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Fifth Coast Guard District (NR)
1 Washington Avenue
Philadelphia, PA 19147-4393

Editor / Publications Officer
Elsie M. Nichols, DSO-PB
1045 N. Westend Blvd, Lot 313
Quakertown, PA 18951
(215) 536-3871
FAX (215) 536-1211

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SUMMER 1997
1 May 1997

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On the Cover: 1997 EXCOM

L to R: Kenneth M. Bashore, RCO-W; John A. Locasale,
VCO; Robert J. Perrone, RCO-C; COMO Clyde E. College,
DCO; Harry P. Petersen, RCO-E
Photo: Topside

DIRAUX 5SR



One More Change...

The 1997 Commander's Assignment Panel Report announced early February that Commander Christine J. Quedens will be taking my place as Director of Auxiliary, 5th District, Southern Region when I retire from the Coast Guard in June. Commander Quedens is a 1980 graduate of the Coast Guard Academy. Her several assignments since graduation include service aboard *Eagle* as a deck watch officer and navigator, and tours as

commanding officer of the 95ft patrol boat *Cape Cross* located in Crescent City, California, and commanding officer of the 110ft patrol boat, home ported in Portsmouth, Virginia.

My tour as Chief, Boating Safety Division and subsequently as Director of 5th District Southern has been truly a worthwhile experience. It has been an awakening one, for sure. After over 25 years of Coast Guard service, traveling hither and yon, meeting people from all walks of life, I thought I knew quite a bit. But, never before had I encountered a group of people so dedicated, energetic, enthusiastic, so involved as you.

It took me a while to understand how this could be, but it's no mystery now. Take a group of salty, marine-oriented, patriotic and civic minded people who like to have as much fun as anyone else, who have a mutual love for boating, and who are concerned for the well being of their fellow boaters, and *voila!*—you have the U. S. Coast Guard Auxiliary, 5th District, Northern Region.

My tour has been most worthwhile because you made it so. Your dedication, energy, enthusiasm, and friendship are treasures that I will never forget.

My post-Coast Guard plans are to remain in Elizabeth City, North Carolina, and find a job. I don't consider myself as retiring, rather, I'm merely in transition to civilian work and life. A flotilla is located nearby, and with a successful transition and a good pair of oars, you just might find me pulling for "Team Coast Guard" from the platinum side of the house.

It has been a pleasure and a privilege to serve with you. May you have fair winds and following seas. And, please take care of your Director for me.

Submitted by: Richard J. Davison, CAPT, USCG

DIRAUX 5NR



I held off writing this article awaiting the results of the Commander Assignment Panel which convened on February 3, 1997, determining my fate as your director. My tour was due to expire July of this year and I had requested a one year extension. Though I was informed unofficially that my request had been denied I later received official word of approval.

My entire life and future in the Coast Guard was somewhat unknown for the last six months making me realize how much I enjoy this job and how disheartening this denial would have been. You have all made me extremely proud and I feel honored to be part of your organization. I do know one thing and that is if I had to leave the Coast Guard tomorrow I would leave knowing that this assignment has been the most rewarding and fulfilling I have had in my many years of service.

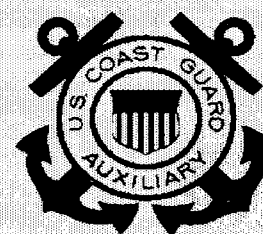
In life it is often times extremely easy to take situations and experiences for granted and as my tour of duty was coming to closure it made me realize how near and dear you all are to my heart. I would like to personally thank all of you for always being there for me and in support of Team Coast Guard. I look forward to our future together.

As I continue to travel about the region I am overwhelmed by the numerous ongoing activities and your goals in support of our traditional and non-traditional missions. The leadership appears strong and we are making excellent headway. Good communication continues to be the pinnacle for success and we are definitely on the right course. With the operational season now on our door step I ask that you always keep safety in mind.

You are a true inspiration!

With the upcoming retirement of CAPT Rich Davison., Fifth Southern Director--from the Fifth Northern Region may the winds always be at your sails. God Bless and thanks for everything.

Submitted by: Robert J. Duld, LCDR, USCG



5NR Fall Conference
September 12-14, 1997
Sheraton Great Valley
Frazer, PA

Reservation forms and schedule page 10 and 11

Please note this is the corrected date!



DISTRICT COMMODORE



Thank you for the vote of confidence electing me to the office of District Commodore. I appreciate everyone's support. We have a very fine bridge working with you as well as an outstanding staff. Together we should be able to have a successful and enjoyable year.

All Staff Officers who were scheduled attended National Training at St. Louis the first weekend of February.

After many intensive hours of training they all came home with much to share. They disseminated this information on Sunday at the April Conference in Reading, PA. Hopefully many Division and Flotilla Staff officers were in attendance.

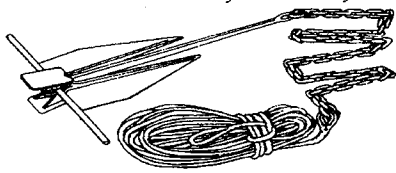
At St. Louis the National Board meeting saw proposals for some major changes in the Member Resource and Instructor programs. Until details are worked out and proposals are fashioned into concrete programs I can give you only a thumbnail sketch. The Member Resource program is looking at new methods for recruiting and at outlining better retention suggestions. The Instructor program proposals are aimed at relaxing the stringent requirements for preparing new instructors yet maintaining the integrity and quality of the program. As these proposals become concrete programs, we will keep you informed of details.

As stated in the article submitted by EXCOM (appearing elsewhere in this issue) entitled "Aims and Origins of the Fifth Northern Five-Year Program," Membership Training is being emphasized this year. Membership Training is obviously the keystone to all our cornerstone programs. Members need to be trained before participating in Vessel Examinations, Public Education or Operations. Fellowship is enhanced by the interaction among participants during the training sessions. Furthermore, to learn more about boating is the reason many of us joined the Auxiliary in the first place. The Specialty Courses certainly fulfill that desire. So please do plenty of Membership Training and see what it does for your unit. Be sure that less active members are invited to participate.

Looking at the charts included with "Aims and Origins..." article you will notice the negative trends and what we are hoping to see over the next five years. Let us each do our share and look forward to seeing what a difference we can make on next year's charts.

But please keep in mind that those charts are only measurements and not primary goals. The differences that we really are aiming for are the ones we have no way of measuring. We are really aiming for increases in those countless lives spared, injuries avoided and property left undamaged that all result from Public Education, Operations and Courtesy Marine Examinations.

Submitted by: COMO Clyde E. College, DCO, 5NR



VICE COMMODORE

A number of indicators tell us 1997 can be a "great" year for our 5NR district.

New, exciting and interesting mission areas are now available to us via the CG Auxiliary of 1996. AUXMIS II to expedite and improve inputting and retrieving necessary statistical information. A 5 year attainable goal plan to provide us direction and a measurable means of accomplishment. Revisions to our SOP and training to simplify and improve the overall operating efficiency of the Auxiliary. These are just a few of the positive business issues underway at this time.

Our EOT in January was exceptionally successful. Kudos to our three new RCOs for the planning and organization of this training session. We appreciate the cooperation, enthusiasm and positive feedback received from the attendees as evidenced by requests for a follow-up class. Incidentally this EOT had the largest attendance to date. A large amount of information and hand-outs were available to all participants. Please be reminded to maximize the benefits of this or any training we must (communicate) "spread the word." Vital part of our business.

N-Train (National Training Meeting) Jan/Feb 97 in St. Louis has again proven itself to be an invaluable training program for various District and National staff officers. The information received by our DSOs in attendance was presented at workshops on Sunday April 6th at the District Spring Conference. The most significant and vital message from N-Train is a total commitment and focus on Recruiting/Retention and we feel just as important, Member Training. It should be no secret, one does not work without the other. The continuation and even the survival of our Auxiliary (not overstated) will depend on the immediate improvement and real success of both these programs. Please be aware these are not one person jobs and there is the need for each and every member to become actively involved in both areas. Traditionally if it can be done 5NR will do it! We are confident that with our great membership we can do it!

Reminder: Come One, Come All! 1997 Fall Conference (new date) 12-14 September, Sheraton Great Valley, Frazer, PA. We have rescheduled "Casino Night" which proved a resounding success last year. Great "fun" was had by all!

Wishing you all a Super Spring and Summer. Be careful and *do* lots of fellowship and fun!

Submitted by: John Locasale, VCO, 5NR

Update: Effective 01 January 1997

The Member Resources Department will be redesignated the Department of Personnel (P). There will be no change in the designation for the DSO/SO/FSO-MRs until 01 January 1998.

The Information Services Department will be redesignated as the Department of Information and Communications Services (I).

A new Department of Marine Safety and Environmental Protection (M) is authorized.

A District Staff Officer - Aviation (DSO-AV) is authorized.

The provision in the Auxiliary Manual which limits district/regions to only 15 DSOs is expanded to now allow 19.

These changes will be reflected in change two to the Aux. Manual.



RCO-CENTRAL



"Lest We Forget"

Much has been written in these columns about member training, member retention and member resource in general. Everyone has had their own theories on what causes the loss or inactivity of members and what will retain or motivate them.

Probably at the top of the correction list is the theory of involvement; i.e., if we keep our members involved, they will stay as productive members of their units for the good of the Auxiliary.

Perhaps we should examine this theory in more depth. Where does the involvement begin? Who is responsible? Who should develop and implement the programs?

When we took our oath of office as elected and appointed officers of our units, whether the office was at Flotilla, Division or District level, we all heard the same words in the prologue...

"With the full realization of the demands of your office in terms of time, travel and dedication..."

Have we lived up to the meaning of those words and those of the oath of office which we all pledged.

"...to promote its authorized activities, to properly discharge the duties of my office..."

With our election or appointment as a representative of the members, we assumed a great degree of responsibility to those members and to the Auxiliary as a whole. Assuming the position of an officer, whether elected or appointed, is not an easy task and should be given much consideration.

We are a volunteer organization and we have all heard and seen for ourselves how volunteerism in our country is decreasing at an alarming rate, giving way to the ever so difficult tasks of maintaining our families and our jobs.

Once we make the commitment to accept the responsibilities of our office, we must stand by ready to fulfill that obligation. We must demonstrate the quality of leadership that encourages our members to get involved in support of our efforts.

The responsibility which appears to be easiest to slip and probably the most damaging to our members is the responsibility to respond within the chain of communication to the administrative tasks of our office. Paperwork is a necessary evil in every aspect of our lives and it is no different within the Auxiliary.

We have completed another successful Elected Officer conference and our leaders have come away with what must appear to them to be an overwhelming mass of knowledge about the duties of their office, among them the dates for the submission of various reports.

Most of our required reports are reports involving our members' activities. I can only imagine the frustration of our members when they do not get proper credit for their volunteer hours or they attend a meeting and hear "negative report" or "no report" from the staff officers. An even worse situation is one where the staff officer does not show up for the meeting.

Our members are motivated by our leadership. Let's give them what they deserve in the way of interesting and innovative programs which they will surely appreciate and in which they will certainly want to be involved. Let's also give them the credit they deserve by fulfilling our administrative obligations.

Continued in next column.

RCO-EAST



This is the time of year most of us have been waiting for. The worst of the winter weather is behind us and the urge to remove the tarp from the boat and begin making ready for the boating season is getting stronger. And so begins the bottom scraping and painting, washing, polishing, waxing, mechanical and electrical checks and engine tuning we all look forward to with perverted pleasure.

While we enjoy the same fishing, cruising, searching for new coves for family picnics and swims that "normal" people find pleasurable, as Auxiliarists we know our boating season also includes activities that require skills and training unfamiliar to most of the boating public. We have chosen to devote a portion of our time, talent and our personal resources to improve the public's probability of safely enjoying this avocation we share.

Many of the activities in which we involve ourselves are in the public eye. When we stand Radio Watches, in the mind of the public, we are the voice of the Coast Guard. Safety and Regatta Patrols, Vessel Examinations, Boating Safety Booths, Public Education Classes and our presence at Coast Guard facilities require that we conduct ourselves professionally and in a manner that will credit and instill confidence in the Auxiliary. We must, if we are to be an effective member of TEAM COAST GUARD, impress not only the boating public but also our parent service.

With the passing and signing of the 1996 Coast Guard Authorization Act, the manner in which we conduct ourselves and our mission is more important than ever. We will enjoy a broader activity base only to the degree we convince the Coast Guard of our ability to fulfill new mission requirements.

Although we are no longer required to conduct annual workshops, I encourage all Flotilla Commanders and Vice Commanders to hold reviews or refreshers of program contents and revisions including uniform requirements. Continuing re-education will be the key to our continuing success.

Remember, in the eyes of the public we are the U. S. Coast Guard. Let's do it well!

Submitted by: Harry P. Petersen, Jr., RCO-E, 5NR

Becoming an active member of the Auxiliary also has a degree of responsibility associated with it. It is important that we identify the time demands that are now consumed by active membership to the prospective member. We should not enroll members for number's sake, we should enroll active members for the good of the Auxiliary.

Once we have done our part then we can stress upon the member the words they heard and pledged when they took the membership oath...

"...You accept this membership as a volunteer, but as a member you are charged with certain responsibilities and obligations. These include your willingness to support the Coast Guard Auxiliary and its purposes and to participate in its authorized programs..."

As we see, involvement threads its way throughout the organization even though it may take different forms at the various levels of our membership. Let's all fulfill the tasks of our mission and keep the Fifth Northern as the best District in the entire Auxiliary organization!

Submitted by: Robert J. Perrone, RCO-C, 5NR.

RCO-WEST



Be There!

In this my initial article for *Topside* as Rear Commodore West, I would like to verbalize my thanks to the many Auxiliarists who helped me to reach this esteemed position. It is hard to realize, even by me, the number of dedicated Auxiliarists involved with the training that brought me to this point. However, the many hours spent in support of my activities and in attendance at the many functions planned by me was the very encouragement I needed. It was indeed part of my training for advancement in the Auxiliary.

This brings me to the message I would like to present in this article. Please support your

Elected and Appointed Officers as they plan member training sessions, public appearances, meetings, Changes of Watch, etc. for you and your Flotilla, Division and/or District. Without this type of backing we would never develop the candidates for the various offices within the Auxiliary. This support is equally as important as the grooming of one's replacement prior to advancement. So attend those training classes, Flotilla meetings, Division meetings, District Conferences and other events to the utmost. All Auxiliarists are inspired when a function they have planned is well attended. Let them know how much you appreciate their efforts by being interested enough to attend. You can bet they will be ready and available when you need them again. Who knows, you may even enjoy yourself and learn something new at the same time. Make 1997 the year to be there for them.

Hope many of you will have taken advantage of the training at the April Conference and will continue attending all Auxiliary functions.

Submitted by: Kenneth M. Bashore, RCO-W, SNR

IMMEDIATE PAST COMMODORE



On January 1, 1997, I joined the ranks of the "Past Commodores" and with it the right to get on a soap box once in a while.

Here we are into another New Year, 1997, and we are faced with the same problems we had at this time last year. GOALS, MEMBERSHIP, AUXMIS II, EMERGENCY RESPONSE PLAN (ERP), and so forth. These problems are all solvable, but it will take work and cooperation on the part of everyone.

GOALS: With the demise of AMOS on 1 January 1996 we were left without a National plan of setting goals and awards. We were told to let the Flotillas make their own goals, but not receive any recognition

for it, but this did not work. The Bridge this year has a plan to correct this in part.

ERP: With the cooperation of all of the Flotilla Commanders, we will put together an ERP by spring. Everyone must do their part to make this happen.

AUXMIS II: This is largely up to the National EXCOM and the Coast Guard to get this on line. However, when this does get on line, WE will have to make the input and keep up to date.

MEMBERSHIP: This is one field where we all must become involved. For many years we have disenrolled more members than we have taken in. We are doing the job by recruiting members, but for some reason we lose them in a year or two. We must spend more time in training these new members and getting them involved in some activity of the Flotilla. I believe that a busy member will be a good member and will stay in the Flotilla. Find their main interest in one or two of our cornerstones and appoint a member to follow them through the training and finding their niche in the Auxiliary

Submitted by: COMO Harry L. David, IPDCO, SNR

OPERATIONS

N-Train was informative and well worth the effort. A full coverage of information was made at the Sunday Workshop at Spring Conference—Hope you were there if you are interested in operations because it is too voluminous to cover in this article. However, here's a capsule presentation of the main discussions to satisfy your curiosity and immediate needs.

The new Department of Marine Environment was introduced and fits well with operations. Staff are preparing to train members on a district-wide basis to perform important Coast Guard functions, many of which require operational facilities and boat crew qualified Auxiliarists. The Auxiliary is expected to take the future lead in this effort. As a reminder, though, for those who get underway early, don't touch any potentially hazardous material you encounter on patrol. Call your comms center for instructions!

No national operations schools are scheduled for this year since money is in very short supply! While things might improve next year, constant training is necessary if we're to maintain a high level of proficiency. Therefore the operations staff is contemplating several means of providing quality training district-wide on an austere budget (which means on-the-cheap). Stay tuned for details.

Risk management is becoming increasingly important in our patrol activities. T-C-T (Team-Coordination-Training) is another big topic and is mandated for all active duty personnel by the end of the year. A comparable deadline has not yet been established for Auxiliarists, but instructors are being trained to present this as soon as possible. In the meantime, Group Philadelphia has offered to make personnel available to provide this training over a weekend for members who would like to pursue it sooner rather than later. Contact your Flotilla Commander and let him/her know of your interest.

Health infection prevention was another important presentation. It focused on HIV and Hepatitis B. These are very serious diseases that must be understood. There is no cure for AIDS (HIV) and the consequences of contracting Hepatitis B are too painful to contemplate. The infections result from contact with blood and other body fluids we sometimes encounter during our rescues. It is therefore imperative that you protect yourself with latex gloves and other essential paraphernalia when handling injured boaters, to minimize the risk of infection. **You can and must protect yourself!** In the event of contact with an infected accident victim's blood or body fluids, notify your order issuing authority immediately and make a record of the contact. This is important for liability reasons! OSHA now requires certain training in this area and a video will be available sometime in the spring for this purpose.

PWCs received a lot of attention. I was aware of a trial PWC program conducted in the 11th District, but I didn't realize how many other districts were also experimenting with them. As you might imagine, every district has developed its own variation of operating standards, required equipment and operator status (i.e. crew or coxswain qualification). There was one universal requirement, however; that the operator be navrules qualified. When one of the DSOs who operates a 42ft motorboat was asked why he supported the use of PWCs on patrol as a "special purpose facility," he replied that their overwhelming number cannot be denied and that their owners are much more likely to respond to someone on a PWC than someone speaking to them from the flybridge of a 42-footer. Because PWCs can be effective in many situations, there is something here for us to think about. I'm interested in your thoughts, especially from PWCers.

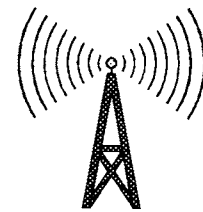
One more N-Train highlight. The Operations Department is planning to publish a newsletter. The number of issues isn't settled yet, but it may be monthly. Our own Lee Crossman has undertaken this responsibility and is soliciting items for publication. Lee can be reached at the director's office.

Finally, a few miscellaneous thoughts. Plan to work on your currency maintenance requirements early in the year. Boats are hard to find in October for the on-the-water tasks. And please work within the parallel staff structure to handle your problems and concerns. We have a lot of dedicated and competent people available to help you, so please go through the chain.

On behalf of the ADSOs (George Leuck—E, Carol Owens—C, and Paul Mackes—W), I wish you many safe, successful and gratifying patrols in the coming season.

Submitted by: Ivan E. Levin, DSO-OP, SNR

COMMUNICATIONS



In the good old days, Auxiliary Communications meant using a radio telephone or maybe even semaphore signals and Flags.

Today we still use radio telephone but we also have other equally or more effective devices at our disposal, the land line, the cellular telephone, the Internet and Email. But: Which of these media will work when an emergency or disaster happens? The good old radio telephone could end up being the one. This is where the Auxiliary can become a life line. Can we do it today? Perhaps, but probably not real effectively. Can we do it ever? Definitely YES.

A radio facility is inexpensive to buy and the only qualification to use it is to pass the Communications Specialty Course. A basic radio facility can be established for about \$200.00. There however are several options to a Radio Facility that can cost much more. You know, like a house on a hill over looking the bay.

If each Flotilla would establish a "fixed land" facility and several "land mobile" facilities, they could develop a radio network. Of course that is only part of the program the other part is training drills and establishing network disciplines.

It starts out like everything in the auxiliary should; at the Flotilla level. First the Flotilla learns to communicate with its members. When Flotillas begin to communicate with one another, the division has a radio network. Then Divisions start to talk to other Divisions, eventually the District has a network. When the District begins to talks to other Districts, well you got the idea.

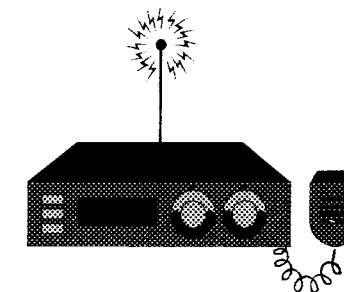
These drills are fun and good fellowship follows when the drill participants converge on a local restaurant for a "debriefing."

All drills must be cleared with the Coast Guard. **Please**, before you attempt to conduct a communication drill, contact the District Communications Staff Officer in your area. Follow the chain of command via your SO-CM and of course the FSO-CM should be fully aware of flotilla programs.

The Communications staff stands ready to help in any way we can. We will help Divisions to run Communications Specialty courses. We are preparing a "How To" book for Communication Drills. We will try to help you with your facility. We are thinking about writing a hand book for building a radio facility.

Division Captains and SO-CM's have or will be hearing from us. I will try keep you posted as to our progress with our communications emergency plans.

If you need Help, start with Your Division Communications Staff Officer or contact the DSO/ADSO in your area, listed below.



Hank Demler DSO-CM-5NR

Hank Demler DSO-CM(West)
(717) 228-0952
944 Reinoehl St.
Lebanon, Pa. 17046

Joe Rzucidlo ADSO-Central
(610) 497-5413
1013 Anderson St.
Trainor, Pa. 19061

Judy Dodd ADSO-East
(609) 654-9206
244 Chicagami Trail
Medford Lakes NJ 08055

PUBLIC EDUCATION

Changes and Challenges

Now that N-Train 1997 is history, we will begin to make our plans for the Public Education program for this year.

It is apparent that we must make a stronger effort in the personal watercraft area. Sales of PWC continue to increase, as are the accident rates. Injuries resulting in collisions between PWC's indicate the need to accelerate our efforts to educate the PWC owners and operators.

Figures released at N-Train seem to indicate that the shorter courses are becoming more popular. This does not mean we are looking for changes or elimination of our existing BS&S, S&S, or Coastal Piloting courses. These courses are the work horses of the PE program.

National, sensing this trend in shorter courses, has already rewritten the Boating Safety Course in an entirely new format. The new book is very professionally done, and it appears it will reach a wider range of students. Combined with the new one hour PWC course, it will meet the needs of not only the PWC operators, but also the traditional boaters.

There are many changes looming on the horizon for Public Education. Your District Staff will be meeting shortly to digest and disseminate all that is coming.

There was a workshop for all SO-PEs on Sunday morning of the Spring Conference in Reading. It was extremely important that all SO-PEs attend. If the SO-PE did not attend, hopefully someone from the Division did attend to receive the information received at N-Train.

The District PE Staff is looking forward to working with all of you.

Submitted by: Larry C. Whiskeyman, DSO-PE, 5NR

MEMBER RESOURCES

1997 Is the Year of MR and MT

Our mission for this red letter year is to place emphasis on bringing in new members and training our present members to keep them involved and pleased with their service in the Auxiliary. When we are proud of our accomplishments and have plans and goals for the future, we are more successful in our areas of responsibility.

As member recruiters, we did well in bringing in new Auxiliarists last year. We brought in over 200 which would compare with bringing in a new Division of personnel. Disenrollments were approximately the same number. Thus, we lost a new Division of people which we recruited. Reasons for leaving were varied, but most of the problems were that those members were not happy with their personal growth in the Auxiliary.

The Member Resources Department and the Member Training Department will be working together to alleviate this dissatisfaction and help our members become more accomplished in their chosen cornerstones. We serve you and the United States Coast Guard. We are all successful team members.

At the Elected Officers Training session in January, WARM FUZZIES were distributed to those present. This is a reminder to give your flotillas the warm fuzzies they have earned for their participation this winter. We have different ways to stop and smell the flowers like Ferdinand. We all need the encouragement.

Although our District has always been strong in MR and MT, others have not. 1997 has been emphasized at the National level. Our NACO and his board are stressing both throughout the country. We support them and thank them for their efforts. All Districts will soon have new Membership and Retention Plans. They will be streamlined to better fit the needs of the Auxiliary. Look forward to the new BQ programs which will be available soon.

WARM FUZZIES

Submitted by Caroline Sweigart, DSO-MR, 5NR

MARINE DEALER VISITOR

Year after year, I am amazed at how with some people, concerns only reach as far as the next person. Oh, you know what I mean—the person who explains to others the importance of this or that and seems to be too busy to translate the same thing to themselves. Take for example, the individual who teaches vessel examinations, or is an examiner who touts the benefits of proper procedure, then gives a ten minute CME. You figure it out? Then you have the person who holds a Staff position who tells another they aren't wearing the uniform correctly, yet when you look you find that same person doesn't even have the right items of uniform on themselves. We seem to be preoccupied with the other person's flaws not our own. I once overheard an Auxiliarist say (slightly above a whisper) in reply to another he didn't care what the manual said—he did his own thing and no one had ever criticized him. I think that says a lot about a lot of things, if you know what I mean.

Oh, I know, some might say it isn't really necessary to follow the rules to the letter, and I ask "Then, why was it written?" The answer was, "It was merely a guideline, after all we're only volunteers."

I run across it all the time when visiting Marine Dealers who tell me about the "hit and run" dealer visitor. One dealer told me about the person who fills the rack for him. He was not quite sure if it was a man or a woman. All he knew is that every two weeks, there was this blinding streak that passes through and BINGO, the rack is full! We seem to be hung up on how much, instead of how well we do. Sure I have my critics like most of you have, but that shouldn't excuse our sincere effort to uphold the oath we each took. To do the job we promised to do, and do it well. To follow the procedures set down for us to follow, and I don't mean arbitrarily as you see fit. For seeing to it that the people who serve under our supervision are carrying out their duties in a mindful way. It's said that some folks can't see the forest for the trees, and I believe it. We must be the finest marine safety advisory group, and many look up to us that way. Hopefully attitudes will change, reports will be sent in on time, preparation will be as important as the act itself, attention will be paid to one's attire when on the job and in the public eye. We should also be setting an example for new members. I myself want to be a part of something that motivates, and stimulates, rather than one that suffers from a severe case of inertia.

In closing let me say how much I hold my immediate colleagues in esteem. I've learned from them, been taught by them, advised by them and encouraged by them, and tried to return their motivation and assistance by doing the best I could, and giving all I was able to. We can all try harder to be more than we were yesterday—today, not tomorrow.

Submitted by: C. J. (Chuck) Packlaian, DSO-MV, 5NR

Preserving Our Heritage

"Today's News is Tomorrow's History." Being a member of the Public Affairs Department gives us a ready chance to get to know the PA and PB people better and to make them members of Team AUXHIST as well as friends. (And forget not those in the PA business who have gold buttons—heightened CGAUX consciousness on their part would be a real plus.) We can help all of them gather and write things which are the stuff of future history. We can give them historical material to add interest to their releases, articles and publications. Not only can we but we should! And we can encourage others to contribute to their efforts and thus generate the printed word to which researchers of the future can refer.

Coast Guard Auxiliary 60th Anniversary—23 June 1999. The Coast Guard Historian has contracted with Dr. John Tilley, Department of History, East Carolina University to write the official history of the Auxiliary. This is planned for publication as a 60th Anniversary project. Some will be able to revise and update histories prepared for the 50th Anniversary. It is hoped also to have an excellent exhibit on the Auxiliary at the Coast Guard Museum located on the grounds of the Academy at New London.

Clippings Record History. Items clipped from the local press concerning Auxiliary activities are useful references for future writers. They are good material for unit scrapbooks. Extra copies, xerographic copies or duplicate originals, should get to District historians to be sent by them on schedule to the permanent Auxiliary archives.

History often cannot tell one exactly what to do but but it can dem sure point out things not to repeat.

May the Wind Always be at your Back.

Submitted by John T. Lincoln, District Historian, 5NR

FIVE-YEAR PLAN

Origins and Aims of the 5NR Five-Year Plan

Shortly after the election of the 1997 5NR Bridge, meetings were held to determine the direction of our efforts and our plans for the coming year. The Bridge unanimously agreed that a major reason for the generally poor performance in 1996 compared to 1993, 1994 and 1995 AMOS Goal performance was the result of no goals being established. In some instances there was as much as forty percent reduction in activities. We felt that goals provide a necessary target and benchmark against which performance is positively measured. Without goals or desires, none of us would have achieved even in our private lives. For example, we had to want, i.e., have a goal or desire, to buy a house, get an education or enter a specific career field.

Reviewing the District's negative trend in almost every classification and keeping in mind the negative aspects of AMOS as described by the members, staff and officers of the Bridge, we determined that in 1997 —

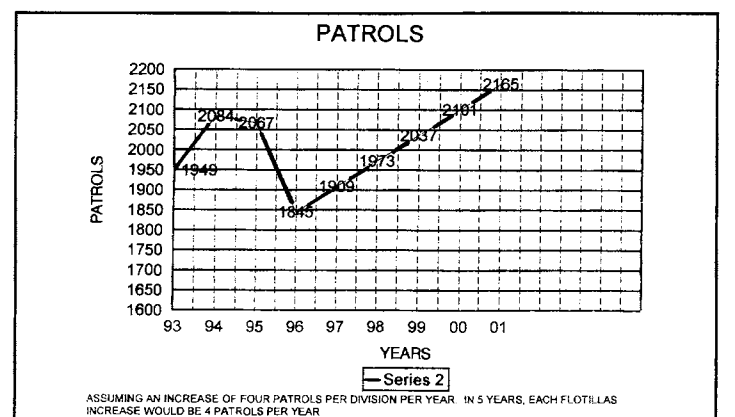
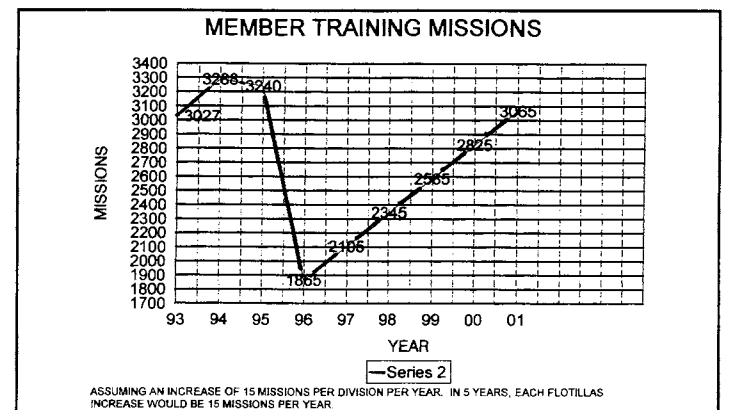
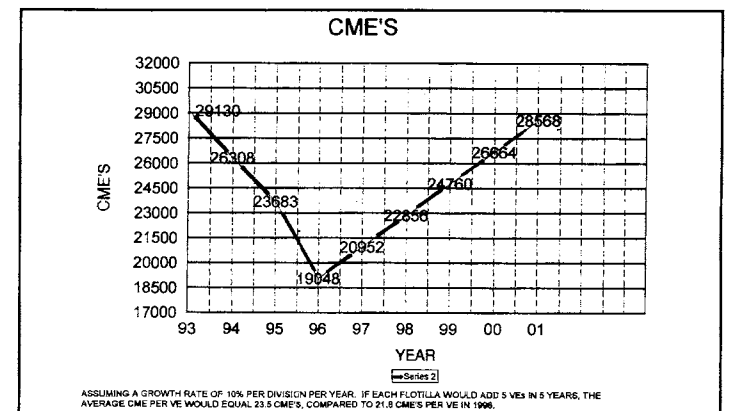
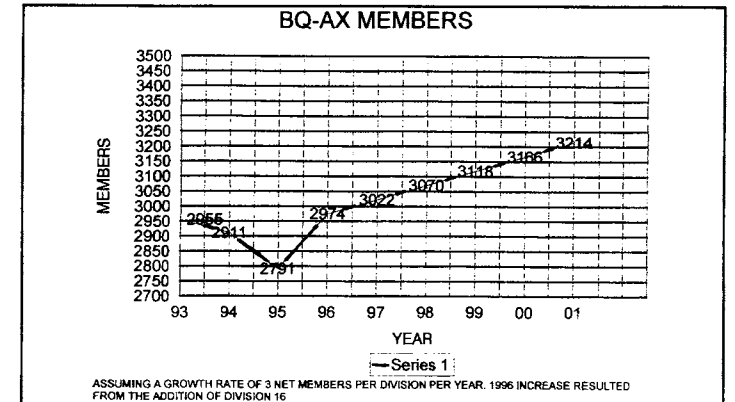
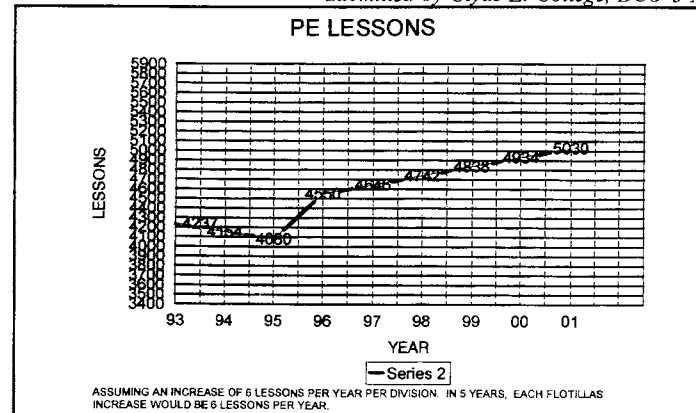
1. A Five-Year Business Plan should be established to reverse negative trends and to reestablish the Fifth Northern as a major contributor to our parent organization.
2. Our Five-Year goal will be to regain the performance levels achieved in 1993, 1994 and 1995.
3. Only five (5) major areas would be measured:
 - A. Total BQ and AUXOP members
 - B. Total MT sessions
 - C. Total PE Sessions
 - D. Total CMEs given
 - E. Total Patrols conducted
4. All Goals will be Division Goals. Division Captains will be tasked with managing their Division/Flotillas to achieve their goals. In other words, if a Division makes its goals, all Flotillas have made their goals.
5. A recognition system will be established to reward outstanding performers.
6. The yearly Five-Year Plan numbers will not be raised. Superior performance by a unit will not penalize that unit by increasing their future goals. Goals may be lowered if a situation beyond our control affects our ability for achievement. An example could be the reduction in Coast Guard funding for Operations, resulting in fewer patrol orders.

In our opinion, this approach encouraging performance will be more productive than was the AMOS system. We expect our Divisions to exceed the Five-Year Plan.

It is our hope and goal that this program will reverse the negative trends that the Auxiliary has experienced. It is also our belief that the key to success in the Auxiliary is a strong Membership Training program. The following factors point to this:

1. A large number of people become members of the Auxiliary for the purpose of learning more about boating.
2. All cornerstone programs are based on members being trained for performance.
3. Trained members are more actively involved and consequently more likely to be retained.
4. Records show that our strongest most successful Flotillas are those who have very active Membership Training programs.

Submitted by Clyde E. College, DCO 5 NR





1997 FALL CONFERENCE
5th District Northern Region - U. S. Coast Guard Auxiliary
12, 13, 14 SEPTEMBER

The Sheraton Great Valley Hotel - Frazer, PA

SCHEDULE OF EVENTS

FRIDAY	12 September 1997
1600-2000	Registration
2000-2100	Captains' Caucus
2000-2100	District Staff Officers' Meeting
2100-2200	Election of District Officers
2130- --	District Store
SATURDAY	13 September 1997
0730-1000	Registration Desk Open
0800-1600	District Store Open
0800-1200	District Board Meeting
0930-1030	PE Workshop
0930-1100	Spouse/Guest Coffee & Program
1100-1200	CC Workshop
1200-1300	Luncheon (<i>on Your Own</i>)
1315- ?	District Board (<i>Reconvenes</i>)
1315-1415	MR Workshop
1430-1530	IS Workshop
1815-1900	Cocktail Reception (<i>No Host</i>)
1900-2100	Commodore's Banquet
2130-?	Casino Night
SUNDAY	14 September 1997
0800-1000	Past Captains' Breakfast (<i>Members & Guests Only</i>)
1030-1200	EXCOM Meeting

BANQUET MENU

Fresh Melon with Prosciutto Ham House Salad
Prime Rib
or
Chicken with Mushrooms in Puff Pastry
or
Baked Orange Roughy with Scallops
Green Beans Almondine Stuffed Potato
Rolls & Butter Apple Strudel with Vanilla Sauce Beverage

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) or Dinner Dress White Jacket or Appropriate Civilian Attire
	Casino Night	Casual
SUNDAY		Casual



ROOM RESERVATION FORM

Use this portion to make reservations at
The Sheraton Great Valley Hotel



Routes 202 & 30
707 Lancaster Pike
Frazer, PA 19355
Tel: (610) 524-5500 Fax: (610) 524-1808

U. S. Coast Guard Auxiliary 5NR
Fall Conference
12, 13, 14 September 1997

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Please Reserve: ☐ Single ☐ Double ☐ Non-Smoking
Rate: \$66.00 Single or Double
Check In Time: 1500

Deadline for Reservations: 28 August 1997

One night's deposit required to guarantee room.

Make checks payable and mail to:

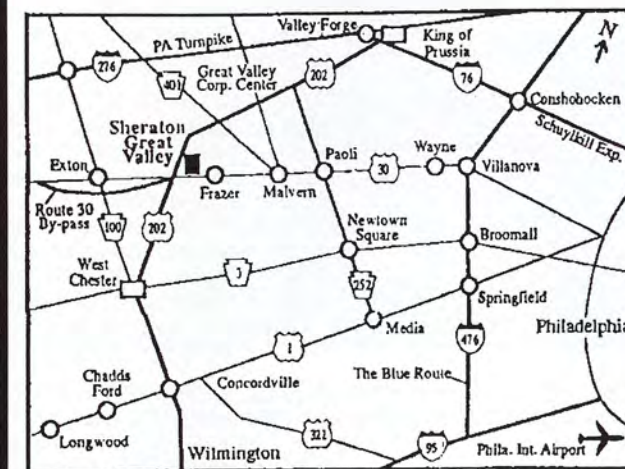
Sheraton Great Valley Hotel
or call with major credit card.

State that you are with the US Coast Guard Auxiliary

Arrival Date: _____

Credit Card #: _____ Exp.: _____

Departure Date: _____



DRIVING DIRECTIONS:

NORTH: NJ Turnpike South to PA Turnpike West. Take Exit 24 from Turnpike to 202 South - then 12 miles to Route 30 East Exit. Hotel is on left 1/2 Mile.

SOUTH: Take I-95 North to Wilmington/West Chester 202 North Exit. Continue on 202 North to Route 30 East Exit. Hotel is on left 1/2 mile.

EAST: From PA Turnpike West take Exit 24. Then take Route 202 South 12 miles to Route 30 East. Hotel is on left 1/2 mile.

WEST: From PA Turnpike East, Take Exit 23 to 100 South. Take 100 South 4 miles to Route 30 East. Hotel is on left 2 miles.

U. S. Coast Guard Auxiliary 5NR
Fall Conference
12, 13, 14 September 1997
The Sheraton Great Valley Hotel
Frazer, PA

Use this portion to make your meal and Auxiliary
Conference Registration

Name _____ Member No. _____

Name _____ Member No. _____

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

Saturday Night Banquet:

.. Prime Ribs (\$27.00) # _____ \$ _____

.. Chicken (\$25.00) # _____ \$ _____

.. Orange Roughy (\$25.00) # _____ \$ _____

Past Captains' Breakfast::

.. Member(s) (PCA) # _____

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

Total Amount \$ _____



WORKSHOP RESERVATION

Please note the number of people
attending each workshop

MR ☐ PE ☐ CC ☐ IS ☐

Please Check if attending: Spouse/Guest Program
(Saturday Morning) ☐

REGISTRATION
DEADLINE

1 SEPTEMBER 1997

Reservation Requests postmarked September 2nd or
later will be returned

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

Jean W. David
Conference Coordinator
15 Beech Cluster, Pine Run Community
Doylestown, PA 18901

AROUND THE DISTRICT

Division 1

DIVISION I had its Change of Watch on January 11, 1997 at the Holiday Inn in Newark, De. with Skip Hager as Master of Ceremonies.

Installation of elected officers was conducted by Lt. Cdr. Duld, Commodore College, and Rear Commodore (Central) Perrone.

Installation of staff officers was conducted by Mary Anne Rice, DCP and Pamela Sartin, VCP.

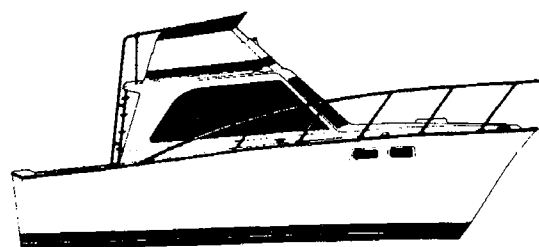
Special thanks to Ralph Gilgenast who presented all females present with a cutting board shaped as a whale and to the Change of Watch Committee - Mary Anne Rice, (Chairperson), Linda Crowe, Ralph Gilgenast, Skip Hager, Pamela Sartin, Annette Keating, and Jim Larsen.



Shown left to right: Mel Flamer, VFC 1-9; Lt. Cdr. Duld: David Painter, FC 1-9; Commodore College; Charles Dale, VFC 1-4; Pamela Sartin, VCP; Ed Raposa, FC 1-3; Mary Anne Rice, DCP; Randy Teaf, FC 1-1; Sonja Allen, VFC 1-3; Joseph Capaldi, FC 1-4; Elaine Gilgenast, FC 1-8; James Bifferato, VFC 1-8



Shown left to right: Joseph Sartin, SO-VE; Robert Brereton, SO-CC; Ken Kincaid, SO-CM; Gerald Greth, SO-IS; Brenda Bifferato, SO-MA; Roy E. Hager, Special Projects Coordinator; Geneva Harrington, SO-FN; Pamela Sartin, VCP; Ralph Gilgenast, Sargent Coordinator; Richard Hudson, SO-PA; Art Fynsk, SO-PE; Jane Brereton, SO-SR; Ed Raposa, SO-MR; Carol Owens, SO-OP; Randy Teaf, SO-MT; Mary Anne Rice, DCP



Division 8

The Amphicar

Just when I thought I had seen every kind of vessel over my many years of boating and doing Courtesy Marine Examinations, up jumps the Amphicar.

It was a January encounter. The only vessel on the water that day as I drove by Mays Landing was a car. I pulled into the parking area adjacent to the launching ramp and waited for it to drive out.

The owner, Bill Syx, and I struck up a conversation and I found out he was new to boating. Bill acquired the 1966 German-built-for-US-Market Amphicar late September 1996, and faithfully restored it to near new condition. He was anxious to begin his boating career regardless of the time of year.

I told Bill I was a US Coast Guard Auxiliarist and explained the Courtesy Marine Examination Program. I then gave him a list of Federal requirements and a check list. We agreed to meet again when all the safety equipment would be on board, and his bow and stern lights were operating. I left Bill my phone number thinking that I would hear from him in the Spring. Two weeks later he called me, and on February 14th we examined his Amphicar.

Bill's pride and joy met all the requirements on our check list for our CME Seal of Safety.

There were still some interesting safety concerns. The engine is aft and trunk forward. If he stowed his safety equipment in the trunk, he could not reach it from the "cockpit" when in the water. We arranged storage in the back seat with fire extinguisher mounted on the forward passenger bulkhead side. It concerned me that there were no rudders, but it had a twin screw single transmission propulsion system. I was also concerned with the car's stability in the water.



Bill was only too happy to demonstrate the maneuverability of the vehicle with the two front wheels acting as rudders. The Amphicar was very stable and we sped along at 4 knots with its 1-1/2 ft freeboard. The doors extend below the waterline so we suggested some sort of childproof door lock system so that a passenger could not inadvertently open the door while under way.

Bill will be taking our BS&S course this Spring, and has agreed to display his Amphicar at our Safety Booth during National Safe Boating Week demonstration on May 24th weekend at Farley State Marina in Atlantic City.

I wouldn't be surprised if Bill joined the Auxiliary. He could come to meetings on land doing 60 mph or proceed to meetings by water at 9 knots.

Submitted by: Joe Warner, FSO-OP, 85, 5NR
Photos by: Richard Strelbel, FSO-PA, 85, 5NR



Joe Warner puzzles over awarding CME Seal of Safety

AROUND THE DISTRICT

Division 7

The following article appeared in the Times-Beacon in June of 1994 and is being reprinted here as a matter of Division 7's historical record.

D-Day Commemoration

He's not going back but his uniform is

In the fall of 1993, Bill Dages received his copy of *The Quarterdeck Log*, a quarterly publication from the Coast Guard Combat Veterans Association (CGVA). One article stated a need by the Coast Guard Academy for three World War II era uniforms—one each of Coast Guard, Army and Army Air Corps. They had already obtained Navy and Marine Corps uniforms from that period.

The uniforms from either enlisted men or officers were to be used by the Academy Cadet Color Guard during fall parade reviews through the end of 1995.

Since his World War II vintage uniform had previously been displayed in the Long Beach Island Museum, Beach Haven in May of 1990 to commemorate the 200th anniversary celebration of the U. S. Coast Guard, Bill Dages, Flotilla 7-12 was quick to respond.

CAPT Myron Tethal at the Coast Guard Academy in New London, CT, accepted Dages' offer, and Bill forwarded his uniform, which had been "tailor-made" about 1945, along with a white hat, neckerchief, his ribbons, and a brief history of his Coast Guard career.

"My wish," he wrote, "is this: May the man who wears my uniform wear it as proudly as I did."

Dages later received a call from the Academy, asking permission to take the uniform aboard the Coast Guard Cutter Dallas, which participated in the 50th anniversary celebration of the Normandy Beach invasion of Europe. A cadet from the Academy wore Dages' vintage uniform.

"I'm thrilled to death knowing that my uniform is going to be part of the celebration," Dages told his wife and he expected to receive a photo of the cadet wearing it from the Academy.

During the war, his activities included transporting troops to the combat zone in Europe; returning Italian war prisoners to Italy, and bringing war brides to the United States from Europe.

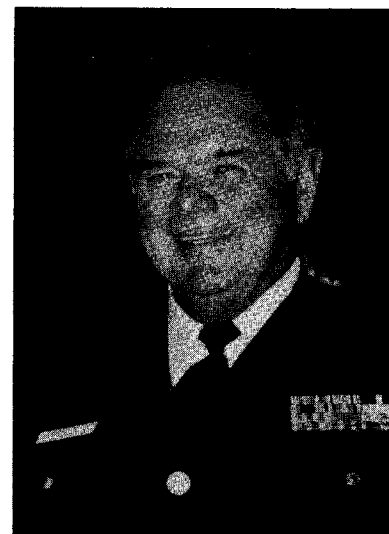
Dages is a life member of VFW Post 10104, Totowa Borough in Clifton, and said he is one of the few Coast Guard servicemen who are members of the Veterans of Foreign Wars.

He was discharged from the Coast Guard in 1948, but the Coast Guard has yet to be discharged from his life.

He belongs to the Coast Guard Auxiliary 7-12, stationed at Barnegat Light, and has been a "standing" radio watch at the Beach Haven Coast Guard Station for 12 (now 15) years, working three 8-hour days a week. He has accumulated some 10,000 (now 3,000 more) hours as a volunteer with the Coast Guard.

At home in Beach Haven West, Dages has been "going around the world" since 1950 as a ham radio operator.

Submitted by: William Zotto, DCP Div 7, 5NR



The following article also published several years ago is taken from Division 7's historical records, and should act as encouragement for participating in the upcoming patrol season..

These friends in need preach safety at sea...

When a ripping south wind slams headlong into the surge of an incoming tide, New Jersey's Barnegat Bay can be an ugly place.

But the weekend fun-seekers churning its narrow channel sometimes can be uglier.

I found that out late on a Saturday, as growing whitecaps rolled across the shallow, open expanse of bay and slammed into our anchored run-about; we were dead in the water with no one around. Murphy's Law prevailed.

The radio died in the morning as we headed out for fluke. The motor quit at the end of the day as we headed home. "No problem," my son thought aloud, "Someone will stop, won't they Dad?"

It was the 13-year-old's first time in such a predicament. I knew better. I had played the game before—waiting, waving, watching for a sign passersby are willing to help a fellow boater. We did all three that Saturday as at least a dozen boats kept going.

Funny how the passing boaters avoid looking your way. Somehow, most manage to miss your waving hand and the uncovered outboard; and your eyes.

And so the helmsman in the sleek sportfisherman glued his gaze on the channel marker ahead. The operator of the runabout reached down to secure something in the cockpit. And the kids on personal watercraft kept chasing another wake to jump.

It was their day to play. Can you blame them for not wanting to get involved in another boater's misfortune? I mulled that thought often while alternately trying radio and motor.

"Everything OK there?" called an occupant of an aging cabin cruiser easing in off our bow. Both the craft and its occupants were showing their years, but we knew this boat wasn't going to pass us by. Lettering on stern flag and bow signs spelled out "Help" to us, U. S. Coast Guard Auxiliary to others.

Securing lines and fenders, checking for life jackets, Al Essig and Arthur Brittan were all business as they tied off alongside our boat. Then they listened to a common tale of woe.

"Because of insurance reasons, we can't tow you in but we can radio the Coast Guard. They'll send out a private tow boat," said Essig.

"Or call a neighbor?" I asked.

"Sure, no problem. We'll wait with you until someone arrives," Essig replied.

"It gets a little crazy out here on weekends," he said, adjusting his bow line as a passing 15-footer sliced the channel water just yards away. "See what I mean. Now we're going to catch hell from his wake."

Patrolling their more than 10-mile sector, from Toms River south to Long Beach Island's midsection, Essig and Brittan, of Flotilla 7-11, see the unsavory side of summer boating. But these volunteers also get their share of rewards.

They come on the faces of 13- and 47-year olds when they know help has arrived.

Our luck continued to improve after the pair came to our aid. A final try at starting the motor saw it kick over and run smoothly. A later check showed a work kill-switch mechanism at fault.

A form to fill out and it was time to bid farewell and offer thanks. "No problem," said Essig. "We'll follow you for a while to make sure it's running OK."

A parting request as to where to make a donation was answered with "You don't have to do that. Take our boating course if you haven't already. If you have, spread the word to others."

With that the pair of Good Samaritans, both in their mid 60s, cast off in a craft that dates back to 1978. We now knew the men and the boat had helped a lot of people over the years.

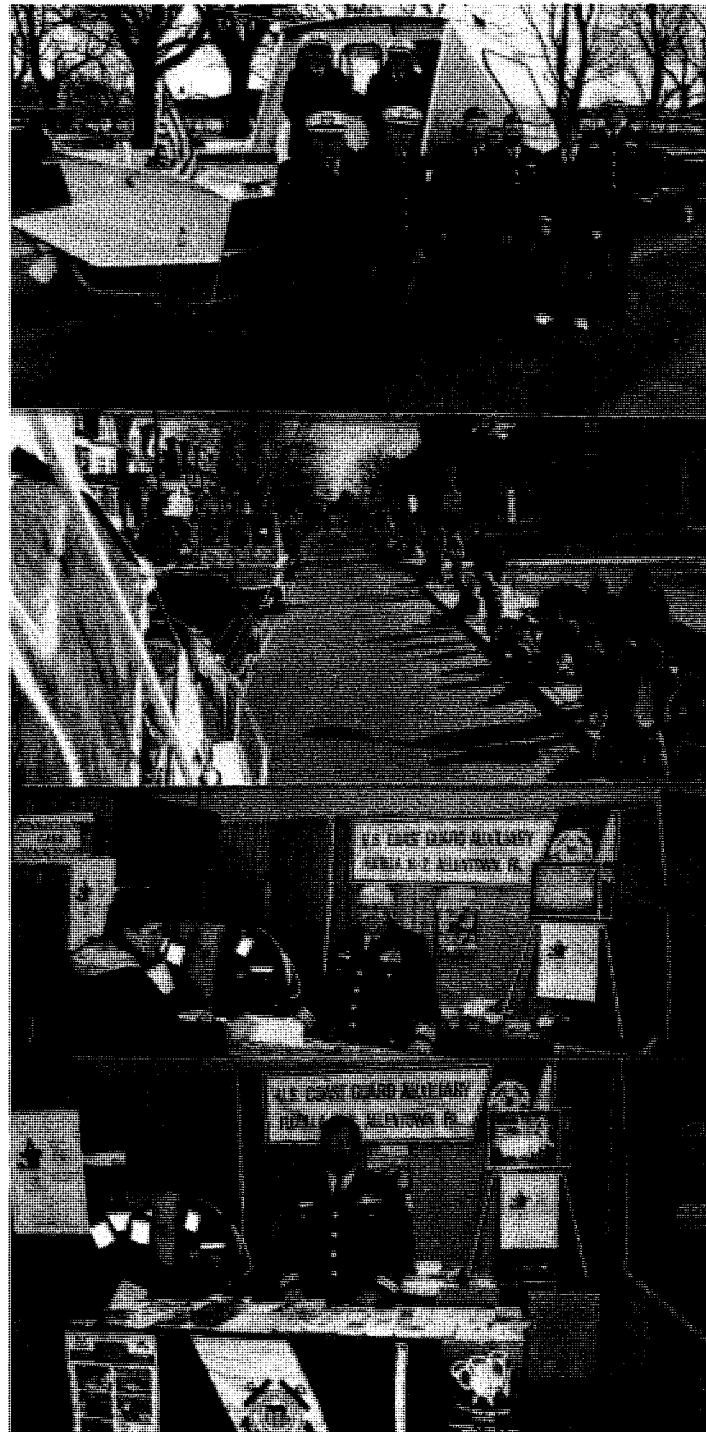
We already had learned too few of both ply troubled waters.

AROUND THE DISTRICT

Division 10

Pictured below scenes from the St. Patrick's Day Parade in Allentown, PA and also some scenes from the Safe Boating Booth at Lehigh Valley Expo, Allentown Agricultural Hall, where approximately 500 people stopped at the booth.

Submitted by: Paul Mackes, ADSO-OP/SO-OP Div 10, 5NR



At top David Becker, DCP; Clarence Smith, 10-6; Paul Mackes, SO-OP; Leon Lohrman, Clarence Deemer, Sam Smith, 10-2; Rick Dotterer, 10-8; and Donald Meririman, 10-2. 2nd Picture shows boats in parade; 3rd picture Boating Booth with Paul Mackes; and 4th picture Boating Booth with Joseph Barilla, FC 10-2

Division 12

Flotilla 12-9 with the assistance of a 41 foot MLB from Station Cape May, NJ provided operational support to the Polar Bear Swim held on February 2, 1997 at the Cape Henlopen State Park, Lewes, DE. The swim was held to raise funds for the Delaware Special Olympics and over 400 swimmers took part. The swimmers raised over \$50,000 in pledges. Shown below a number of scenes from the event.

Submitted by: John Wallo, SO-PB, 12, 5NR



AROUND THE DISTRICT

*It
Really
Works*

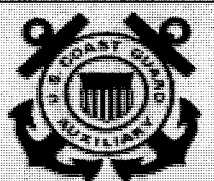


*Easy
To
Make*

Marine Dealers like this display. They don't have to explain it. Saves them time, and it gets results for us. You get the same results at a display booth. All you need is one (1) 12inch - 2 x 4, one (1) 13inch 1 x 4 and one (1) 8-1/2 x 11inch frame. Rout out a 3/8 inch slot, 1 inch deep x 6 inches long for the card (from the 2 x 4); make your art work and frame it; add a nice finish and you are in business or

Flotilla 14-4 will furnish these aids for \$10.00 each in quantities of five or more. Contact 14-4's Flotilla Commander.

**SAMPLE
POST
CARD**



**PLEASE CHECK THE ITEMS YOU
WANT INFORMATION ABOUT**

☐ ENROLLING IN A SAFE BOATING COURSE

☐ RECEIVING A FREE COURTESY VESSEL EXAMINATION

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE NUMBER _____

Stamped-- Self Addressed

AROUND THE DISTRICT

Division 15

The Northern Lights Beacon Is Officially Lit

As the last of the Thanksgiving turkey disappeared and thoughts were beginning to turn toward Christmas, the USCGA Fifth Northern Division Fifteen welcomed the new Tioga Flotilla (15-06) to its ranks.

On December 8, 1996 the official chartering ceremony turned the Northern Lights beacon on the waterways of Tioga, Bradford and Potter counties of Pennsylvania's northern tier. Following a whirlwind schedule of training classes, patrols, and boat safety courses, the Tioga Detachment of the Williamsport Flotilla (15-01) soon proved that they were ready to set sail on their own.

Under the watchful eye of Lt. Commander Robert J. Duld, Harold N. Miller and Ross R. Hawn, Jr. accepted the oath of office for Flotilla Commander and Vice Commander from Commodore Harry David. James Ulrich, DCP announced both officers would be attending officer training in January. He also noted that a total of five Flotilla members achieved Coxswain status. Continuing the whirlwind pace, the newly appointed Flotilla Commander announced the appointment of Staff Officers during the chartering ceremony.

State Representative Matthew Baker presented the new Flotilla with a state and national flag. Representative Baker also pledged his support in all the Flotilla activities. In a short commentary, the Army Corps of Engineer members noted the difference that the Auxiliary members have already made in the area lakes. Further plans are in the works for boating safety classes and patrols for the upcoming boating season.

In January during near blizzard like conditions, Harold Miller FC outlined some public education classes and patrols that the Auxiliary will do on the Cowanesque and Tioga-Hammond Lakes. It was hard to think of warm summer days and patrols when snow and wind were howling outside the meeting room window and the thermometer has a hard time reaching zero degrees. Besides doing the patrols and boating classes, Ross Hawn VFC outlined some member training classes that will be taking place this winter and early Spring. I can see that the pace set in the formation of the Flotilla is going to continue until the wind in the sails dies down. As a Staff Officer of the Flotilla, this is an event I hope does not happen for some time.

The members of the Tioga Flotilla take this opportunity to thank all the Auxiliarists whose hard work and dedication helped to establish a flotilla in the far northern regions of Pennsylvania (aka God's Country). We would also like to thank Michael Ripton, RCO-W who gave us the name of Northern Lights in a recent *Topside* article. Thank You.

Submitted by: Mary Kay Hawn, SO-PB 15-06



Photo above was taken at the Chartering Ceremony, Individuals standing left to right: COMO Harry L. David; Harold L. Miller, FC 15-6; and Ross R. Hawn, Jr., VCP 15-6.

Rural Assets

All flotillas have their own qualities and 15-6 has much that is unique. Most of the 15-6 members come from two counties, Tioga and Potter Counties in the northern tier of Pennsylvania. Potter county residents refer to their domain as "God's Country" and Tioga County has the Pennsylvania Grand Canyon. The three man made lakes continue to attract numerous visitors, many from New York state, within the county borders. Both counties attract many people with an interest in outdoor activities because of the unique geographical characteristics.

The population density of these counties is about 25 people per square mile (58,000 people per 2,500 square miles). On the other hand, the cow population is about 50 per square mile, but they do not seem to deter the outdoor enthusiasts. Our division population, which is sparse, is about 75 per square mile. The State's density is about 265 per square mile. The District population is a mere 300 per square mile.

Besides the unique geographic and population characteristics of the area, 15-6 members may be volunteers without peers as 20 of the 22 people who took the three BS&S courses joined the Auxiliary.

Submitted by James Ulrich, DCP 15, 5NR



Above photo shows Certificate of Appreciation being presented to Gwendolyn King, Senior Vice President, PECO Energy by Thomas F. Cusack, DCP 3. Presentation was made at PECO headquarters in Philadelphia, PA in recognition of PECO's display of the "Crown of Lights" honoring the CGAuxiliary and boating safety atop their Philadelphia Building during National Safe Boating Week. Pictures of this lighting display have appeared in *Topside* in Previous issues as well as on the cover. An article and picture also appeared in an issue of *Navigator*.

Since this is an outstanding display which has appeared over the last several years and which was arranged for by Tom Cusack, our thanks and appreciation go to both PECO and Mr. Cusack.

AROUND THE DISTRICT

IS Workshop, December 14, 15, Computer City, Norristown, PA

On the weekend of December 14 and 15, 1996, the IS department held a two day workshop for the Division Staff Officers at Computer City in Norristown, PA with hands-on experience for all. The Instructor was Robert Wisniewski, DSO-IS, with assistance of his ADSO-IS(C), Jan R. Munroe. In addition to the actual trial entries from problems presented, much valuable information was disseminated, as well as procedures manuals with the latest information available. Many of the SO's questions and concerns were answered during these sessions and now is in use by all who are making their entries in the new AUXMISII format. There are still problems to be solved but hopefully all will be solved soon. Most of EXCOM visited these sessions and certificates were presented to those who attended by COMO Clyde College on Sunday at completion of the sessions. Pictured below are a few scenes taken by Jan Munroe during the class sessions.



VE UPDATE

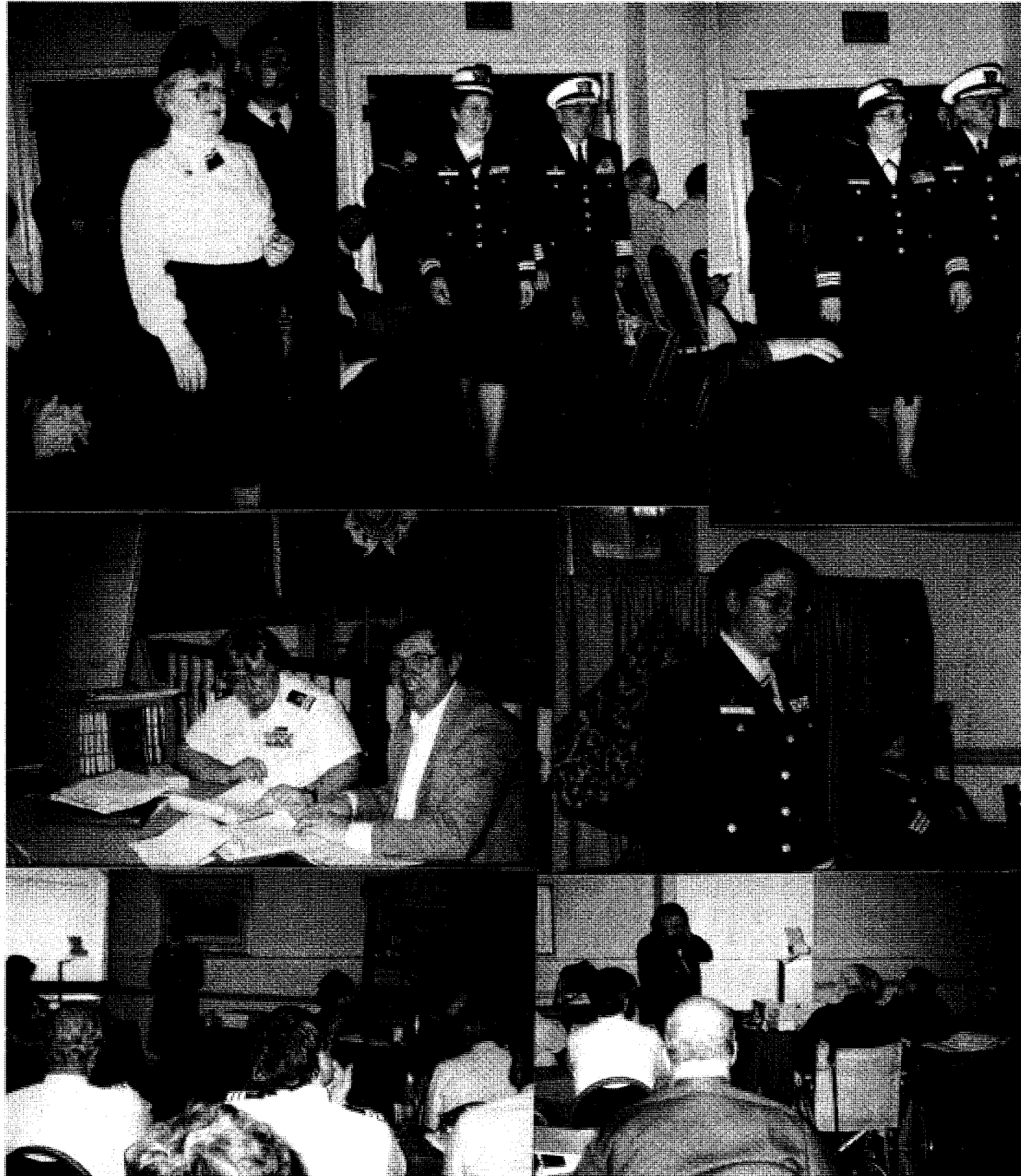
CME "Year" Decal Update: a problem has been reported on the CME "year" decals. The paper backing wasn't coming off. It appeared the manufacturer created the "year" decal without the normal smooth surface on the paper backing, which allows the paper backing to be easily removed from the decal. What really happened is the manufacturer didn't put the "slice" on the paper backing deep enough to allow the paper backing to split and be easily peeled off the decal. When peeling, only layers of the paper were coming off. VEs NOTE: Instead of peeling the paper backing off the decal, VEs may have to peel the decal off the paper backing along the edge - not using the "slice" on the paper backing.

FACILITY DECAL INFORMATION

Starting in 1997, there are some changes in vessel, aircraft, and radio facility decals. No facility decal issued in 1997, and beyond, will have a year on it. Printed using a "3M" process, a facility decal is expected to last four years. The annual requirement to submit Offer for Use forms and Facility Inspection sheets is still in effect. Once applied to a facility, the decal should not be replaced before four years, unless the decal becomes unserviceable (e.g., color fades, cracks, peels, etc.). If a facility decal is "unserviceable," it may be replaced sooner than the four year interval. Also starting in 1997, there will only be one kind of operational wreath. The previous wreaths have been blended into a single wreath containing the words "Operational Facility." The words "vessel" or "aircraft" have been removed. This change also applies to the operational wreath on radio facility decals. It is an important responsibility of the member (or former member) to remove a facility decal (or operational wreath) whenever a craft ceases to be a facility (or operational facility).

ELECTED OFFICERS TRAINING, FRAZER, PA

On the weekend of January 3, 4, and 5, 5NR held its annual Elected Officer Training in Frazer, PA. It was an extremely successful and rewarding weekend. It started on Friday evening with a fashion show demonstrating all types of uniforms complete with accessories. Saturday and Sunday were jammed with classes given by the DSOs, EXCOM, DIRAUX and CG personnel. The critiques received at the completion of the classes were most favorable, with a few suggestions to be used for next year. The scenes on these two facing pages are representative of the events that took place, including Happy Birthday to James McCabe who celebrated his birthday on that weekend. Photos by: *Topside*

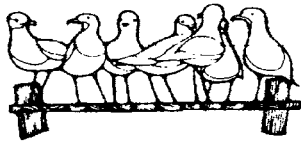
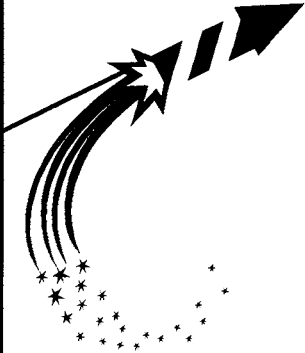


ELECTED OFFICERS TRAINING, FRAZER, PA



United States Coast Guard Auxiliary

Fifth Northern District - 1997 Calendar of Events

APR	MAY	JUN	JUL
1 Summer Uniforms Begin	1 <i>Topside</i> Summer Issue Deadline	2 EXCOM	4 Independence Day
4 5NR Spring 5	3 AIM East & Central Satellite Program Atlantic City	6 Central Area EXCOM	7 EXCOM
5 Conference, Reading, PA		13 Western Area EXCOM	15 Unit Meeting & PA Reports Due
6 EXCOM	5 EXCOM	14 Flag Day	19 District Board Mtg- Phila
6 EDST Begins	10 AIM West Satellite Program Harrisburg	15 Father's Day	
15 Unit Meeting & PA Reports Due	11 Mother's Day	15 Unit Meeting & PA Reports Due	
22 Passover	15 Unit Meeting & PA Reports Due	21 Summer Begins	
	18- National Safe Boating Week	27 Conference Rpts Due	
	23 East Area EXCOM	30 Facility Insp Deadline	
	26 Memorial Day		



Fall Conference Schedule and Registration Forms - pages 10 & 11

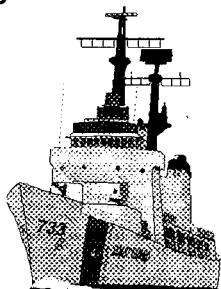


DEPARTMENT OF TRANSPORTATION
DIRECTOR OF AUXILIARY 5NR
FIFTH COAST GUARD DISTRICT
1 WASHINGTON AVENUE
PHILADELPHIA, PA 19147-4393

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ZMRD 1PED 4MF 05N-03-03-007
JOHN D MCINTOSH
POBOX 348
NEWFIELD NJ 08344

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