boaters

Copies of DOT news Releases 32-94 and 04-95 were also distributed to DCPs and FCs. These releases cover safety recalls as well as availability of new brochure entitled “Our Commitment to Recreational Boaters.” These are additional good resources for PE Instructors, VEs and MDVs.

Reporting Public Affairs on Mission Hour Cards

When reporting a public affairs mission (i.e., an article submitted to three separate newspapers) on an Auxiliary-Mission Hour Report, CG-4947, it should be submitted as one mission. The time reported should be how long it took to write and distribute the article. It should not be submitted as three separate missions. It can be reported on an Auxiliary-Public Relations Report, CG-4952, at the end of the month as three separate articles, if published. Questions regarding this procedure should be directed to the DSO-IS, Mrs. June Layton at 609-468-1404.

New Specialty Course Exam Editions

All Specialty Course proctors, FSO-MTs, SO-MTs and DSO-MT note that there are new exam editions as follows: AUXMIN Edition 8, AUXSAR Edition 8, AUXWEA Edition 6, AUXCOM Edition 5 (this is a new exam but not a new Edition number).

CG Exchange Sale of GPS Receiver

From April 1st thru the 15th all CG Exchanges will have a special Electronics sale. The Panasonic KX-G5700 Hand-Held Plotter GPS Receiver will be available on a special order basis. Some features include: Compact Hand-Held design, LCD with Graphical Readout, Memory Card Capability, Menu-Driven Operation, 5-Channel Parallel Reception, 256 Waypoints with Names. The cost is normally between \$899.00 to \$1,000.00. However, the special sales price for Exchange users (including Auxiliarists) will be \$699.00. The CG Exchanges are providing the GPS at retail cost only during this time frame.

Pilot Mariner Weather Reporting Program for the Chesapeake Bay

The Coast Guard Auxiliary and the National Weather Service (NWS) will conduct a test on the Chesapeake Bay and tidal Potomac River during the 1995 boating season. This test will consist of Auxiliary staffed Radio Facilities collecting weather observations, called Mariner Reports (MAREPS), from recreational, commercial, or government boats in the test area. The collected information will then be forwarded to the NWS and used by them to update local marine forecasts. The test will be conducted between May 1 and 1 November 1995 with the Auxiliary Radio Facilities collecting the MAREP information daily but only from 0730 to 1030 in the morning and 1230 and 1530 in the afternoon. The operators of recreational, commercial, or government boats on the Chesapeake Bay or Potomac River desiring to provide local weather observations should make a radio call on VHF-FM Channel 22A (157.100 MHz) to the “Coast Guard Auxiliary MAREP Station.” The Auxiliary will collect the weather information and then relay it to the NWS collection point. The information needed for a MAREP is the following:

1. Always report the following - Radio Call Sign or Vessel Name, time of observation, local time, position via lat/long or direction and distance from a landmark or navigational aid.
2. Report as many as possible of the following - Wind Direction (coming from N, S, SE, etc.) and speed in knots; seas including average height of wind waves or wind waves and swell (if unable to separate them), swell direction and height including direction coming from and average wave height, visibility, present weather (clear, cloudy, rain, fog, haze, thunderstorm, squall, etc.).
3. Report any of the following, if possible: Barometric pressure (nearest inch or whole millibar), air temperature, sea water temperature, any additional remarks deemed important.

R. J. W. Duld, LCDR USCG, DIRAUX 5NR

AWARDS PRESENTED AT THE WINTER CONFERENCE IN JANUARY 1995

AUXOP:

Aloysius M. O'Neill, Flo 01-03
William J. Watson, Flo 02-01
Paul A. Blackman, Flo 02-03
David A. Mellish, Flo 03-05
John E. Petrone, Flo 05-03
Seth B. Shafer, Flo 05-06
Edgar S. Wolfkill, Jr., Flo 05-06
Gene Murphy, Flo 10-09
Daniel B. Charter, Jr., Flo 13-05

Patricia N. Charter, Flo 13-05
Edward J. Ross, Jr., Flo 14-02
Jack C. Shaffer, Flo 15-01
R. H. Goodwin, Flo 15-05
Albert J. Manganello, Flo 15-05
Robert R. Merrill, Flo 15-05
William A. Stuck, Flo 15-05
Vincent J. Varano Flo 15-05
Peter E. Weld, Flo 15-05

SERVICE AWARDS:

Alfred Coslet, Flo 04-08-25 yrs
Robert J. Berger, Flo 10-05-25 yrs
William Young, Flo 11-02-40 yrs

COXSWAIN:

William J. Watson, Flo 02-01

PAYOFF IN 5 NR CFV INSPECTIONS

What do the following Commercial Fishing Vessels, 73 foot dragger *Barbara Ann*, 81 foot dragger *Adrianna* and the 81 foot scalloper *Francis M. Lee SR* have in common, other than being at dock in Cape May Harbor? They all had voluntary dockside courtesy examinations on January 17th.

District 5NR Special Projects Officer, Commercial Fishing Vessel (CFV) Examination, Timothy Tyson, Flotilla 82, Cape May, conducted these examinations.

The *Barbara Ann* and *Adrianna* had their primary examination performed previously by Tim and relatively minor safety discrepancies had been noted. On January 17th, he was invited aboard to verify that the discrepancies were corrected. In both cases they were. Commercial Fishing Safety Examination decals good for two years were placed on the pilot house windows for both vessels, signifying that they have met all the safety requirements of 46 CFR part 28.

The full examination was then started on the *Francis M. Lee SR*. She was tentatively scheduled to leave dock later in the day. The examination began in the wheel house with the mater Barry Hare. Prior to going through the Fishing Vessel Safety Examination Booklet, Tim informed Barry about many applicable new regulations that he should be aware of and have posted on board. Although this information was not part of the safety examination, it is part of our Courtesy Marine Education. Following the checklist consisting of 36 safety items that covered all from Documentation papers through bilge high water alarms, it was determined after the 3 hour examination, that had the *Francis M. Lee SR* sailed without this examination, they would have sailed with 3 bad fire extinguishers, two faulty survival suits, dim or inoperative signal lights on all the PFDs, two PFDs that were faulty, insufficient life rings, one life raft missing—3 are required, and an inoperative mast head light. Obviously the *Francis M. Lee SR* did not sail as scheduled. The boat owner, Daniel Cohen, came aboard and action was taken to replace all faulty safety equipment. Tim will issue the decal when notified by the owner that all the deficiencies have been corrected.

This CFV voluntary dockside examination program was introduced to District 5NR in 1993 and was immediately embraced by Flotilla 82 mainly because of our location in Cape May and large commercial fishing vessel fleet that uses Cape May as home port. Working closely with MSO Philadelphia, DIRAUX 5NR, HQ 5th District, Tim has helped fashion a viable program of Auxiliarists assisting both MSO and the Commercial Fishing Associations in promoting and educating our commercial fishing fleet in the payoffs of thinking and acting safely at all times. Payoff? Well, two commercial fishing vessels had emergencies this year off the South Jersey Coast. One sank, one suffered fire but is repairable. No crew was injured or lost on either vessel. Quick work by the Coast Guard and other vessels and training for the crews were the saving factors.

After spending 20 years at sea as a commercial fisherman and involuntarily retired due to an injury, Tim has compassion for the crew and their safety is prime in this most dangerous profession. He was the first Auxiliarist in 5NR to become qualified as a dockside examiner and has been the driving force in the district to expand the program to include more Auxiliarists.



Tim Tyson applying CFV decal on bridge window of the Fishing Vessel *Adrianna* (Jim Clark, captain, hidden behind Tim)



Tim Tyson applying CFV decal on *Barbara Ann* as skipper Reggie Williams looks on



Tim Tyson on bridge of *Barbara Ann*, checking documentation

Submitted by Ed Baskin, FSO-PA, Flo.82, 5NR

INFORMATION SYSTEMS

Most of you have been aware that the Coast Guard is planning to shift the AUXMIS data input from DIRAUX to the Division level.

There were several mailings and announcements to that effect. The SO-IS will input the data for the flotillas directly from his/her home computer. Originally it was planned to introduce the new system on the first of the year. However, contracting and delays have delayed implementation until later in the year.

Since the changeover is planned for mid to late in the year, it is important that flotilla IS officers stay completely current on AUXMIS entries. All entries should be kept up to date and their accuracy verified on the Management Reports.

Until otherwise advised, the procedures this year are identical to last year. Make certain that all reports that require a transmittal form (ADMIN 6) do go in under a properly completed form. Check the items on the ADMIN-6—if listed it must be accompanied by a transmittal form.

Submitted by: June Layton, DSO-IS, 5NR

MEMBER RESOURCES

Our first large scale team project for 1995 will be the proposed session for new members—First Timers—at the Spring Conference on 7, 8 & 9 April 1995. It will be a cooperative thing with MR and MT departments again participating.

A letter of explanation will be sent out to the approximately 230 new members taken into the 5NR in 1994. Unfortunately, we have room for only approximately 50 of that number that we can accommodate—so, it will be on a first come, first served basis.

1994 was not very kind to 5NR membership-wise. True, we BQ'd nearly 230 members, but we disenrolled more than we took in. Any successful business person can tell you that is not the way to run a successful business. Our plans for this year are to take in as many people as we have in the past, but we also propose a more energetic plan for keeping our members after we have enrolled them. We would like to get our Division Captains and Flotilla Commanders to make as many programs as possible available to our new members for training. For example, a new member assisting PE instructors in class, assisting members in safety booths at boat shows and VE booths at launching ramps; also taking new members on patrols as trainees. We do firmly believe that recruiting is something that should be done as diligently as possible, but we also believe that we must expose our new members to the things that make the Coast Guard Auxiliary tick. I'm sure in this way, we will retain the valuable people we have already recruited and this is called **Member Retention**.

Submitted by James Dempster, DSO-MR, 5NR

OPERATIONS

As the 1995 Operations season draws closer, it's going to be a challenge to match the expertise and knowledge of our former DSO-OP-Bill Pierce. However with our newly appointed staff consisting of Paul Mackes, Frank Carlin and Fred Vitale, I feel confident our district operations will continue to prosper and advance all aspects of Boat Crew Training.

It appears (or did appear) that "Allegiant Sentry 95," a joint Navy and Coast Guard exercise to be conducted in Cape May, NJ from 23 April to 19 May was destined to become the largest joint exercise involving the Auxiliary in recent years. But once again due to budget restraints, the Auxiliary participation must be greatly reduced, relying on just a few local boats if available. Charles Maltbie as the coordinator for this venture, has had to turn some members down. We apologize for this and wish to thank all of those who offered to participate.

Several years ago most 5NR members completed the OPERATOR/CREW and FACILITY Data worksheet and returned them to the Director's office. We would appreciate having all those forms updated ASAP. Many members now have a different vessel or have changed their qualifications. Also we can't forget all the new members. Arline Dolich has volunteered again to spearhead this endeavor. Thank you for your cooperation.

Submitted by: Paul Owens, DSO-OP, 5NR

VESSEL EXAMINATION

1994 is history and as you know we did not make the District Vessel Examination goals. We will make them for 1995—you bet we will.

Performing Courtesy Marine Examinations accomplishes a number of things. First, you educate the boater about the various aspects of boating. Second, you help the FSO-PE by talking about the BS&S or S&S (or other) courses. Third, you help the FSO-MR by talking about the Auxiliary. We could go on and on showing the good that one Courtesy Marine Examination can do. The most important thing that you accomplish is that by giving a CME, you make boating safer on the water.

Something that should be clarified, according to NOGIs dated 28 November 1994, is that a single owner of a vessel facility need only show proof of ownership to the vessel examiner who is

inspecting the vessel for acceptance as an operational facility. The definition of a single owner includes a husband/wife combination. The VE must indicate on Form CG 4591 in Section III that the documentation or registration papers have been shown and by signing the form you do swear to this.

Facilities owned by more than one person or corporation will still have to have signed approval from all concerned. Ask your Flotilla Commander for a copy of the NOGI that covers the above. Let's have a safe boating season by helping others.

God Bless!
Let's Go Fifth Northern
Look Alive in '95
Let's Do It.

Submitted by: Regina Stretch, DSO-MA, 5NR

Reminder—Boating Season is on the way, so it's time to think about ordering US, OP and AUX Ensigns, CME Banners and Patrol Signs. Now available: #82138 Patrol Signs 12-1/2" x 60"—\$30.00; and #82139 Patrol Signs 15-1/2" x 72"—\$34.00.

So—Just check our PRICE LIST and mail us your ORDER; We'll then have YOU ready for LAND or for WATER!

Submitted by: Regina Stretch, DSO-MA, 5NR

Attention Auxiliarists

Please note that the usually scheduled Summer Conference has been replaced with a District Board Meeting, which will be held on 22 July at MSO Philadelphia. Mark your calendars and watch your mail for time and agenda.

MEMBER TRAINING

I would like to start by introducing you to the Dream Team II. It is made up of David O. Becker, ADSO-MT; Donald E. Bowes, ADSO-MT; and Henry L. Reeser, ADSO-MT.

David has been an ADSO-MT since 1987 and has served continuously in this capacity under different DSOs since that time. He joined the Auxiliary in February 1981, and became a Vessel Examiner in July of that year. He qualified as an instructor in February 1983, and as a Marine Dealer Visitor in November 1989. He advanced to AUXOP status in January 1987. He was Flotilla Commander of FL 10-5 for two years. David has also attended the National Instructor School and was among the first in the District to be trained and designated an IT (T).

New to the team is Don Bowes. Don joined the Auxiliary in July of 1991. Don first came to my attention when he attended our District VE school in May 1992, and again at our District Instructor school in April 1993. He received his qualification for instructor and vessel examiner at these schools. Don became a Marine Dealer Visitor in October 1993. He achieved AUXOP status in May of 1994, and was designated a Coxswain in July of 1994. Don was trained as an IT(T) in September 1994. In addition to serving as my ADSO Don is also the Flotilla Commander of FL 15-05.

Also new to the team but not the Auxiliary is Henry Reeser. Henry joined the Auxiliary on June 6, 1978. He became a vessel exam-

iner that same month and an instructor in August. He achieved AUXOP status March 12, 1981. Henry was designated a Coxswain in June 1984, as well as a QE that same year. Henry took over as SARDET Coordinator of Auxiliary SARDET Long Level in 1990. He became a Marine Dealer Visitor in 1994. Henry served four terms as Flotilla Commander and most recently as Division Captain of Division XIV from 1992 to 1994. Henry was voted Auxiliariest of The Year by his Division in 1985 and 1990.

The Dream Team II will be sponsoring a number of District level schools. A generic registration form is included in this publication.

Vessel Examiner School: The dates for this school had to be changed. The new dates are 12, 13, 13 May 1995. The VE School is open to: 1) anyone who is not a VE; 2) anyone who has been a VE for a year or less; 3) anyone who has lost their qualification.

Operations School: This school will be held 15, 16, 17 June 1995. You must be at least Crew qualified in the Boat Crew Program to attend. The school is intended to provide you with specific training and practical experience in operational skills. Because of this there will be NO Boat Crew sign-offs at this school.

National ATON School: The dates for this school have also been changed. The new dates are 28, 29, 30, 31 July 1995, at a site to be announced. We are the host District for this school and will have first crack at the slots. First choice

for a slot at this school will go to FSO-AN, SO-AN and DSO-AN from either 5NR or 5SR. If the school cannot be filled by members holding these staff positions then it will be open to anyone interested in AN. If the Fifth District does not supply enough candidates, then the slots will be given to members from 1NR and 1SR. The registration forms have been distributed to the DCPs and Fcs by VCP Clyde College with the request that they be returned to George Smyth prior to 1 April since selections are to be made by 1 May.

Instructor Trainer School: There is still a need for more IT(T)s in this District. To be considered for this school, you must be a qualified, active instructor for the last two years. You should also have the desire and personal time to devote to this program. The dates for this school are 11, 12 and 13 August 1995.

Submitted by: Mary Clare Bowlus, DSO-MT, 5NR

In addition to DSO-MT article above, I would like to add a brief message regarding training. In addition to the schools listed above, there will be training in TQM, AUXLEA, and AUXMIS downsizing at times and places to be announced. Watch your NOGIs or other notices regarding these. I cannot urge you more strongly to take advantage of any of these opportunities. All that is necessary is to sign up as soon as possible. Please use the registration form in this issue or call Mary Clare and request any special forms. Thank you.

Harry L. David, DCO-5NR

GET-AWAY AVAILABLE

Where can you go for a get-away and get an apartment on the water with two bedrooms, a full kitchen, a full bathroom, a living room with TV, VCR, VHF Radios, RDF, the use of a 23 ft I/O powered cuddy cabin boat, all without spending a cent? Come to **SARDET BOWERS** and find out.

SARDET BOWERS is located in Bowers, Delaware, 7 miles south of Dover Air Force Base, on the Delaware Bay. Bowers is situated about mid-bay, due west of Fourteen Foot Bank Lighthouse. The SARDET is located at the entrance to the Murderkill River. It is a single story building on stilts, is fully equipped and fully air conditioned for your comfort. It will sleep 5 people in comfort. It is within walking distance of many restaurants and bars and has a great view of the bay.

SARDET BOWERS was born from RADIO BOWERS which had operated for 13 years, providing radio support to the Coast Guard and the Auxiliary operating on the Delaware Bay. In 1990, with funds from Board Inc., the one room RADIO BOWERS was enlarged to include two bedrooms, a kitchenette and a full bathroom.

The SARDET vessel is a 1986 - 23 foot Thompson with a Mercruiser I/O. The boat has a cuddy cabin and an enclosed helm station.

SARDET BOWERS has a patrol area in excess of 200 square miles. The area is excellent for open water navigation and practicing search patterns without the limitation of a "bank" on both sides.

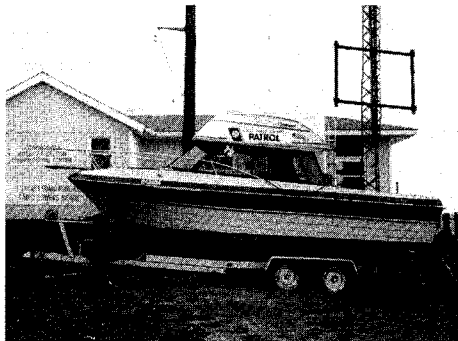
Important dates to remember:

- **April 29, 1995:** Area Orientation and Operations Seminar
- **May 27, 1995:** HELO OPS (0900-1700)
- **Sept. 23, 1995:** HELO OPS followed by our famous oyster feast at Felton Fire Hall.

YOUR HELP IS GREATLY NEEDED. At this time only a few of the available patrol and/or radio watchstander dates have been scheduled. Please contact Bob Perrone, JR. at 610-268-2179 if you are interested.

If you plan to attend any of the above functions, please contact Bob Perrone, JR. or Bob Kepfer at least two weeks prior to the function so that proper arrangements can be made.

Submitted by: Robert Perrone, Jr. Sardet Bowers



Sardet Bowers - 23 Foot Patrol Boat



Sardet Bowers - Radio Watchstander Console

Generic School Registration

Name: _____
Member Number: _____
Address: _____
Date of Enrollment: _____
Day Time Phone: _____
Evening Phone: _____

VE School: 12, 13, 14 May 1995

____ I am not a VE; ____ I have been a VE for a year or less; ____ I have lost my qualification

Can you swim? ____ Yes ____ No

Operations School: 15, 16, 17, 18 June 1995

Please indicate the highest level you have reached in the Boat Crew Program.

____ Crew _____: ____ Operator _____:
(date) (date)

____ Coxswain _____
(date)

Can you swim? ____ Yes ____ No

Are you CPR certified? ____ Yes ____ No

National ATON School: 28, 29, 30, 31 July 1995

FCs and DCPs have Official Form - Due on April 1

Instructor Trainer School: 11, 12, 13 August 1995

I qualified as an instructor on _____.

Room Assignments and Meals

All rooms will be double occupancy unless you elect to pay the difference equal to one night's room rent. Roommates will be assigned at random unless you indicate a preference on this form. If you have special dietary needs, please give details below.

____ Please select my roommate at random.

____ I want to share a room with _____.

____ I/We prefer a no smoking room.

____ I want a single room and will pay the difference upon check out.

____ I require the following special diet. _____



Please return the registration form to:

Mary Clare Bowlus, DSO-MT
122-A Emery Ct.
Newark, DE 19711-5930

(B) 302-993-8041
(H) 302-738-0172
(V) 800-231-2628 Ext. 3325

United States Coast Guard Auxiliary

Fifth Northern District - Calendar of Events

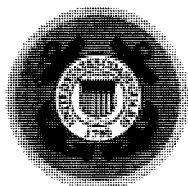
APRIL	MAY	JUNE	JULY
1 Summer Uniforms Begin	2 EXCOM Group Philadelphia	6 EXCOM Lionville	3 EXCOM Philadelphia
7 SNR Spring Conference Cherry Hill, NJ	15 Unit Meeting & Unit PA Reports Due	14 Flag Day	4 4th of July 
8 SNR Spring Conference New Member Workshop	19 VE School Lionville	15 Unit Meeting & Unit PA Reports Due	15 Unit Meeting & Unit PA Reports Due
9 SNR Spring Conference Excom (following PCA Breakfast)	20 VE School Lionville Armed Forces Day	16 Eastern Area EXCOM Western Area EXCOM	22 DISTRICT Board MSO Philadelphia
15 Unit Meeting & Unit PA Reports Due	21 VE School Lionville	Operations School	28 National ATON School
16 Easter Sunday	21-27 National SafeBoating Week	17 Operations School	29 National ATON School
	29 Memorial Day 	18 Central Area EXCOM Operations School	30 National ATON School
	31 Deadline for VE/MDV, IN, OP/AIROP Seminars	30 Facility Inspection Deadline	31 National ATON School

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