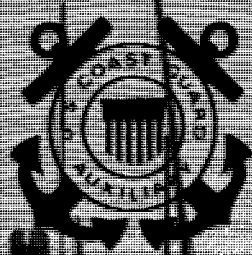


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FIFTH COAST GUARD DISTRICT (NR)
c/o Coast Guard Base Philadelphia, PA 19147

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III.....Karen B. Nice
IV.....Orlando D. Maiocco
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FRONT COVER

Typical Harbor Scene
Topside Staff

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FROM CHIEF BOATING SAFETY

Update.....CAPT Robert A. Melvin, III



Do you ever ask yourself the question, "Where am I going to be five years from now—what am I going to be doing five years from now?" Let's reflect for a few minutes on this question as it pertains to the Auxiliary.

At the Eastern Area Conference I asked the Chiefs of Boating and the Directors present if any of them had an Auxiliary Marine Environmental Program. No one had any knowl-

edge of such a program in the Auxiliary. This is an area where we can do a lot of good.

One idea is "Adopt a Stream" program. Now I am not talking about simply going out and picking up trash, though that should be part of the total program. How about working with the state water quality boards and take water samples while on other patrols? Make sure that in our classes we stress not only the legal aspects of dumping but also educate the boater on the damage it does to our waterways. New regulations stress not only the legal aspects of dumping but also educate the boater on the damage it does to our waterways. New regulations (MARPOL ANNEXV) prohibit disposal of plastic garbage anywhere in the marine environment-and restrict disposal of other types of garbage within specified distances from shore. Details of this regulation were sent to Division Captains and PE Staff Officers. If you have not received this information check with your staff officer.

The Courtesy Examiner Manual has an excellent section on Marine Sanitation Devices. The first statement is "THE CME decal shall not be withheld for noncompliance with Federal law." We withhold the decal for not complying with other Federal Laws, PFD's, Venting, etc.

Is it time to re-examine this policy if we are sincere about the damage dumping does to our environment? What do you think would be the best way to implement a MEP Program for the Auxiliary? What do you think it should include? I want all of you to think about this issue and let the EXCOM and myself know how you feel about getting involved in a Marine Environmental Protection Program for the Auxiliary. I believe the Auxiliary can be the one of the water leaders with a MEP Program. The Fabulous Fifth has the opportunity to once again be trail blazers in establishing this very worth while program.

Robert M. Melvin III, CAPT USCG

Editor's Note: Elsewhere in this issue you will find a reproduction of the trash placard published in a recent issue of Boat U. S. In addition copies have been circulated throughout the district. The requirement was effective July 31st - so make sure you are in compliance.



Next
Topside
Deadline

1 November 1990

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

FROM THE DIRECTOR

Update.....William M. Cherry, DIRAUX, 5NR



On page 21 of this issue of Topside EVERY BQ/AX member of the U. S. Coast Guard Auxiliary, Fifth District, Northern Region, will find a **vitaly important document!** What is it you ask in dismay? Well, it's called an "Annual Specific Duty Non-Reimbursable Order"! Why is it vitally important you wonder? Well, because it represents a very real departure from past Coast Guard policy which assigned only certain Auxiliarists "to duty" (those issued patrol or travel orders by competent Coast Guard authority and, more recently, Instructors and Vessel Examiners in the performance of official duties). This document assigns **EVERY** BQ/AX member of 5NR "to duty"! The document is meant to be self-explanatory; however, I have no doubt that there will be lots of questions. Some that I anticipate and can answer are:

Will the Coast Guard reimburse my out-of-pocket expenses incurred in the performance of my official duties under this order? ANSWER — NO. This is a non-reimbursable order. See paragraph 7. of the order. *Patrol and reimbursable travel orders will continue to be issued and reimbursed in the usual manner.*

When am I "covered"? ANSWER — From the time you leave home to perform an official duty until the time you return home having completed your duty. To avoid possible complications, I recommend that travel both to and from be **DIRECT** with no stops or "errands" enroute and that you do not consume alcoholic beverages during this period of time.

What is "covered"? ANSWER — THE MEMBER IS; but, beyond that, the answer is much more complicated (see below). You are provided with protection against 3rd party suits and entitlement to medical benefits if you are injured or become ill during the performance of your official duties. More on this subject when promulgated.

When does my "coverage" start? ANSWER — for most of you on 12 June 1990 (the date the order was issued) and to new members upon the date of enrollment. See paragraphs 1 and 2 of the order.

Are items of personal property (watch, camera, car, clothing, etc.) lost or damaged during the performance of official duties "covered"? ANSWER — I don't know; but, believe that this would be based on the particular circumstances of the incident and would be limited to amounts not covered by the member's existing insurance coverage(s). More on this subject when promulgated. *Facilities damaged or lost in the execution of an authorized Auxiliary Patrol Order issued by competent Coast Guard authority continue to be covered as usual!*

Are there any "catches"? ANSWER — You bet! "Failure to properly schedule activities in advance and/or participation in an activity which requires a qualification without the required qualification may result in as loss of benefits or protection otherwise provided by Coast Guard orders." See paragraphs 3 - 5 of the order.

This is a brand new policy and I must ask that you do not flood the office with questions regarding "coverage" and "what ifs"! We will keep you informed as more information on this subject is received. This is a giant step forward for all members; but, as with all things new, it will take time to figure out how it works! Please be patient!

William M. Cherry, Director, 5NR

FROM THE BRIDGE

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



'Tis that time again — Elections!

FromVFC to DCO, they're all up for grabs. Each and every member has the responsibility to cast a vote for at least two of these, VFC and FC. These two (2), in my opinion, are the most important of all — **WHY? — YOU ASK!** Well, we all, even the National Commodore, belong to a Flotilla. All our work for the Coast Guard starts in the Flotilla.

The FLOTILLA MEMBERS are the ones that get the job done. Therefore it stands to reason that the FLOTILLA COMMANDER and the VICE FLOTILLA COMMANDER are the most important jobs in the Auxiliary. They have the responsibility to motivate the membership (by whatever means works for each individual) and to get their share of the Coast Guard objectives done. The FC, and in his (her) absence the VFC, represents YOU on the Division Board, so cast your vote wisely for these most important of Auxiliary jobs.

Only 92 of you (all those wonderful FLOTILLA COMMANDERS) get to vote in the next election up the District chain — that of VICE CAPTAIN and CAPTAIN. This is also an important election as these two (2) watch over your Flotilla's performance, help in training, and advise your Flotilla Commander when there is a concern, problem, or need. This Division Captain is YOUR representative to the District Board so, cast your vote wisely of course.

This leaves twenty two (22) of you to vote for the DISTRICT COMMODORE and the VICE DISTRICT COMMODORE. These two are also very important. The VICE runs the District Staff and prepares for future District Auxiliary Boss. The Commodore represents the entire District at all functions both locally and nationally. REAR COMMODORES — another very important job. This person is there to help his or her Divisions in case of problems or concerns and is there for just talking to when your Captain feels the need. Your Rear Commodore is the person to represent your Division at all EXCOM meetings. At Excom, they ask for training in their area of responsibility, discuss concerns, etc. Cast this one wisely, also.

What is my opinion of wisely, you ask? (1) Look for dedication and motivation in the person; (2) Look at what they have done in the past, not for you, but for the good of the entire organization; (3) (I guess this should be No. 1) Please cast your vote FOR someone and not against someone else; (4) Listen to the person who is running, see how he or she fits into the first two categories, listen and hear if they are talking about themselves or against their opponent; (5) Never listen to someone who ISN'T RUNNING talk against that "so and so" just because HE or SHE has a personal vendetta (here comes that word to watch out for again) "against" that person; (6) I always ask "What are you going to do for the Auxiliary if you LOSE this election? I think that their answer here will be worth listening to.

I salute all of you who are running — "Good Luck!"

I hope to see each and every one of you during 1991 — remember without you the job could not get done.

COOPERATE-COMMUNICATE-COORDINATE

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

FROM THE BRIDGE

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



I recently had a long telephone conversation with a very good Auxiliary friend of mine regarding the state of the District. I indicated to him that we had a great year so far and all indicators tell us that we will meet and/or exceed all of our District AMOS goals this year. After discussing where we are and where we are going, he made a startling statement that kind of knocked me off my feet. He said "Well, I guess we are making the goals but I wonder how much cheating is going on?" WOW!! What a

terrible thing to say and what a terrible thing to think. I wonder how many others feel the same way?? Go out on the ramps most any weekend and see how many Auxiliarists are conducting vessel examinations. Come to Delaware Sartet Station on a weekend and see how many Auxiliarists are there on patrol, working on boat crew training, etc. Come to a PE Class and see how many Auxiliarists are there as assistants as well as the lead instructors. And so the scenario goes. Many Auxiliarists performing Auxiliary work, giving of themselves for the good of the boating public. Most play the game honestly when reporting their activity, but we have had some cases where people, in an attempt to put their Flotilla over the top goal-wise, will fudge activity reports. I know this is not rampant in our District, but the fact that this Auxiliary friend of mine questioned the accuracy of our reported activity causes me concern. I have heard our National leaders discuss a National problem called "kitchen table facility inspections" and what can be done to stop this practice. What troubles me the most is the fact that we in the Fifth Northern are doing such a fabulous job in all the cornerstones yet there are those who will look at us and question just how accurate is our reporting.

Most of us have been around a few years. None of us is so naive as to think that corruption is something new. There have always been weak people. There have always been crooks and connivers.

When most people have recognized standards of good conduct, that keeps the number of lawbreakers down. On the other hand when crime and disrespect for the law goes up, this means the conditions that favor them are flourishing. And it isn't just poverty and narcotics and racial tensions that generate all the trouble. There are many other factors as well. I would say these include, e.g. a weakening of religious belief; the idea that society owes everyone a living, so if you don't get yours in the normal way, there's not much harm in finagling it and to a great extent nowadays, people seem to take misbehavior in stride. They don't get up in arms about it. They shrug their shoulders and condone it.

What I am trying to say is that we do not have any choice. We have no choice at all. There is only one way for us Auxiliarists that is the way of integrity. Caesar's wife had nothing on us. We must be above suspicion. How can anyone do correct facility inspections if deception is on his mind. As we all know, there are more ways to cut corners than we could possibly count. The person who has cheating on his mind will use any method that is handy.

Now I didn't select this Topside subject because I think Auxiliarists are suddenly losing their grip ethically. I do not think this is so, but I do think eternal vigilance is the price of keeping it.

Every now and then we hear of some Auxiliarists who yielded to temptation and fudged a vessel examination and was caught. When this happens it gives our entire Auxiliary program a black eye.

It is every Flotilla Commander's job as well as all of us to ensure that there is no doubt in anyone's mind as to what is expected integrity-wise. We must let our fellow Auxiliarists know that we are looking for honest reporting in every respect and nothing else will be tolerated.

Continued - next column

FROM CENTRAL

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



Once again the Auxiliarists of the 5NR provided operational platforms and qualified personnel in non-traditional operational activities for the 1990 spring training of Coast Guard and Coast Guard reserve men and women. This year's training was kicked off in Cape May, New Jersey, code name "Ocean Venture" for a week of unpleasant weather conditions, mostly high winds, requiring the modification of many planned capers of one devious LT Asprey and his diabolical cohorts.

From Cape May it was on to an intensive week of "Spring Fleet Training Exercises" in the Philadelphia area. The weather cooperated this time allowing all planned events to **explode**.

After familiarizing our players with the general area (Walt Whitman Bridge to Commodore Barry) it was time to commence training. The majority of our mischievous evolutions, for obvious reasons, were conducted during the very late night or early morning hours. Example, first night out we leave Philadelphia Marine Center at 2100 hours. In the vicinity of Walt Whitman Bridge we hoist the Delta flag to signify we are game players so our opposition forces don't stop Joe Citizen for just transiting the area. Upon reaching the safety zone and entering, we are told to leave the area. We pretend to leave and go right back in attempting to antagonize them into boarding us. After many attempts that failed to chase us out, they finally said they were going to board and search us. The boarding was conducted in a professional manner, even while we are acting hostile and belligerent. The boarding was more of a safety inspection than the controlled substance search that was supposed to be performed. After we practically told them what we were carrying and where, they finally did arrest us.

The next tactical maneuver involved firearms and explosives. This time we entered the protected area firing handguns, dropping exploding mines and again attempting to have them stop us and come aboard for a search for illegal weapons. After considerable time and many discharges, we are stopped and searched. Again they failed to find all the weapons we had aboard including a 9mm handgun still on one of our crew members. This plus other exercises continued all night until our return to Philadelphia Marine Center at 0900 the following morning. These scenarios and many more were transpiring all week and by the end of the week our "Coastie" and reservists were getting the idea of what to look for and where and how to search a male or female. The old saying "practice makes perfect" goes for the bad guys (Auxiliarists) as well as our Coast Guard counterparts.

Paul D. Owens, RCO-C, 5NR

VFC - Continued

Everything that each of us does counts and contributes to the whole sum of Auxiliary achievement. Integrity is in the care we take and the responsibility we feel. Integrity has a thousand sides, a thousand lights, a thousand faces.

Certainly we all must acknowledge our share of failures and shortcomings, nothing we do is ever as good as it might be, but the name and reputation we have won as Coast Guard Auxiliarists is beyond price.

Let no one accuse us of fudging in order to meet our AMOS goals or for personal gains. We can and should do the job honestly. This is everyone's responsibility.

Gene M. Pester, VCO, 5NR

FROM THE WEST

Update.....Welton J. Fischer, RCO-W, 5NR



EDUCATION AND TRAINING

It would be very difficult to overstate the importance to the Auxiliary mission of a well educated and well trained membership. If the Auxiliary is to be effective in its program activities in support of Coast Guard operational activities and in promotion of boating safety activities directed toward the general public, it must first gain

and then maintain the respect of both. To do this, we must demonstrate a high level of proficiency in all that we do every time we do anything. It is one who does not or appears not to know the subject he or she is teaching. It is equally difficult to gain the respect of a boater who is laughing at our inability to operate our boat to take him in tow or to make use of equipment that is obviously inappropriate to the task. By the same token, it is no less a disaster for one of our vessel examiners to examine a boat and pass it even though it does not have all the proper functioning equipment.

To be proficient, we must first be educated—well educated. Take advantage of all educational opportunities you can in the program areas in which you are interested. In this context, repeating courses is encouraged. You, of all people, must **KNOW BEFORE YOU GO!** Having been educated, you must now train to properly use your education. You are not proficient until you can competently utilize what you have been taught—practice! Do not expect your classroom instruction to eliminate a need to practice practical application.

If we want the Coast Guard, the law enforcement agencies and the public to work with us and utilize what we have to offer, they must have confidence in our ability to perform. That confidence is a direct corollary of your proficiency demonstrated every time you perform and everything you do in uniform is a public performance. It is your choice. What will you be, a joke or a professional?

Welton J. Fischer, RCO-W, 5NR

FROM THE EAST

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



LET'S WORK TOGETHER

Our Fifth Northern Region is an excellent example of synergism. The total effect of all our efforts as Auxiliarists in assisting the Coast Guard is far greater than the sum total of individual efforts. AUXMIS and the Mission Hour Cards do not have an entry for the good will spread by the Auxiliary to the public.

This good will and earnest contribution toward safe boating is invaluable to the Coast Guard. Due to the assistance from the Auxiliary, the Guard is released from many time-consuming responsibilities and is able to coordinate its efforts in many more law enforcement activities.

Explaining synergism to my daughter Donna I suggested that if everyone brings a new way to rewire the QE 2, it might with these combined efforts run, giving us more value than the sum total of its parts.

A good example of an Auxiliarist synergism are the SARDET units. Many have received THE PLANK award for their contribution to any of the SARDET units. The Planks represent many hours of painting, looking for equipment, looking for sites, calling our Auxiliarists, installing radios, attending classes for Watchstanding, teaching Watchstanding, practicing skills and many more thousands of other lists. Most of these are not goals that are impossible to attain. Through combined use of all these respective skills we were able to achieve a new concept for our District and for the Coast Guard.

Let us be looking forward to the fall and to a new area in which we can again practice this synergy. We all have the volunteer spirit. Let's put all our efforts together again in a new package so that we will succeed in assisting the Coast Guard in other avenues of concern. Each small contribution that we make all fits together to deliver our assistance to our Coast Guard Family.

Caroline K. Sweigart, RCO-E, 5NR

TRASH PLACARDS A MUST



BOAT/US.
Boat Owners Association
of the United States

We support this law. Please
do your part while on board.
—YOUR CAPTAIN

Save Our Seas

It is illegal to dump plastic trash anywhere into the ocean or navigable waters of the United States. Violation of these requirements may result in civil penalty up to \$25,000, a fine of \$50,000 and imprisonment for up to five years. Regional, state and local restrictions on garbage discharge may also apply.

Distance from Shore	Illegal to Dump	Prohibited Items
LAKES, RIVERS, BAYS, SOUNDS, AND 0 - 3 MILES FROM SHORE	ILLEGAL TO DUMP	Plastic, Food, Metal, Rags, Glass, Crockery
3 - 12 MILES	ILLEGAL TO DUMP	Plastic, Food*, Metal*, Rags*, Glass*, Crockery*
12 - 25 MILES	ILLEGAL TO DUMP	Plastic, Food*, Metal*, Rags*, Glass*, Crockery*
25 MILES OR MORE	ILLEGAL TO DUMP	Plastic, Food*, Metal*, Rags*, Glass*, Crockery*

REQUIRED BY LAW for any boat 26 ft. or more in length.

As part of an international treaty to help clean up oceans, bays and rivers, owners of boats 26 feet or larger must by July 31 display a trash disposal placard on board. As the enforcing agency of the MARPOL Treaty, the Coast Guard requires that the 9 by 4 inch placard be prominently displayed.

The reduced reproduction at left is reprinted from the one available at BOAT/US.

Their version can be ordered by calling 1-800-937-BOAT or from a BOAT/US Marine Center.

Arrangements are currently underway to have a similar placard available in our National Store.

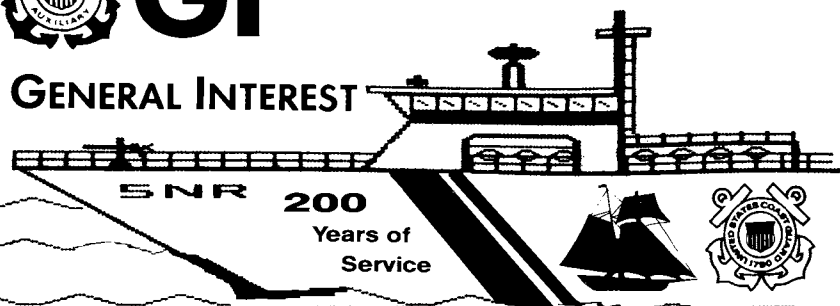


NOGI

NOTES OF GENERAL INTEREST

Issue: Recaps

Date: FALL 1990



WILLIAM M. CHERRY, DIRECTOR (5NR)

WILLIAM E. PIERCE, COMMODORE (5NR)

STAFF CHANGES: CWO2 Kenneth M. Edwards reported aboard 7/20 and has assumed the duties of Assistant Director of Auxiliary (5NR). This change will ensure office continuity is maintained upon anticipated change in Directors summer of 1991. Duties of the Operations and Training Officer will be split. Training will continue to be handled by the District Vice Commodore with the assistance of the Mutt Coordinators and District Staff as necessary as it has been for the majority of the last fiscal year. CDR Lee Crossman will return to the office in August and reassume his former duties as Operations Officer. PO Tammy K. Junkins reported aboard 7/23 and will replace PO Art Lee who departs 7/27. SN Kim Hunt will depart about 8/15 and we have no word on her replacement as of yet. And, of course, PO Ryan Cooper, is on board and doing a fine job as previously reported! Now, for a few words from our newest arrivals:

● Hi, I'm Ken Edwards! I reported aboard for duty as Assistant Director of Auxiliary (5NR) on 20 July. My previous assignment was Officer in Charge, Coast Guard Station Juneau, Alaska. I have 16 years of experience in the Coast Guard and was promoted to Chief Warrant Officer (BOSN) on 1 June. My enlisted assignments included tours aboard four CG Cutters (LAUREL, CONIFER, POINT WHITEHORN and the POLAR STAR), and assignments at BOSDET Atlantic Beach North Carolina (if you can believe it!), Station Swansboro North Carolina, Marine Safety Office Wilmington North Carolina, and Fog Signal Station Monhegan Maine. I am coxswain qualified on all Coast Guard non-standard boats. I'm 34 years of age, married... and I look forward to meeting and working with all of you!

● Hi, I'm Tammy Junkins! I'm from Mount Storm, West Virginia and have been in the Coast Guard for just over 5 years. I'm a "Yeoperson" Third Class and have previous assignments at Station Merrimack River, Yeoman Class "A" School Petaluma California, and Base Gloucester City New Jersey. My most recent assignment was MSO/Group Philadelphia. I look forward to meeting and working with all Coast Guard Auxiliarists!

BELIEVE IT OR NOT! For the *third time in the last month*, the office received CASH in lieu of check along with some Auxiliary enrollments! This creates major problems in the office... someone could get hurt fighting for possession of the cash! Everyone knows that "you don't send cash through the U. S. Postal System" just like mother always said. But just in case you forgot, **DON'T EVER SEND CASH THROUGH THE POSAL SYSTEM!**

NOTICE TO ALL INSTRUCTORS: The "Tri-State Public Education Program" is working to near perfection; however, one item has recently surfaced which requires your immediate attention. PLEASE ensure that the "Application for Boating Safety Course Completion Certification" is handled in accordance with the following policy:

● These applications are signed by the Auxiliary Instructor and distributed only upon successful completion of the program. If a student attends legal requirements and completes an application; but, subsequently FAILS THE COURSE EXAM, destroy the application! If the student returns later and passes the course exam, complete a new application and distribute in accordance with program policy.

● If a student comes to you claiming to have lost either their copy of the application or the State-issued certification card, refer the student to the State agency responsible for issuing the card. **DO NOT, UNDER ANY CIRCUMSTANCES, "REISSUE" THE APPLICATION!**

POLICY EMPHASIS: Students are to be taught State legal requirements BASED ON THE GEOGRAPHIC LOCATION OF THE COURSE! Teach PA requirements in Pennsylvania, NJ requirements

in New Jersey, and DE requirements in Delaware. Students eligible for State Certification must complete the application BASED ON THE LEGAL REQUIREMENTS THEY WERE TAUGHT *regardless of where they live or boat!* If they were taught PA requirements, they complete a PA application *if eligible* and so on. No exceptions to this policy for any reason. Please remember that the program is reciprocal within PA, NJ, and DE. **Each State will honor the certification cards issued by the other 2 States as well as their own.**

The "what ifs" are too numerous to mention, so just adhere to this simple policy. **ONE** successful graduate equals **one** completed application. All student inquiries received after completion and distribution of the application *are to be referred to the applicable State agency.* **CELEBRITY ENROLLMENT!** The Pennsylvania Fish Commission liaison to the U. S. Coast Guard Auxiliary joined Flotilla 5-3 on 5 June 1990! So, the next time you see the rotund little guy... loan him a cigarette, give him a light, pat him on the back to start it, and say **WELCOME ABOARD DAN MARTIN!**

UPCOMING 1-DAY TRAINING OPPORTUNITIES! Don't miss out, call now!

SUBJECT	DATE	TIME	LOCATION	Point of Contact/No.
IS	9/9	0900	Westville, NJ	Louise Sowers (609)582-0233
IS	9/29	0900	Harrisburg, PA	Rod Miller (717)263-3874
ATON	10/13	0900	Harrisburg, PA	Rod Miller (717)263-3874
ATON	10/13	0900	Delaware City, DE	Walt Porter (215)696-2433

AUXSARDET NEEDS HELP! AUXSARDET Bowers Beach, DE began operation 19 May and to date Division XII has been "carrying the load" alone. They need a greater pool of resources to draw on — particularly BCP qualified OP/CXs and operational facilities. It's a beautiful area to patrol and the facility itself is FANTASTIC! PLEASE call the Coordinator, Bob Perrone, SR. at 215-268-2179 or 302-478-3310 and volunteer today!

HAVE YOU HAD YOUR SEMINAR TODAY? If you are a Communications SC graduate or qualified in the Boat Crew or Air Operations Program, you must take an operations seminar and report it to AUXMIS prior to 31 MAY. If you are a VE or MDV, you must take a vessel examination seminar and report it to AUXMIS prior to 31 May. If you are an Instructor, you must take the 5 NR instructor seminar and report it to AUXMIS prior to 30 June. What happens if you don't? Well, unlike years past, *you will not lose your qualification immediately!* What will happen if you need a seminar and it is *not properly recorded in AUXMIS* is this:

- **No operations seminar** -all category 1, 2, 3 and 7 (line 1 & 2) Mission-Hour Reports (CG-4947) will be REJECTED by AUXMIS.
- **No 5NR Instructor seminar** -all category 4 and 6 (line 1 only)— Mission-Hour Reports (CG-4947) will be REJECTED by AUXMIS.
- **No vessel examination seminar** all category 11 (line 1 & 2) Mission-Hour Reports (CG4947) and all CME Reports (CG 3594) will be REJECTED by AUXMIS.

When this annual cycle begins, the Director's office will do just two things. First, upon receipt we will distribute lists of those members who lack required seminars to the applicable FC. Second, we will return all rejected inputs to the applicable FC with a note that says "member lacks seminar." **SO ENDS OUR RESPONSIBILITY REGARDING SEMINARS. Solving the problem is EASY and is the SOLE responsibility of the FC and MEMBER!** If the member hasn't taken the seminar, have them take the seminar and report attendance to AUXMIS on the Seminar Attendance Report (CG-5163). Then **1 week later, re-input all rejected input forms** that were returned (Continued on Page 36)

SEA EXPLORERS AND THE SPIRIT



It was 18 May 1990 at 0530 when Sea Explorer Ship 464, sponsored by USCG Auxiliary Flotilla 10-5, assembled for the trip to Inner Harbor, Maryland. Selected Sea Explorers from four units and their officers were to board the SPIRIT OF MASSACHUSETTS for a 4 day sail in the Chesapeake Bay. The cruise would include a visit to the town of St. Michaels, travel through the C&D Canal, and dock at Penn's Landing in Philadelphia. These Sea Explorers were Charles J. Price (bos'n), Brian Smith (Yeoman), Robert Carver (Purser), and Betsy Ingram (Post 123) and their Skipper, Harry Price (member of Flotilla 10-5).

The SPIRIT OF MASSACHUSETTS is a 125 foot double masted, gaff rigged Schooner of the Fredonia class (an 1890 fishing vessel) which was built in Boston and commissioned in 1984. The ship has a 24 foot beam, a 7600 square foot sail area, a 250 HP Diesel engine, and a combination diesel driven generator and fire pump. It is registered at 84 tons and has a gross weight of 138 tons. It is manned with a permanent crew of 8 people and a cook. The primary function of the vessel is to teach youth and other interested groups how to handle sailing ships, including navigation, lines, marlinspike seamanship, and sail handling.

After boarding the Spirit, the Sea Explorers and the officers were split into three watches and two of the regular crew were assigned to each watch. These regular crew members helped to teach and direct the Sea Explorers in the art of sailing.

The SPIRIT set sail on the morning tide and started her journey East in the Chesapeake Bay. The day was sunny with a strong southeasterly wind. Even with the sails reefed to half size, the waves of the Bay came through the scuppers washing the port side of the deck.

By midday, she passed the Bay Bridge and continued toward the ocean. The watches were trained in sail handling and line coiling and stowage. They were shown how to check the ship's equipment and to do a "Boat Check" to be sure that all was well on board. This was necessary because they were to sail through the night and had to know what to do when it was necessary to change tack. During the night, the Captain had the ship turned about and twice retrace her path.

By false dawn of Saturday, we were approaching the channel leading into St. Michaels. The wind had calmed and the reefs in the sails had been "shaken out." The Captain ordered the skiff put over the side and allowed the photographers to take the skiff and run along side of the SPIRIT and photograph her under full sail. Then we went into the St. Michaels harbor and dropped anchor. The remainder of the morning was used in cleaning the ship and dressing all lines. It was the time when the Sea Explorers had a chance to climb the rigging and stand on the yardarms while working on the topsails. It was the time to learn the names of the sails and which their lines were. It was a time to have fun and fellowship. Later in the day, they went ashore and visited the nautical museums of the town. At the end of the day the Explorers gathered around the

wheel to listen to the Captain read from his collection of nautical stories. The sky had changed to fast moving clouds which threatened rain by morning.

Sunday, 20 May 1990, was a calm, nearly windless day which sported a semi-cloudy sky. The weather was warm and the attitude of the ship was calm and serene. Plans were being made to hoist sail and raise anchor but first the Sea Explorers were to have a lesson in navigation. The Captain laid out his charts on the cabin roof and while the group sat warming in the morning sun, he explained the charts and the course we had run and that which we expected to run.

Now the tide was right and we were ordered to get underway. With all hands working together as though they had been a team for years, the sails were set neatly and sharply. The anchor was raised slowly by the strength of the six Sea Explorers pumping the arms of the windlass up and down. The task seemed to last forever. The rode was coiled neatly in its box and the chain laid in tight rows on top of it. The anchor was rinsed and set on the rail plate atop the gunwale and the ship headed out of the harbor.

With the spirits running high, it was a good time for the first mate to explain several of the knots used by seamen. The learners responded to the session with gusto and that which is often a dull subject became a fun filled session which delighted everyone.

Perhaps one of the most remarkable things aboard the SPIRIT was the galley. This was a small compartment just off the Main Salon, its length was the width of the ship and its width was just enough for placing the diesel burning stove on one side, the sink and cabinets on the other side and the cook in the middle having only to turn around to work on any surface. The cook did an excellent job in preparing the meals for the three watches. With the exception of his use of hot spices, the meals were a culinary delight.

By late Sunday, the sky became completely overcast and the air was cold and damp. The SPIRIT had been running under diesel assist for the major part of the afternoon and then into the evening. At the end of the second watch, we were approaching the C&D Canal and the Captain called all hands. The group responded without hesitation and we pulled all sails in and gasketed them to their booms. The front sails had been folded during the late afternoon so that the hands would not be out on the bowsprit during the night. By dawn Monday, we had passed through the canal.

Early Monday morning, the SPIRIT entered the Delaware River and continued her journey towards Philadelphia. It had rained during the night and the river was cold. Most of the hands stayed below until the Captain called them to ready the ship for docking. The mooring lines were brought from the forward hold and stretched along the starboard side of the ship. The heaving lines were prepared. The skiff was lowered over the side for the intent of using it to push and guide the SPIRIT into her berth. The hands all lined the gunwales and the docking began.

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



Above picture shows Betty Smyth, FC 10-5 being presented the charter for the Explorers

IN HONOR OF JOSEPH M. WELSH, DCP-VI 1989-1990

Picture below is believed to be the last picture taken with former Captain Joe Welsh. It was taken at the Division VI Awards Meeting on May 17, 1990 at which time the awards presented at the April District Conference were presented to members of Division VI. From left to right in the Picture are Fred Ruffner, FC-61; Igor Belinkoff, FC-63; Joe Welsh, DCO-VI; Bill Pierce, DCO-5NR; Caroline Sweigart, REC-E, 5NR; Daniel Maxim VCP-VI (now Captain); Bob Coon, FC-65; Nelson Orlen, FC-66; Malcolm Drew, FC-69



Photo: Henry Schweber, SO-PE-VI

The following eulogies submitted by several of Joe's friends do not say enough to express all of our sorrow at the loss of our very dear friend who will be greatly missed through the District.

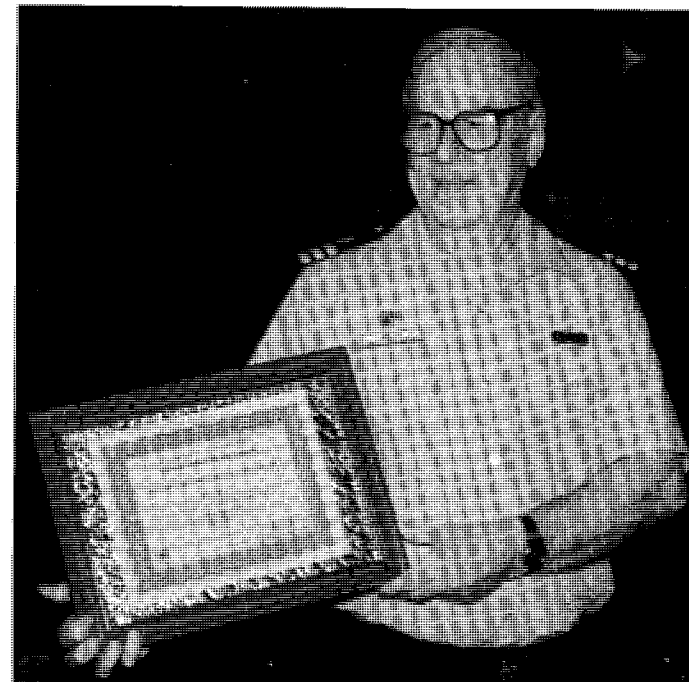
IN MEMORIAM JOSEPH M. WELSH, DCP-VI

Joseph Michael Welsh was born April 1, 1923, in Philadelphia. His mother's family was German and his father's was Irish. Although Joe always stressed his Irish heritage, much of his warmth and sensuality, as well as his love of good food, probably came from his mother's German side of the family. Joe spent most of his boyhood in the Olney section of Philadelphia. He loved sports, especially football, as a youth, but his father persuaded him to spend his after school hours learning the textile business instead.

Joe graduated from Northeast Catholic High School for Boys and then enrolled in the school that later became the Philadelphia College of Textiles and Science, but his patriotism led him to volunteer for the military once the United States became involved in World War II. After an initial rejection because of bad feet, he was able to pass the physical and was accepted into the U.S. Marine Corps. Joe served in the South Pacific, eventually qualifying as a gunner on aircraft. He returned to the United States, spent some time in Philadelphia Veteran's Hospital, and like so many veterans, soon married, had a family, and completed college (the program at Philadelphia Textile) on the GI Bill. Joe enlisted in the Marine Corps Reserve and was called back into the

service of his country during the Korean War. Because of his training in textiles, Joe worked in the evaluation and procurement of uniforms during this stint in the military. After returning to civilian life, Joe resumed his career in the textile industry, spending some 35 years working with the W.W. Criswell Co., of Riverton, NJ, and its successors, where his specialty was the manufacture and installation of filter bags to control industrial air pollution. He retired in 1985.

Joe and his family moved to Levittown, Pennsylvania, during the early days of that development. Always a devout Catholic and enthusiastic organizer, Joe played a major role in the establishment of a new parish there, Queen of the Universe. Even then, he earned a reputation as a chef par excellence. Long an enthusiast of water sports, especially sailing, Joe bought a Pearson sailboat in 1980 and became enamored of the Chesapeake Bay. He joined the U.S. Coast Guard Auxiliary in 1982 and quickly became involved in all four cornerstones. He served as Flotilla Commander of Flotilla 63 and then took on the position of ADSO-Public Education, meanwhile providing the most imaginative of cuisine to his fellow Auxiliarists in Division VI. In 1987, Joe was elected Vice Captain of Division VI, and he subsequently became Division Captain in 1989. He was known and liked throughout District 5 (NR) and beyond, with his culinary talents second only



Above picture of Joe was taken at the awards luncheon in Lancaster, Pa. in April of 1990. It shows Joe receiving one of the many awards he received at this Conference and it is typical of Joe's happy, smiling face. We all miss you! Photo: Phil Stamm DCP-X

to his warmth and fellowship. Joe helped lead Division VI to an unprecedented two consecutive years in which all four AMOS goals were met. He was personally active in all four cornerstones, and achieved the rank of AUXOP as well as becoming a Qualifying Examiner in the Boat Crew program.

As a QE, Joe was always willing to meet with trainees during the week to ensure they didn't fall "out of their window." He was patient, and had the ability to put people at ease.

Joe's leadership of Division VI was particularly noteworthy. He was, at the same time Captain, cook (Joe was famous for his cooking), cheerleader, raconteur (famous for Irish Catholic jokes told with an appropriate brogue that cannot be repeated here), father confessor, and jack-of-all-trades. Being retired, Joe was free of work pressures, but substituted the Auxiliary for his work and spent countless hours helping fellow Auxiliarists. Joe was very well liked in Division VI, and returned that affection in full measure.

Personally, Joe was always patient, thoughtful, consistently enthusiastic, and unfailingly friendly. When AMOS was first implemented, Division VI was the first Division to satisfy all of its objectives (it has since repeated this feat). Bill Tower was the Captain that year. Joe succeeded Bill, and was the Division Captain when the awards were presented. As Division Captain, Joe was supposed to march to the front to receive this recognition. This he did, but made sure that all present knew that the award was for activities during Bill's watch. Perhaps this was only a small courtesy in itself, but Joe would repeat such acts hundreds of times over the year. Even the answering machine tape that he made managed to convince you that he really cared if he missed your call.

Joe was always ready for a party and delighted in planning menus for Division get-togethers, hospitality suites at District meetings, and other occasions. He was rightfully proud of his recipes, although not always generous in sharing these with friends unless you were first prepared to endure some of his tripe soup. He would often come to my office to get something typed or

zeroxed for the Auxiliary. As a peace offering to my secretary, Sharon Lucas, he would bring bread, soup, or excellent sticky buns. Sharon's pet name for Joe was "Mr. Sticky Buns."

Devoutly religious, he would abstain from all alcohol during Lent yet manage to act so casually that many people never knew of this sacrifice.

In short, Joe managed both to be a character and to have character. We will miss him. Good by, Mr. Sticky Buns.

When Joe died suddenly on Sunday, May 20, 1990, of a massive heart attack, he was a happy man, who was living life to the hilt. We mourn for Joe but the mourning is more for ourselves, for our loss, for Joe did not suffer. In addition to a multitude of grieving Auxiliarists, Joe left three children, various other relatives and friends, and one Auxiliarist with whom he had a special relationship, his companion, confidante and sailing partner, Barbara Cunningham.

Dan Maxim, DCP-VI
and Barbara Cunningham, SO-SR, VI

JOE

Joe Welsh was the Heart, Soul, and division Captain of Division IV. He was my kind of leader. To look at Joe's record would only show you the many hours he put in, in Operations, Public Education, Member Training, CMEs, etc. But that is only the surface of this man, Joe Welsh. He was an inspired leader; he knew just what to do and when to do it to get just a little more for the Division (i.e. Coast Guard). He accomplished this by doing a lot more himself and asking for just a little more from you.

Joe and I had one thing in common besides our love of the Auxiliary, boating, and life in general. That one thing was cooking. Joe and I would talk about cooking about as much as the Auxiliary, I have been to Joe's home (more precisely his kitchen), there wonderful things were created and then consumed. I have been to Joe's boat, to eat of course, also to get things out of the way so we could eat. Like Radar, Loran, towing, etc. Joe, as you know was coxswain and a Qualification Examiner, but did you know that in the last 3 years spent almost 900 hours in operations?

Joe loved life and showed it like no one I have ever known. Whenever Joe would show up at a meeting, QE session, or other event, I would start feeling good all over just seeing his smiling face, his warm greeting and wonderful charm.

Joe's Division is leaving an empty chair at their Division meetings for the balance of the year, they miss him. But, from that empty chair there will be a feeling of love, guidance, warmth, and unity. For life in Division VI will go on, Joe would demand it.

Joe, thank you for letting me be a small part of your life; I have gained much from you and I miss you dearly.

Bill Pierce, DCO-5NR



September 23rd is the first day of Autumn, the noon sun is directly over head of the Equator heading south. We, north of the equator can look forward to cooler winter weather while those south of the equator are expecting the warm breezes of spring. The spring and autumn equinox tells us when the boating season begins and when it ends. Vessel examining follows the seasons. It is almost impossible, in our area of the United States, to examine vessels after the month of September, unless we migrate south.

Did your 1990 plans unfold as expected or did you lack the ingredient to exceed your AMOS goal? History is a great teacher. We look back to find our faults, correct them, and plan for the future. Now is the time to plan for 1991. 1990 is almost history.

Frank G. MacDonald, DSO-VE, 5NR

THE EXAMINER

The following items are quoted from the newsletter from the Department Chief Donald C. Smutz

Halon Fire Extinguisher Requirements. Effective immediately all Halon Fire Extinguishers must have been inspected and tagged by a recognized fire extinguisher company within six months of your examination to qualify as one of the required fire extinguishers. This is the same as the requirement for a CO₂ system.

Many Halon extinguishers have a pressure indicator gauge, the same as most dry chemical extinguishers. The problem: The Halon extinguisher can be partially discharged and still have the gauge show a good reading. As a part of your educational exchange, while performing a CME, the boater should be informed of this situation.

Without going into a technical discussion in this space, there are two types of Halon. Each is under pressure in the container. While there is Halon in the container, even if partially discharged there can be enough pressure to give a false reading on the gauge.

If the boater has sufficient **other** extinguishers to meet Federal/CME requirements, approve this category on your check list and note in "comments" that the Halon extinguisher(s) should be inspected.

Build-in Halon Systems. Just a reminder. In addition to the requirement to be tagged, the built-in Halon systems must have an indicator light at the helm station to be Coast Guard approved. The system is not complete unless the light is installed and connected to the extinguisher. Again, if the boat has sufficient other extinguishers to meet our requirements accept this item and advise the boater if the built in system is not complete. All the above will be changed in the CE Manual and confirmed by a Hotline.

ADOPT A MARINA. In our last letter we talked about Flotillas "Adopting" a marina so they could develop a relationship with active boaters, socially as well as for education purposes. The idea has been successful in many areas.

A few have suggested a possible conflict where members of different Flotillas have friends in the same marina . . . Where in the Auxiliary Manual does it say that any Flotilla has territorial rights? Two Flotillas could adopt the same marina or they could join together for social activities or CME stations. This is still one Auxiliary.

It is my intention to publish success stories about "Adoption" programs in my section of the Navigator. Please write me (through the DSO-VE) a short note explaining your experience working with marinas. We will try to publish as many as we can — also, we would like to list the names of marinas that have been adopted and by what Flotilla (Be sure to also identify the District).

By the time you read this, the Class of '94 will be well into or through "swab summer", the introduction to living and performing in a very regulated, supervised and strenuous environment at the United States Coast Guard Academy.

Seven (7) of these "swabs" are 1989 AIM candidates from 05N that had a preview of "swab summer" last year during AIM Week. Yes, seven:

Megan A. Blackeby, Palmyra, NJ
Jason C. Campbell, Lititz, PA
Michael E. Campbell, Cape May, NJ
Kurt A. Clarke, Obelisk, PA
Craig G. Dewalt, Shillington, PA
Elizabeth A. More, Doylestown, PA
Vincent J. Skwarek, Trenton, NJ

Three (3) others were also offered appointments, but chose not to accept.

Thank you to all who had any part in seeking out and selecting these outstanding young people.

The 1990 AIM candidates (Class of '95) are also an outstanding group who participated in the AIM Satellite Weekend at the USCG TRACEN, Cape May, NJ, in June and fourteen (14) were selected to attend AIM Week '90 at the USCG Academy 1 through 7 August 1990. What a pleasure it is to work with these outstanding young people.

GET INVOLVED - you can help find them and it's not too early to look for next year's candidates.

These are the minimum requirements: (The AIM program requires that the candidates meet the basic entrance application requirements of the Coast Guard Academy — academically and physically—it is not a popularity contest).

1. Not over 18 years or under 15 years of age and must be a United States Citizen.
2. In the JUNIOR YEAR (11th grade) of high school.
3. NO physical handicaps or defects. In good health.
4. A good scholastic record (3.0 grade point average [B] or better, or a scholastic average of 85 over a 2½ year period, in an academic curriculum).
5. Visual acuity 20/200 correctable to 20/20 or better, refractive error not to exceed + 5.50 diopters. Astigmatism not to exceed 3.00 diopters. Anisometropia not to exceed 3.50 diopters. No color blindness.
6. An understanding of the Coast Guard and its objectives.
7. Have taken a College Entrance Examination (PSAT, SAT, ACT).

It is not too early to start looking. The SO-CC's need their applicants by April '91 when the AIM candidates for 1991 will be selected. It's not that far away.

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

The competition for appointment as a cadet is based on high school class rank, performance on standardized tests (SAT or ACT), and leadership abilities and motivation as demonstrated by participation in high school extra-curricular activities, community affairs, part-time employment and athletic abilities.

GET INVOLVED - it's a great program.

THANK YOU for all your help!

*Allen E. Wenrich, DSO-CC, 5NR
Donna K Carpenter, ADSO-CC, 5NR*

DIVISION I CONDUCTS SAFETY PROGRAM UNDER THE BIG TOP

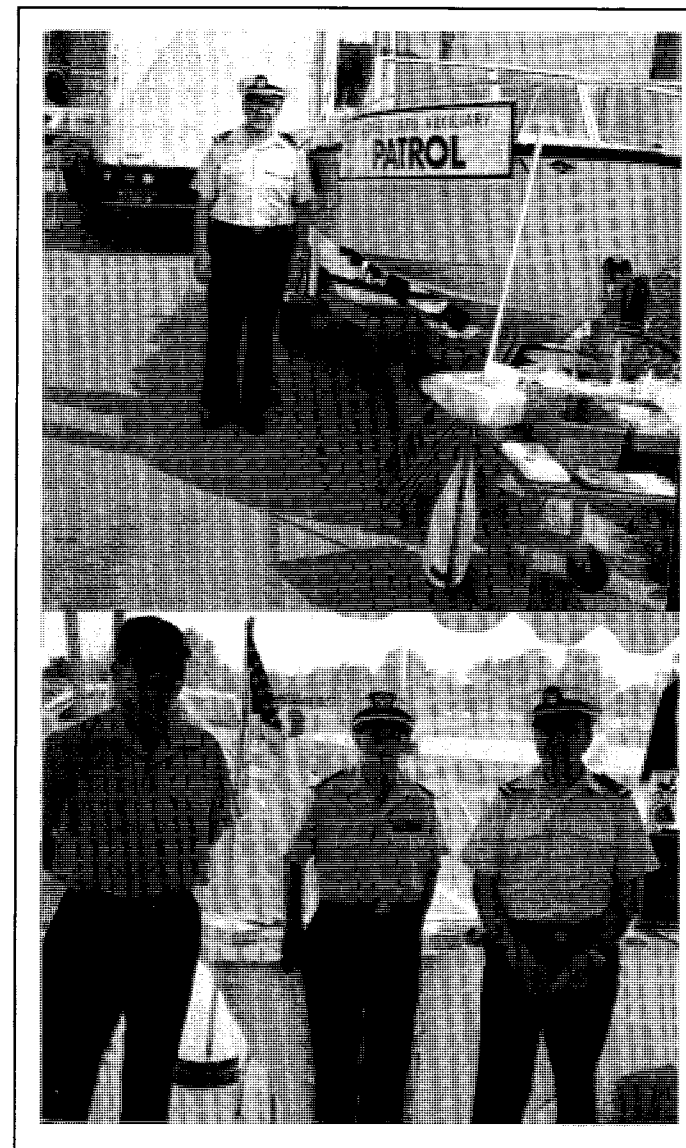
The reputation of Flotilla 1-4 as an active participant in company related safety programs has grown in recent years in Delaware, particularly in New Castle County. They have been active in the Diamond State Telephone Company, Imperial Chemicals Industries and the St. Francis Hospital safety programs. Recently, they were asked to participate in a duPont Company, Textile Fibres Department family safety night with a circus theme held "under the big top".

It was an interesting concept replete with clowns, balloons, music and food of every type. It was estimated that four hundred and fifty duPont employees and family members were in attendance. Members of Flotilla 1-4 were kept busy during the evening at both the safety booth and at our safety equipped boat. Over two hundred persons visited both exhibits and received safety literature and to view the many VCR tapes. It presented an excellent opportunity for verbal exchanges with those in attendance. A number of guests signed up for vessel examinations and several potential candidates were obtained for our fall classes.

The evening was rewarding for all who took the time to assist in manning both exhibits. Your flotilla can also be a factor in the community through participation in recognized company safety programs. Not only will you establish a closer relationship with the public, but you will further the fourth corner-stone; fellowship. Get involved, the rewards for both you and your flotilla are great.

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

Pictured at right: (top) John Nisky, FSO-VE, 1-4 (bottom left to right) Keith Raffell, VFC 1-4; Hulett Kincaid, SO-CM; John Nisky. Those present and not pictured Carol Owens, FC 1-4; Burt Hodgden, PDCP I and Dick Hudson, PRCO-C, 5NR



DELAWARE AND THE COAST GUARD JOIN FORCES TO FIGHT DRUNKEN BOATING

Delaware became the first state again as Governor Michael N. Castle and U.S. Coast Guard Rear Admiral Paul A. Welling signed a cooperative agreement designed to ensure stronger coordination in enforcing boating under the influence laws. Delaware is the first state in the nation to sign the agreement under a nationwide effort initiated by the Coast Guard.

The memorandum of understanding provides guidelines to allow state and federal agents to work together on any complaints of intoxicated boating. The Coast Guard will administer field sobriety tests, gather evidence and determine which agency should press charges, in consultation with state agents. The state will act in a support function, providing arresting officers, transportation and holding facilities where necessary.

Divisions I and XII represented the U.S. Coast Guard Auxiliary at the signing of the agreement which was held at Indian River Coast Guard Station, Delaware.

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

EDUCATION AWARDS

Recently, Warren Connor, PFC 1-4 and Dick Hudson, PRCO 5 NR were recognized by the State of Maryland, Department of Education for their contribution in teaching water and boating safety to the students of the Calvert Elementary School, Calvert, MD. Both Connor and Hudson have been active participants in their educational program for the past six years. They expect to continue teaching in the Maryland Educational system, expanding to other schools in the area. Over the years they have observed a decided interest among the children who have proven to be knowledgeable in the subject.

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



Know Before You Go!

Booze and Boats Don't Mix



IN MEMORIAM — CARL MATZ, DCP VII



Carl, to those who knew him was like a leprechaun, with a devilish grin always on his cherub face and a friendly greeting waiting to be spoken. He was a man who was fun to be with and to be around and we all miss him.

Carl was in the Auxiliary for over 15 years, the first ten in Division II, Reading, Pa., and the last five in Division 7, Ocean County, New Jersey. In Division II he was a Flotilla Commander and Member Training officer winning many awards for his activities as a Courtesy Examiner and Instructor. His most cherished award was for Operations 1980-81. In 1985 he moved to the Jersey shore and was elected Flotilla Commander 86-87 then became Vice Captain 88-89.

Carl became Captain this year and in the short few months that he served he leaves a lasting impression on all of us for the leadership and improvements he began. It is people like Carl Matz that make us all very proud to be Auxiliarist. He will long be remembered through out the District, the Division and Flotilla as a man who was always ready to give of himself, unselfishly, for the betterment of all.

No great praise can be given to a sailor than WELL DONE.

Charles Tier, DCP VII, 5NR

CARL

I didn't get to know Carl very well on a personal basis. We've been to many functions together as Auxiliarists, but there never seemed to be time to socialize much. After looking at Carl's record over the past five years I can understand why. Carl was a very busy Auxiliarist. In Member Training, a job he took very seriously, he had spent over 220 hrs. training his fellow Auxiliarists in Vessel Examinations, Instructor training and lately boat crew. In Public Education he spent well over 400 hrs. He had reported over 400 CME's and facility inspections. He had in just the last five years in Div. 7 well over 800 hrs. serving his fellow boaters. No wonder we had little time to socialize.

Carl reminded me of a leprechaun, with a devilish grin always on his cherub face and a friendly greeting waiting to be spoken. He was a man who was fun to be with and be around and I will miss him.

Carl wanted to be captain of Div. 7. He wanted it very badly. When he and Dotty transferred in 1985, their new Flotilla and Division adopted them and they adopted the fine people down there. He very much wanted to lead his Division to even greater heights than ever before. He wanted to work for them to help repay all that Division 7 had given he and Dotty.

Carl would call and ask for guidance about this or that issue or problem and he always listened intently, and even Carl made mistakes once in a while because sometimes he even followed my advice.

It is people like Carl Matz that make me very proud to be a Coast Guard Auxiliarist. He will long be remembered in his District, Division, and Flotilla as a man who was always ready to give of himself, unselfishly, for the betterment of all. Carl, we in the Coast Guard and Coast Guard Auxiliary will miss you.

Bill Pierce, DCO-5NR

VOLUNTEERS A LUXURY NOT TO BE TAKEN FOR GRANTED

FROM: "At Wit's End" by Erma Bombeck

Volunteers are like yachts.

No matter where they are, they arouse your curiosity. Who are they? Where do they come from? Why are they here?

They could stay moored where it's safe and still justify their being, but they choose to cut through the rough waters, ride out storms and take chances.

They have style. They're fiercely independent. If you have to ask how much they cost, you can't afford them.

Volunteers and yachts have a lot more in common these days. They are both a part of an aristocratic era that is disappearing from the American scene. They're both a luxury in a world that has become very practical. Day by day, the number of volunteers decreases in this country as more and more of them equate their worth in terms of dollars and cents.

Three years ago I did a column on volunteers in an effort to point out that they don't contribute to our civilization. They are civilization—at least the only part worth talking about. They are the only human beings on the face of this earth who reflect this nation's compassion, unselfishness, caring, patience, need, and just plain loving one another.

Maybe, like the yacht, the volunteer was a luxury. And luxuries are too often taken for granted. One has to wonder. Did we as a nation remember to say to the volunteers, "Thank you for our symphony hall. Thank you for the six dialysis machines. Thank you for sitting up with a 16-year-old who overdosed and begged to die. Thank you for the hot chocolate at the scout meeting. Thanks for reading to the blind. Thanks for using your station wagon to transport a group of strangers to a ballgame. Thanks for knocking on doors in the rain. Thanks for hugging the winners of the Special Olympics. Thanks for pushing the wheelchair into the sun. Thanks for being."

It frightens me, somehow, to imagine what the world will be like without them.

Erma Bombeck

AN EAGLE EXPERIENCE

On Friday July 13th 1990, Harry and I were among those who were invited by the Coast Guard, to sail on the Coast Guard barge "Eagle".

We boarded her at Marcus Hook at 1:30 PM and cruised up the Delaware to Penn's Landing, arriving at 4PM, escorted by several Auxiliary and Coast Guard patrol boats, and the Philadelphia "Gazella". To say it was a thrill would be putting it mildly, watching those cadets as they performed their various duties.

Eagle can accommodate up to 160 cadets, or officer candidates, along with instructors, and a permanent crew of 50, and it is on the decks and in the rigging that these young men and women get their first taste of salt air and life at sea.

Eagle also serves as a seagoing classroom for the future officers of the Coast Guard. They are tested and challenged often to the limits of their endurance, working aloft they meet fear, and learn to overcome it.

The vessel is 295 feet in length, the main mast being 147.3 ft. high, one held their breath as we went under the Walt Whitman Bridge, it looked as though we would never make it, but were informed, there was a 6 ft. clearance from the top of the mast to the underside of the bridge. This did not seem to phase the female cadet that was at the top at the time preparing the dress flags.

The vessel offers future officers the opportunity to practically apply navigation, engineering, and other subjects they have previously learned in the classroom. To maneuver Eagle under sail, her crew must handle more than 20,000 square foot of sail, and 20 miles of rigging. Over 200 lines control the sails and yards, and each cadet or officer candidate, must learn the name, and function of each line. The ship readily takes to the task for which it was designed. The hull is built of steel four tenths of an inch thick, it has two full length steel decks, with a platform deck below, a raised forecastle, and a quarterdeck. The weather decks are three inch thick teak over steel.

Originally it was commissioned "Horst Wessel", and after World War II was taken as a war prize by the United States, and sailed from Bremerhaven, to New London Connecticut, where, when at home rests alongside a pier at the Academy on the Thames river in New London. One of the highlights of our day was a pleasant surprise to see our aim candidate (Flo 4-11) Scott Kim on board, and were happy to learn he loves everything about the eagle, and the Academy, and will graduate in 1993.

To see these young men, our future generation, brings and enormous feeling of pride to ones self, to be a part of the Coast Guard, and a part of our great country.

On August 4th 1990 the service enters its third century of service to our nation, and the world. Semper Paratus (always ready) remains the constant in the performance of the many missions of the United States Coast Guard.

Jean W. David, SO/SR IV

See opposite page for pictures taken on this unforgettable day — a once in a lifetime experience!
photos: Topside Staff

DO YOU GET RING - AROUND - THE - COLLAR?

THEN GET ONE OF THESE
BLUE SWEAT SHIRTS WITH
A GRAY COLLAR.

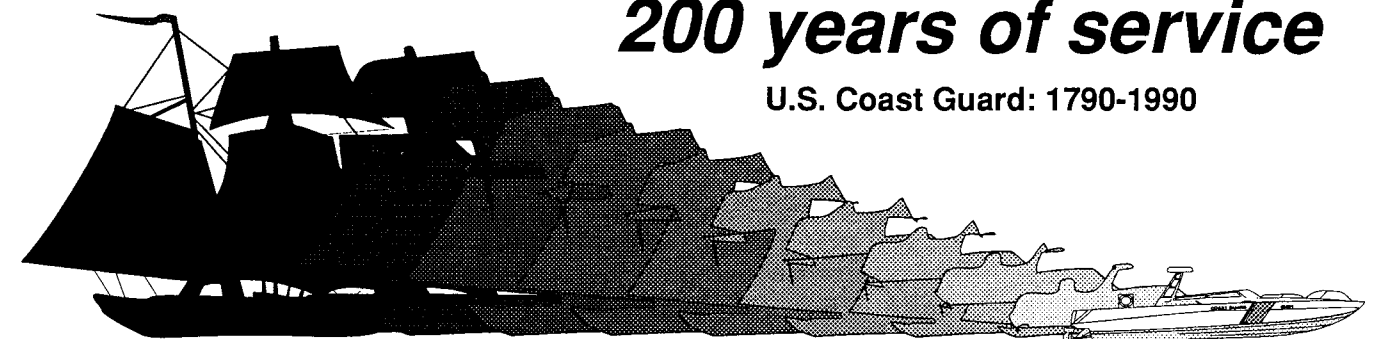
WE STILL HAVE A LIMITED QUANTITY
OF THE FOLLOWING ANNIVERSARY ITEMS:
BALL-CAPS, TEE SHIRTS,
SATIN JACKETS, AND WINDBREAKERS.



GET THESE FROM YOUR MATERIALS OFFICER

200 years of service

U.S. Coast Guard: 1790-1990



EAGLE COMES TO PHILADELPHIA - FRIDAY JULY 13, 1990



It may have been Friday the 13th, and Mother Nature was not very cooperative, but it was a lucky day for the members of 5NR who were aboard the Eagle from Marcus to Penn's Landing.



MEDICAL EVACUATION VIA HELICOPTER AT COAST GUARD STATION STILLPOND

All hands as always, ready for the helicopter landing, clearing the parking lot, readying the fire hoses, and standing by to assist, as EMT (Emergency Medical Technician) FN H.P. Kidner III prepared for action.

A boy at Camp Echo Hill had received head injuries while water-skiing. He was brought to C.G. Station Stillpond in a boat by Peter Rice. He was awaited at the dock by EMT Kidner, SN E.J. Harbeck, SN M.J. Bartolomeo Jr., SN G. Williams III, and Exec. Officer of the station BM1 R.J. Burke. Also on scene were; Betterton Rescue Unit, Betterton Volunteer Fire Company, Kent County Sheriff Dept. and Maryland State Police, along with other members of the Station.

When the boat arrived the injured boy was transferred to a Stokes Litter, carried on the 41454, and carried to a picnic table in the pavilion. He was immediately given what aid was possible and awaited the helicopters arrival. He had been immobilized on a back board in the litter.

After an examination nothing was found broken, but a chance of neck or spine damage was feared. With the arrival of the helicopter the boy was carried to the helio on a back board and taken to John Hopkins Hospital in Baltimore. The back board was recovered by the station crew later.

Due to fast action, once again by a trained crew, serious injury was held to a minimum. **THANK YOU COAST GUARD and VOLUNTEERS.**

Submitted by: Alice Stamm, Flotilla 10-6, 5NR



5NR VESSEL EXAMINATION TRAINING SCHOOL AND NATIONAL INSTRUCTOR TRAINING SCHOOL CONDUCTED AT LIONVILLE HOLIDAY INN - SPRING 1990

This has been a very busy year for training in the Fifth Northern District. On these two pages are pictures from the two subject sessions.

Shown below are scenes from the VE School put on under the leadership of our DSO-VE Frank MacDonald assisted by Elliott Linsky, ADSO handling the Marine Dealer Visitor Department. Also thanks to the various members who supplied the vessels to be examined. The graduates of this class already passed the exam and assisted in the examining of five boats so became full fledged VEs. They also took the MDV test and became MDVs during the Friday thru Sunday classes held on June 1, 2 and 3. Congratulations to all.

Photos Submitted by Annette Keating

On the facing page are scenes from the National Instructor Training School held at Lionville Holiday Inn April 26 thru 29, — Thursday through Sunday. Thanks to the National Instructor Staff — John A. Collier, BC-TSW; Leah Strong and Robert Craig the members of this class have all learned how to be instructors (or better instructors if they already have been teaching).

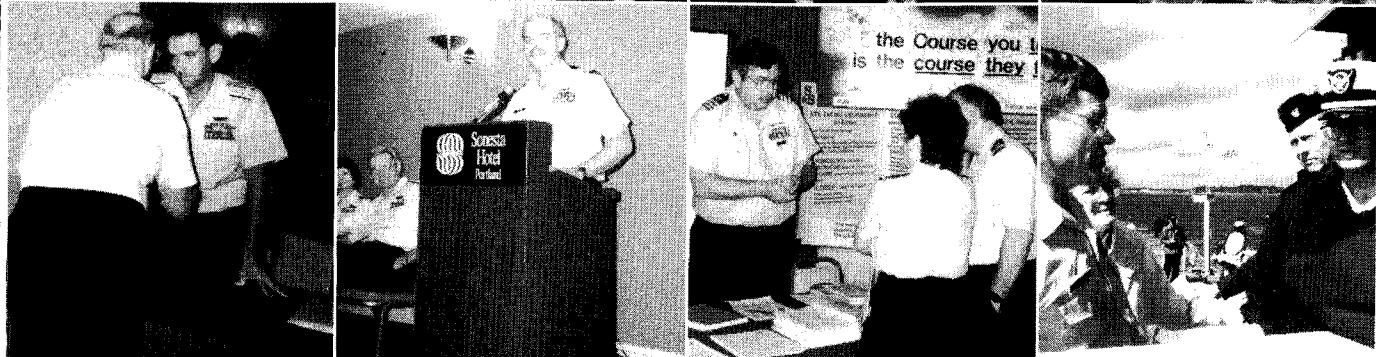
Although the classes were intensive, they were also fun. It was a great experience and I for one have already used some of it to pass on to our Flotilla instructors.

Photos Topside Staff



NATIONAL INSTRUCTOR TRAINING SCHOOL - 5NR - SPRING 1990





EANCON '90, SONESTA HOTEL, PORTLAND, MAINE MAY 10 - 12, 1990

Host
U.S. Coast Guard Auxiliary
1st District Northern Region



EANCONVERSATION MAY 1990

EANCON '90, SONESTA HOTEL, PORTLAND, MAINE, MAY 10-12, 1990

EANCON '90 was officially opened on Friday, May 11, 1990 by NARCO-E Ray DuBois who welcomed all and expressed pleasure with the excellent turnout.

Special guests on Friday were James T. Stewart, Chief Commander of the U. S. Power Squadron and RADM Richard I. Rybacki, Commander, First CG District. Admiral Rybacki welcomed everyone to the First District.

There were more introductions during the morning: Each DCO presented his EXCOM and the members of his district attending EANCON. NAVCO, Stan Kennedy, introduced his staff, the National Department Chiefs.

NACO Henry Pratt proudly displayed the numerous plaques and awards the Auxiliary received in recognition of 50 years of dedicated service. NACO Pratt also talked about THE NAVIGATOR and the need for more articles and action photos. Acknowledgement cards will be sent in return for submissions. The commodore also requested at least one training aid from each division for the National Conference in September.

Another item mentioned by the commodore was the BOAT/US prize of \$1000 gift certificate to be awarded to the top flotilla in the nation. Each district will select its top flotilla and submit for National judging at NACON '90.

A video on NACON '90 was presented by the PA Department. Plan to attend the conference in Anaheim, California, 13-16 September. Special activities: a Mexican fiesta for Fun Night; attendance at a baseball game (Angels vs Seattle Mariners), and an exciting fellow-SHIP event — a cruise to Mexico aboard the AZURE SEAS, following NACON '90.

On Friday morning presentations were given by Joe Gordon (DC-L) and Jewell Welch (DC-I). Gordon discussed the various areas within the Legal Department and how they work for us. Welch discussed boating accident data generated from the IS system.

LUNCHEON: CAPT Griswold, CHDIRAUX, was the guest speaker. He said that 1989 set a new record in low boating fatalities thanks to the efforts of boating organizations, including the Auxiliary. CAPT Griswold remarked that we've helped make recreational boating a safer sport.

NARCO DuBois presented a 50th anniversary gift to the Auxiliary from NASA. It was a plaque with a 50th Anniversary Pennant which had orbited in space.

During the afternoon and evening harbor tours were conducted aboard the 133-foot buoy tender, WHITE LUPINE.

FUN NIGHT: EVERYBODY was a "MAINEiac" on Friday night. Fun Night meant bandanas and cowboy hats (given out at the door), great food and terrific entertainment—the Casco Bay Cloggers and a Down East Hoe Down. Ayuh, it was wonderful.

SYMPOSIA SYNOPSIS;

Education: (Bob Myers, DC-E): The third printing of the BS&S is available through your Materials Officer. Basic Coastal Navigation (BCN), the new 6-8 week course, has been printed and is available to order.

Member Resources: (Carl Levitz, DC-M): The "How to's" and "Where to's" of ordering uniforms and a discussion of the problems of MR Officers.

Member Training: Bruce Smith, DC-TX, discussed the duties of the flotilla commanders and staff officers.

Operations: (Paoli Massaglia, DC-OP) The new Operations Manual was discussed.

Public Affairs: (Carroll Phillips, DC-A): Idea-sharing on publications, photo-techniques and National Safe Boating Week.

Vessel Examinations: (Don Smutz, DC-V): The "Adopt-a-Marina" concept was discussed, plus the need to weigh and tag-certify halon fire extinguishers.

EANCON TRIVIA: Portland Head Light (see top of page) is the most photographed lighthouse in Maine.

TRADE SHOW TODAY: On Saturday morning trade show type booths were set up and we could have one-on-one dialogue with the National EXCOM, National Staff and Coast Guard Headquarters. Give-aways were plentiful and could be shared with your flotilla.

SATURDAY EVENING - Commodore's Banquet - a great evening of dining and fellowship. Especially applaud the two members of 5NR who were presented with C-awards at this time. Bob Myers, DC-E and William Garry, BC-EPP. Congratulations. The guest speaker was RADM Rybacki.

EDITOR'S NOTE: Above information was reprinted from the EANCONversation prepared by Harriet Howard, BC-ANN with the assistance of Len Howard and the people of FIRST Northern.

Although I was unable to attend - my heartfelt thanks to Annette Keating, SO-PB I, 5NR; Larry Whiskeyman, IPDCP II, 5NR and John Tarbot, FSO-PE I, 5NR for bringing back all the brochures and taking the pictures on the opposite page. Thanks - you guys it was great!

Elsie Nichols, DSO-PB, 5NR

UpdateGerald R. Dotterer, DSO-MR, 5NR

I hope your summer is going better than mine. I take the boat down to the water before the memorial day weekend. It was too nasty to put it in until the "big" weekend. After putting the gear aboard and preparing to launch, I normally checked the oil. Oh-Oh over the dipstick. Funny, it wasn't like that last fall when I winterized. More checking and a bad head gasket was presumed to be the cause. No problem. Get another and put it in. This is starting to sound like a Dan Maxim and Caroline Sweigart article isn't it??? To make a long story short, the new engine block is on the way and I hope to be ready for the next "big" weekend, labor day?? Why am I telling you all this? Well, when an avid fisherman has no boat, he normally goes down to the docks and watches everyone else going fishing or boating. Of course, you have to do something besides shoot the bull all day. After all I'm only a DSO not a commodore. This has given me plenty of time to do CMEs and discuss the Auxiliary. The general consensus is that boating education is definitely needed everywhere. Also, the public is beginning to realize that the Auxiliary is there to help them. I have encouraged many people to contact their local flotilla for more information regarding the Auxiliary and our many missions. Certainly, I am not the only unfortunate soul to have lost the use of their boat for a period of time. Even if you are lucky enough to be boating why not take an afternoon and just sit at the dock. That is how we are going to get interest in the Auxiliary's many functions.

Rick Dotterer, DSO-MR, 5NR

USCG AUXILIARY JUMBO T-SHIRT / NITE SHIRT

White 50% Polyester / 50% Cotton Jersey Knit

Cut to a 50" Chest and 38" Back

"The Bigger - The Better"

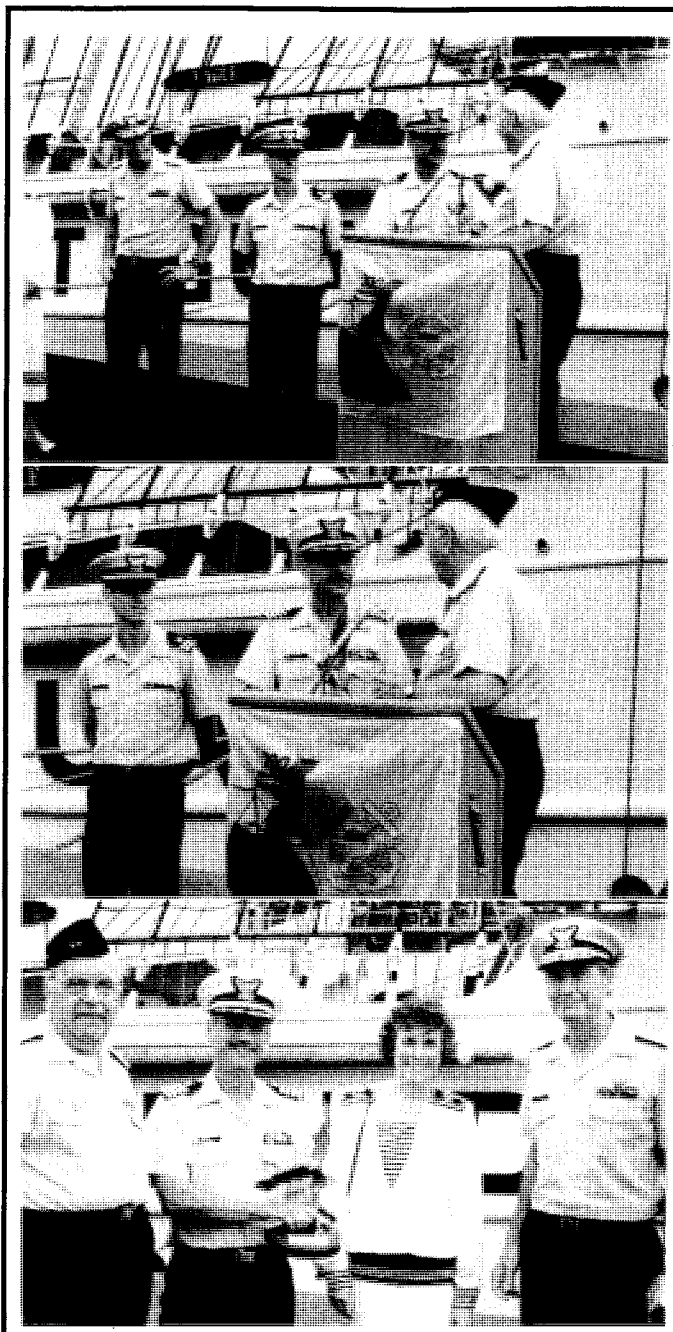
Screenprinted - Full Front / 3 color / Teddy Bear Logo



SEE YOUR MATERIALS OFFICER



OFFICIAL NATIONAL STORE
U. S. COAST GUARD AUXILIARY



The above three pictures were taken at ceremony for the presentation of a ceramic Eagle at Penn's Landing on Saturday, July 14th. Presentation was made by PDCO William Garry on behalf of the CGAUX to CAPT David V. Wood, Commander of Eagle and attended by RADM Paul A. Welling and Marjorie H.. Adler, Deputy Mayor, Philadelphia.



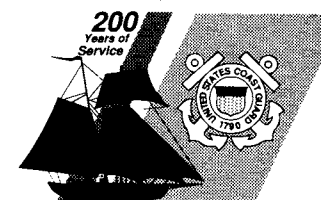
IMPORTANT NOTE



Page 21 contains your member non-reimbursable orders as mentioned in LT Cherry's column.

Page 22 is deliberately blank — in order that you may remove this page and retain it without anything cluttering up the reverse side.

U.S. Department
of Transportation
**United States
Coast Guard**



Commander (ba-NR)
Fifth Coast Guard District

1 Washington Ave.
Philadelphia, PA
19147-4393
Ph: (215)271-4933

1080
12 June 1990

From: Commander, Fifth Coast Guard District
To: DISTRIBUTION

Subj: ANNUAL SPECIFIC DUTY NON-REIMBURSABLE ORDERS

Ref: (a) COMDT (NABx) ltr 1080 of 90JUN04
(b) CG Auxiliary Manual, COMDTINST M16790.1B
(c) AUXMIS Flotilla Roster, Report K1EE515B
(d) Fifth District (NR) Auxiliary Policy Manual
(e) Fifth District (NR) Auxiliary Telephone Directory

1. In accordance with the authority contained in references (a) and (b), all BQ/AX members of the U. S. Coast Guard Auxiliary (5NR) listed on the current edition of reference (c) are authorized to participate in the various Auxiliary programs promulgated by references (b) and (d), to perform the duties of any office to which they are elected or appointed as listed in reference (c) or (e), and to perform such other duties as may be necessary in carrying out their responsibilities as an Auxiliarist or as an elected or appointed officer during the period 12 June through 31 December 1990.

2. This authorization extends to new programs promulgated by competent Coast Guard authority, to new members upon enrollment by the Director of Auxiliary (5NR), and to members newly elected or appointed to office upon the effective date of election or appointment.

3. A member must attain and maintain any necessary qualification in order to participate in authorized programs. Authorization to participate in Auxiliary programs which require a specific qualification terminates on the effective date of loss of the required qualification. The required qualification must appear on the current edition of reference (c) or, for a newly acquired qualification, in the member's personnel record held by the Director of Auxiliary (5NR).

4. Members and officers must schedule their activities in advance by notifying the appropriate elected or appointed officer of the date, time, and place of the intended activity. Notification can be accomplished verbally or in writing. Written notification includes meeting information contained in reference (e), activities authorized by patrol or travel orders, and other scheduled activities reported in unit newsletters or on the monthly Unit Meeting Report (CG-3615).

5. Failure to properly schedule activities in advance and/or participation in an activity which requires a qualification without the required qualification may result in a loss of benefits or protection otherwise provided by Coast Guard orders.

6. Members are authorized to travel on official business in conjunction with the performance of their duties. Upon completion of their specific duties, they will return to their permanent residence.

7. This authorization is on a non-reimbursable basis. No part of any expense incurred under this authorization will be paid by the Government. If the member does not desire to bear the necessary expense, the member will consider this authorization cancelled.

W. M. Cherry
W. M. CHERRY
By direction

DISTRIBUTION: Members of Coast Guard Auxiliary (5NR)
listed in Reference (c)

Copy: CCGD5(b)





Autumn Update!

**1990 FALL CONFERENCE
21, 22, 23 SEPTEMBER**

Wilmington Sheraton, Wilmington, Delaware

The September Conference will be held in the Historic Brandywine Valley Area. I am certain that everyone will enjoy the beauty of the area in the fall, especially those that will not be taking part in all of the conference activities. In lieu of the Ladies Coffee, we will have free transportation available to two of the most noteworthy attractions — Longwood Gardens and Winterthur Museum and Gardens. Longwood Gardens has one of the world's greatest horticultural display gardens, and Winterthur boasts the World's premiere collection of decorative arts and furnishings, as well as its Gardens. Admission to either is \$8.00 and a restaurant is available at both places for lunch.

At the request of Commodore Pierce, we will have a Junior Banquet for the children as we did a few years back. This will take place at 1800, during the Cocktail Hour, so that the parents can supervise, and make arrangements for them for the evening, before having their own dinner. We will have some sort of short program for the youngsters in the afternoon.

After the banquet, the program will be a selection of Show Tunes, sung by the Rose Valley Chorus, a local group that has put on many Broadway Shows in the area.

Commodore McIntosh will conduct an AUXLAM course on Saturday and Sunday afternoon if there is a large enough response. He must have a count of approximately fifteen (15) to make this worthwhile. If you are interested, check the box on the Conference Registration Form and I will notify you whether the course will take place.

The Member Training Workshop will be an Audio-Visual hands-on session with instruction in preparing overhead projection slides. There will be a limit of **40 persons, on a first-come basis**, and tickets will be issued.

The Information Systems Workshop will be on Sunday and will be your chance to make sure that all of the year end input will be in on time.

The Flotilla Commander's Forum has been a great success with many flotilla commanders and vice-commanders getting together with Commodore Pierce and Vice Commodore Pester. It will continue on Sunday 22 September.

September is the Conference at which election of the District Officers for 1991 will take place. The elections will be held as the only order of business on Friday evening at 2130.

I am certain that you will want to be there—so let me caution you to get your reservations to the hotel early. We have a guaranteed block of 60 rooms at \$60.00 a night. When these are all reserved, there is no guarantee that you will be able to get a room, or at this price.

A single room will have one king-size bed and a double will have two double beds. There is a limited number of doubles.

You have your Topside in your hands now — why delay? Sit down at the desk and make your reservations before you forget them.

Harry L. David
Conference Coordinator



1990 FALL CONFERENCE
5TH DISTRICT NORTHERN REGION — U.S. COAST GUARD AUXILIARY
21, 22, 23 SEPTEMBER 1990
WILMINGTON SHERATON, WILMINGTON, DELAWARE
SCHEDULE OF EVENTS



Registration Desk.....Ballroom Foyer
District Store.....
Friday.....1500-2030
Saturday.....0800-1200/1330-1600
Saturday.....0900-1300

FRIDAY - 21 SEPTEMBER 1990

2000-2130 Captains' Meeting.....
2000-2130 District Staff Meeting.....
2130-2200 District Board (ELECTION OF 1991 DISTRICT OFFICERS)
) 2200-2330 Welcome AboardBallroom Foyer

SATURDAY - 22 SEPTEMBER 1990

*Complimentary Vans will be available for transportation to Longwood Gardens and Winterthur Museum
SIGN UP AT REGISTRATION DESK*

0800-1130 District Board Meeting *Continued*.....
0830-1000 Member Resources (MR) Workshop.....
0900-1500 QE (BCM) Qualifying.....
0900-1300 District Store.....
1000-1015 District Board Coffee Break.....
1015-1145 Career Coordination (CC) Workshop.....
1200-1330 LUNCH.....
? ? Children's Program.....All Rooms To Be Announced
1330-1730 AUXLAM (if sufficient enrollment)
1330-1500 Operations/Communications (OP/CM) Workshop.....
1330-1630 Member Training Workshop (limited to first 40 registrations).....
1800-1900 Junior Banquet.....
1830-1930 Cocktails — No Host Bar.....Ballroom Foyer
1930-2130 BanquetBallroom
2130-???? Entertainment.....Ballroom

SUNDAY - 23 SEPTEMBER 1990

0900-1000 Past Captains' Association Breakfast Meeting (MEMBERS & GUESTS ONLY).....
1030-1200 Flotilla Commander's Forum/FC & VFC Only.....
1030-1300 Information Systems (IS) Workshop.....
1100-1500 AUXLAM (depending upon enrollment)

MENUS

LUNCHEON

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

BANQUET

Strawberries with Contreau
Mixed Green Salad
Choice of:
(Broiled Swordfish or
Sliced Tenderloin of Beef
)Vegetable de Jour & Potato
Rolls and Butter; Beverage
Key Lime Pie

JUNIOR
BANQUET

Burgers
French Fries
Ice Cream
Milk

PCA BREAKFAST

Orange Juice
Assorted Fruits
Scrambled Eggs
Ham
Home Fried Potatoes
Pastries
Coffee Tea Milk

UNIFORM OF THE DAY

FRIDAY EVENING

SATURDAY

AFTER 1800

SUNDAY

Casual

Tropical Dress Blue Long or Appropriate Civilian Attire

Dinner Dress White Jacket or Dinner Dress Blue

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

Casual



TOPSIDE (5NR) SUMMER-FALL 1990



HOTEL RESERVATIONS
WILMINGTON SHERATON

Route U.S. 202 4727 Concord Pike
Wilmington Delaware 19803

Reservations 1-800-325-3535

Rates: Single-1 King Bed.....\$60.00 per night*
Double-2 Double Beds.....\$60.00 per night*

* plus state sales tax

ONE NIGHT'S DEPOSIT REQUIRED

By Check or Credit Card

Make your Reservations early

CUT-OFF DATE — 1 SEPTEMBER 1990
FOR HOTEL RESERVATIONS

USE THIS PORTION OF PAGE FOR MAKING HOTEL RESERVATIONS

RESERVATION FORM FOR SPECIAL RATES
AT WILMINGTON SHERATON

U. S. COAST GUARD AUXILIARY 5TH NORTHERN

1990 FALL CONFERENCE • SEPTEMBER 21, 22, 23, 1990

NAME: _____

ADDRESS: _____

PHONE: _____

ARRIVAL DATE: _____ DEPARTURE DATE: _____

REQUIRE ONE NIGHT'S DEPOSIT BY CHECK OR CREDIT CARD

____ MASTERCARD _____ VISA

____ DINERS CLUB _____ AMERICAN EXPRESS

OF CARD _____

EXPIRATION DATE: _____

SIGNATURE: _____

I DESIRE RESERVATIONS FOR:



☐ SINGLE @ \$60.00 PER NIGHT + TAX

☐ DOUBLE @ \$60.00 PER NIGHT + TAX

MAKE CHECKS PAYABLE TO AND MAIL TO:

WILMINGTON SHERATON

4727 CONCORD PIKE

WILMINGTON DELAWARE 19803

PENALTY INDICIA NOT AUTHORIZED FOR
RESERVATIONS

CONFERENCE RESERVATION

Use this portion of the form for your meal and Auxiliary conference registration for the Fall Conference at the Wilmington Sheraton in Wilmington, Delaware, September 21, 22, and 23.

Name: _____

Flotilla No: _____

____ Registrations — Fee for each person
over 17 yrs .attending (\$3.00).....\$ _____

____ Tickets — Sat. Lunch at \$11.00.....\$ _____

____ Tickets — Saturday Night Banquet

Swordfish @ \$22.50 ea.....\$ _____

Tenderloin of Beef @ \$25.00 ea.....\$ _____

____ Junior Banquet at \$9.75 ea.\$ _____

____ Members (Past Captains) who will attend PCA Breakfast

____ Guests PCA Breakfast @ \$ 9.50 ea.....\$ _____

GRAND TOTAL.....\$ _____

LAST DATE FOR RESERVATIONS
14 SEPTEMBER 1990

RESERVATION FOR WORKSHOPS

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

____ OPERATIONS/COMMUNICATIONS

____ MEMBER TRAINING LIMIT 40 PERSONS

____ MEMBER RESOURCES (MR)

____ CAREER COORDINATION

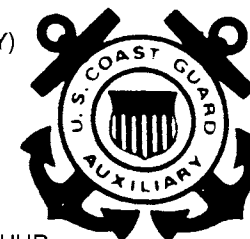
____ INFORMATION SYSTEMS (SUNDAY)

____ QE TESTING

____ FC FORUM (SUNDAY)

____ AUXLAM (IF AT LEAST 15 SIGN UP)

____ LONGWOOD GARDENS/WINTERTHUR
TRANSPORTATION



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

HARRY DAVID,
CONFERENCE COORDINATOR

152 MERRYBROOK DRIVE
HAVERTOWN, PA 19083

PENALTY INDICIA NOT AUTHORIZED FOR
RESERVATIONS



TOPSIDE (5NR) SUMMER-FALL 1990

FLOTTILA 7-9 CELEBRATES 25TH ANNIVERSARY

Flotilla 7-9, Forked River N.J. recently celebrated its 25th anniversary. Shown below some photos from the celebration. Shown top to bottom, and left to right: The Honorable Chirstopher J. Connors, Assemblyman, 9th District; From 5NR, VCO Eugene Pester and DCO William Pierce; LT James D. Bjostad, USCG, Commanding Officer, Station Barnegat Light; From Flotilla 7-9, VFC Harold Peters and FC Gerald McGrantham; Flotilla 7-9 officers: MA J. Resko, SR C. Royce, VFC H. Peters, FC G. McGrantham, PA W. Zotto, VE B. Bell and FN R. Bartsch; FC 7-9 McGrantham, Assemblyman Chris Connors and DCP VII Victor Krygowski



Get Your Reservations in Now!
5NR Fall Conference — September 21, 22 and 23
Hotel Deadline - September 1



“OLD UGLY” PARTICIPATES IN PLANE RECOVERY!

Members of Division V — Anthony “Tony” Fimowicz, ADSO-OPS and Larry and Shelly Miller, SO-AN and SO-PB respectively and David L. Hocker, Flo. 5-01 participated in a three day search for the body of a missing pilot who had crashed in the Susquehanna River near Wilkes-Barre, PA in May of this year. Even though it was an “on-the-water” search it was certainly a search and rescue of a different kind in inland Pennsylvania, using the 22 foot aluminum vessel supplied by Board, Inc.



The above picture appeared in *The Times Leader*, Wilkes-Barre, PA, Friday, May 25, 1990 with the following caption: SEARCHING FOR PLANE — Coast Guard patrol boat, in front, and the Tilbury Volunteer Fire Company's amphibious vehicle search the Susquehanna River for wreckage Thursday. Photo credit: Richard Sabatura

Many articles appeared in the local newspapers, and much praise was given to the C.G.Auxiliary by the local officials as well as a letter of praise from our own DIRAUX. River rescue craft and helicopters had been utilized during the three day search and a call had been placed for search dogs but was cancelled when divers found the body. The aircraft had plunged into the Susquehanna while the pilot was engaged in the spraying effort against the gypsy moth in Luzerne County, PA. The pictures below were submitted to Topside by Tony Fimowicz, ADSO-OP.



5NR AWARDS FOR YEAR 1990 PRESENTED AT SPRING CONFERENCE - LANCASTER, PA

Fifth Coast Guard District, Northern Region presented all 1989 awards at the forty-eighth Annual Awards Conference held at the Eden Resort Inn, Lancaster, PA on April 20, 21 and 22. State awards were presented by officials from Pennsylvania, Delaware and New Jersey at the Luncheon on Saturday. District and Coast Guard Awards were presented at the banquet on Saturday Evening, with PDCO John McIntosh doing his usual great job of MC'ing the awards. Pictured on the opposite page are some of the winners. Space precludes printing all the pictures taken on the weekend. However, if you have never attended a conference - this is a great event, and the spring conference is a good place to start.

Listed below by category are the winners:

1. DISTRICT AWARDS - Recognizing Individuals

- A. Water 'N Kids Award — John Simkins, Alice Stamm
- B. Courtesy Marine Examination Award — Henry Wanner Flo. 14-3
- C. Operations Program Award — Daniel G. Beall, Flo 8-6
- D. Aids to Navigation/CU Award — Andrew D. Ritzie, Flo. 6-5
- E. Support Mission Award — George A. Ryan, Flo. 13-5
- F. Instructor Award — C. Dane Alden, Flo. 11-3
- G. Topside Photo Award — Laurence Brooks, Flo. 4-5
- H. Assists Award — Stanley J. Pojnar, Flo. 7-7
- I. Amos Hope Award — Stanley J. Pojnar and Robert G. Albers
- J. Ed Morton Award — Nancy K. Davis, Flo. 01-04
- K. Training Aids Award
 - Type I — Francis G. MacDonald, Flo. 7-12
 - Type III — Joseph M. Welsh, Flo. 6-3
 - Type IV — Anthony J. Zuercher, Flo. 10-6
- L. Flotilla Publications Award — Jack E. Bannister, Editor of "The Quarterdecker," Flo. 13-5
- M. Division Publications Award; — Helen M. McCabe, Editor of "2nd Opinion," — Div. II

2. DISTRICT AWARDS — Recognizing Flotillas/ Divisions

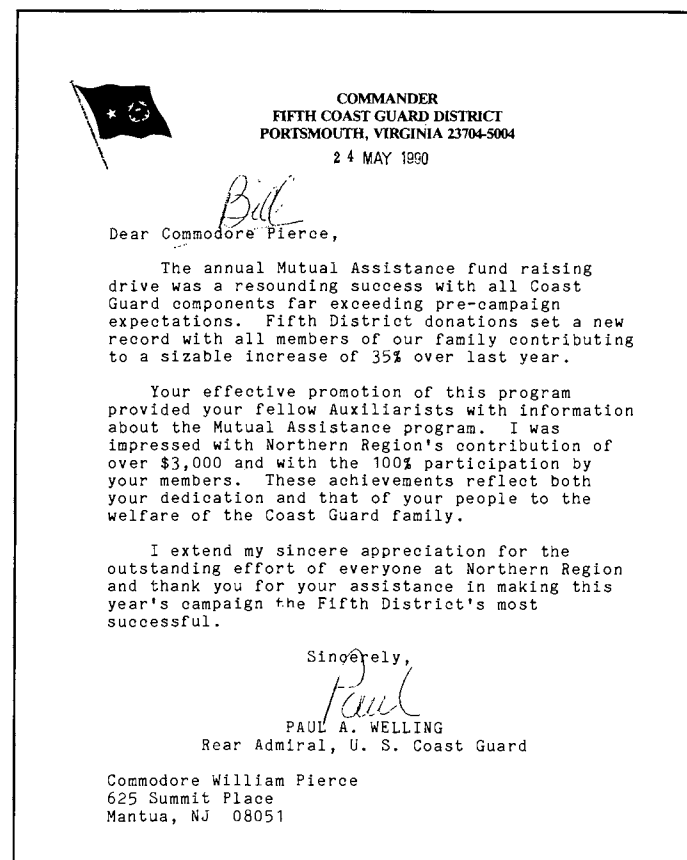
- A. Flotilla Membership Award — Flotilla 5-4
- B. Flotilla Operational Support Mission — Flotilla 13-5
- C. Flotilla Aids to Nav/CU Award — Flotilla 1-4
- D. Flotilla Operations Award — Flotilla 6-6
- E. Flotilla Courtesy Marine Exam. — Flotilla 14-3
- F. William Ross McDonald Award — Flotilla 10-6
- G. John R. Massman Award for Performance — Division VII
- H. John R. Massman Award for Activity — Division XIV
- I. Past District Commodores Plaque — Flotilla 14-03
- J. Past District Commodores Trophy — Flotilla 14-03

3. COAST GUARD AWARDS

- A. Director's Personal Service Award
 - William E. Pierce Eugene M. Pester, Jr.
 - Nancy K. Davis Karen B. Nice
 - L. Daniel Maxim Mary A. Rissmiller
 - Weldon M. Vogt Tahnell Vogt
- George A. Ryan

B. Administrative Award

- | | |
|--------------------------|-----------------------------|
| Robert L. Turner 1-3 | George W. Smith, 7-7 |
| Carol Owens, 1-4 | Paul G. Dix, 7-9 |
| Paul Eldridge, 1-5 | John F. Zapf, 7-10 |
| William Stumbers, 1-8 | William Calhoun, 7-11 |
| James Lilly, 2-1 | Louise E. Wombacher, 9-1 |
| M. Patricia Belz, 2-3 | Stephen Herman, 9-2 |
| William Thesing, 2-6 | Ralph L. Gilbert, 9-3 |
| Dudley D. Gallup, 2-9 | Palmer H. Weaver, 9-5 |
| John E. Simkins 3-3 | Leslie C. Richter, 10-4 |
| Harvey L. Bahr, 3-5 | Eliz. G. Smith, 10-5 |
| Rhoda Davis, 3-6 | Alice F. Stamm, 10-6 |
| Joseph D. Reese, 4-2 | James J. McCabe, 10-8 |
| Laurence Brooks, 4-5 | Carl R. Sheetz, Jr., 11-7 |
| Kenneth A. Chandler, 4-7 | Carl W. Binger, 12-2 |
| Harry L. David, 4-11 | Robt. J. Perrone, Sr., 12-3 |
| Joseph F. Kapelski, 5-3 | Carol Wilusz, 13-1 |
| Rodney M. Miller, 5-6 | David Berlin, 13-3 |
| Tony T. Fimowicz, 5-15 | Tahnell Vogt, 13-5 |
| Ednor G. Miller, 5-16 | Lawrence Drosnes, 13-10 |
| Barbara G. Wood, 6-1 | William M. Herr, 14-1 |
| Robert S. Coons, 6-5 | Clyde E. College, 14-3 |
| Malcolm Drew, 6-9 | Ura P. Shumate, 14-5 |
| Louis Stahl, Jr. 7-8 | Robert. R. Rock, 14-6 |
| | DCP Paul D. Owens, Div. I |



Above letter received from RADM Paul A. Welling expressing appreciation for check presented to him at the Conference Banquet for the CG Mutual Assistance Fund.

1990 SPRING CONFERENCE, LANCASTER, PA — SOME OF THE AWARD WINNERS



SARDET BOWERS BEACH COMMISSIONED MAY 19, 1990

Sardet Bowers Beach was commissioned on Saturday, May 19, 1990 on a beautiful day. The ceremonies were impressive and were attended by the following dignitaries: CAPT Robert Melvin, Chief of Boating Safety, 5th District; CAPT Larry Murdock, CO MSO/Group Philadelphia; CMDR Lee Crossman, CG Headquarters, Washington, DC; Major Rod Harmic, BLA, Delaware; LT Rob Wilkens, CO Indian River; LT William Cherry, DIRAUX 5NR; Rick Burritt, Delaware Fish and Wildlife; DCO William Pierce; RCO-East Caroline Sweigart; RCO-Central Paul Owens; Arlene LaPorte, representing U.S. Senator Joseph R. Biden; and Rev. Charles Walter, Clergy. Many other Auxiliarists and friends were in attendance. A helicopter from Cape May flew over during the ceremony and a 41 footer was also in attendance along with their crews.

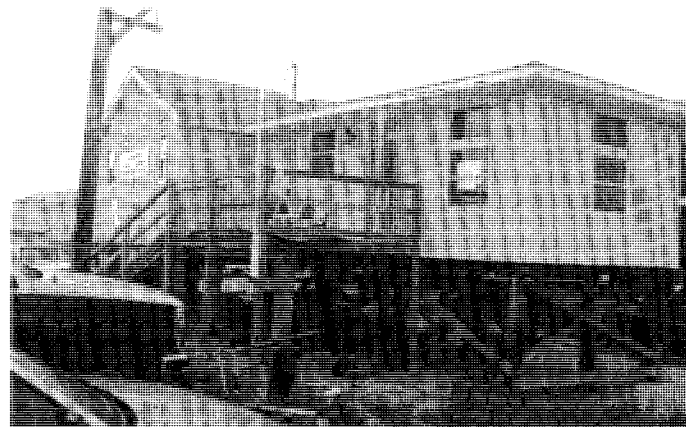
The crew for the day were Robert Perrone Sr., Sardet Coordinator; Al Grimminger, Operator; and crew Robert Kepfer, Harry Otto, and Robert Perrone, Jr., watchstander. The dedication speech was made by CAPT Bob Melvin as follows:

"It is indeed a pleasure to be here with you today, representing ADM Welling. He sends his regards and pledges you his continuing support of your programs. The facility we commission today, Coast Guard Auxiliary Search and Rescue Detachment Bowers Beach, Delaware, represents the perfect marriage of Federal and State Resources with volunteerism at its best!

"I want to especially thank Major Harmic. It has been my pleasure to work with him for the past two years and I can assure you he is a great supporter of the Coast Guard, and the Coast Guard Auxiliary. Rod, I want to take this opportunity to personally thank you, your personnel and the state for all your cooperation.

"The ultimate beneficiary of all this generosity, hard work and dedication is, of course, the recreational boating public. The Boaters of Delaware and New Jersey, now have more protection for Search and Rescue emergencies by having SARDET Bowers Beach in operation, with little or no cost to the taxpayer and far greater peace of mind in knowing that we are "ALWAYS READY" to respond to their calls for assistance.

"On behalf of the District Commander, I extend my personal compliments to all of you who helped make this vision a reality! Rest assured that what you have done will make a difference-



...for, this unit can and will save lives and property in the boating seasons to come! Well done to all of you here and to those in your respective organizations who contributed so much to make this Search and Rescue Detachment a reality!

"Of Course, the efforts of many, many, people contributed to us being here to open this SAR Facility. Bowers Beach was made possible by the combined efforts of the U. S. Coast Guard who provides the training, pays the patrol expenses, furnishes equipment, operational oversight, and liability coverage essential to effective operations... The State of Delaware who provides the land, building, and utilities... The U. S. Coast Guard Auxiliary who provides the labor, maintenance personnel and vessels to accomplish the day-to-day operation of the unit... and 5th District, Northern Region, Auxiliary Board, Incorporated, who provided funds to add berthing and galley facilities to the unit to facilitate support by Auxiliarists who travel here from throughout the states of Delaware, New Jersey and Pennsylvania."

PLANK certificates were awarded to all those who participated in this opening day among whom were: SARDET Supervisor - PDCO Robert A. Carson; Color Guards Brinton Page and Carl Binger; Reception Coordinator William H. Richter, Jr.; Ushers - William and Shirley Stumbers.

After the ceremony there was a reception luncheon in the Bowers Fire Hall.

Elsie Nichols, DSO-PB 5NR



SCENES FROM OPENING DAY - SARDET BOWERS BEACH

Photos: Topside



DAY-AT-A-LAKE - BELTSVILLE STATE PARK, CARBON COUNTY, PA

The Pennsylvania Fish Commission sponsored a Day-at-the-Lake Day at Beltsville on Saturday, June 3 - opening National Safe Boating Week.

Some 33 exhibits and demonstrations were set up in Army tents (see pictures below). Activity began about 10:00 A.M. and although the public attendance was not what had been anticipated, there were demos and activities for youngsters and oldsters until about 4:00pm. The Auxiliary was represented by both Board, Inc. boats manned by George Smyth on the 20 footer and Tony Fimowicz on the 22 footer with crew Larry and Shelly Miller all of Division V and Russ Snyder from Division X. Another boat manned by Matt Stinson, operator and Earl Parsons as crew - both of Division X, also patrolled the lake.

In addition Phil Stamm, DCP-X and his wife Alice and Elsie and Bob Nichols, DSO and ADSO-PB manned a safety booth.

In addition Flotilla 10-2 had a Courtesy Marine Examination Station located at the ramp.



U.S. COAST GUARD DELIVERS VESSEL FOR AUXSARDET DELAWARE CITY

The reality of actually obtaining a Coast Guard cutter for Auxiliary Search and Rescue Detachment Delaware City is finally achieved. Our story begins last October during the AV School conducted in Cape May, New Jersey. Chip Hoovler found a 25 foot Boston Whaler, diesel I/O sitting on a trailer that was listed as surplus equipment (they claimed it was unsuited for their area). Although at this time the engine, outdrive and every piece of gear had been removed either for repair or storage, we both agreed it would be an excellent SAR boat and greatly extended the capabilities of SARDET Delaware City.

Chip immediately began all the necessary letter writing, questionnaires, etc. through LT Cherry, CAPT Melvin and anyone or office concerning the formal transferring of CG 25001 (now known as DL 1 AX) to the Director's office and on to Delaware City. After many months of "Yes, we are getting the boat" and "No, we are not," it actually became a reality when CG 25001 was delivered, on its trailer, to Group Philadelphia on 23 April 1990.

At Group, we immediately hooked up a hose and started the engine just to make sure it would run. Satisfied the engine sounded OK, we were anxious to see how she handled in the water. The Coast Guard personnel at Group were kind enough to lower her into the Delaware River, using their lift and we took off for a short cruise. (We didn't clear the first pier when I realized it ran longer with the fuel valve turned on). During our short ride we tried all the electronics, lights, etc., and all appeared to check out OK. My doubts concerning the boat being turned over to us for Auxiliary use were still not relaxed until the boat was towed to my house and locked in the yard.

Minor cosmetic work commenced almost immediately upon her arrival—removing the big red and blue CG stripes, CG numbers and then outfitting her with rescue and necessary supplies so we could attach our own numbers and name.

Now that #252692 is officially recognized as an Auxiliary SARDET vessel and has proven herself over the Memorial Day Weekend, I will give you her vital statistics: she is a 25' Frontier Boston Whaler, with a 165hp Volvo diesel I/O, equipped with VHF, Loud Hailer, Fathometer, Loran, Radar and Tow Bar, just to name a few items. She is docked at Slip A-1, Delaware City, just waiting for operators, coxswains and crew members to man her and augment AUXSARDET Delaware City.

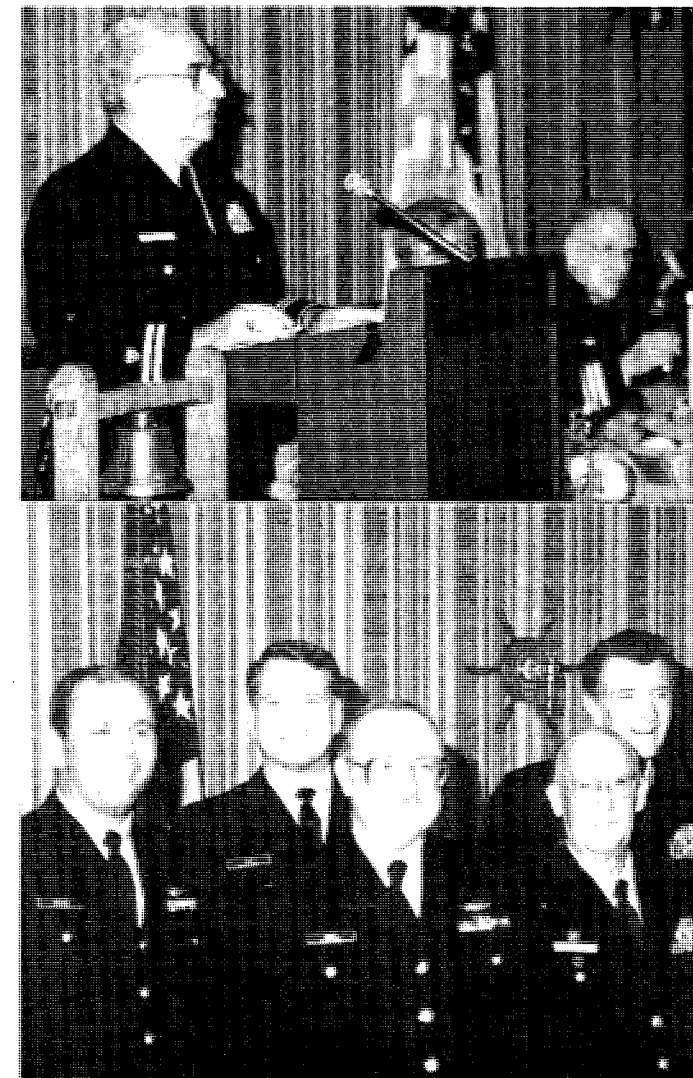
Paul D. Owens, RCO-C, 5NR —Sardet Coordinator

The above article and picture below are reprinted from The BEA-CON Division I publication, editor Annette Keating, SO-PB



FLOTILLA 8-2 CELEBRATES 46 YEARS

Pictured below Commander Edward Baskin addresses a group of some 80 members and guests on the 46th anniversary of Flotilla 82. Seated on the right is charter member Andrew Knopp, past Flotilla Commander, past Division VIII captain, and still active Flotilla Officer after 46 years.



To celebrate the two simultaneous anniversaries, the 50th for the Coast Guard Auxiliary and the 46th for Flotilla 82 of Cape May are (left to right above) Chief Warrant Officer A.F. "Chip" Hoovler, Operations and Training Officer, 5NR (now transferred); Chief Warrant Officer Richard Dickson, Assistant Surface Operation, Group Cape May; Commander Sutter Fox, Executive Commanding Officer of Group Cape May USCG; Commodore William Dischert, PDCO 5th Northern Region, USCG Auxiliary; and Vice Commodore Gene Pester, Jr. 5NR.

Wes Daniels, FSO-PA 8-2, 5NR



NATIONAL 1990 ACTIVITY "AWARDS"



"There will be no gift; however, the names of those who accumulate 90 points based on the following point system will be listed in either the winter or the spring issue of **THE NAVIGATOR** for all to see and recognize their achievement. In addition, a letter of recognition will be sent to each by the National Commodore.

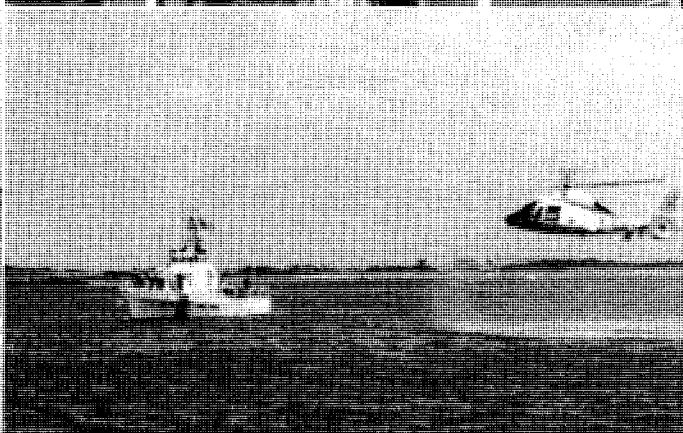
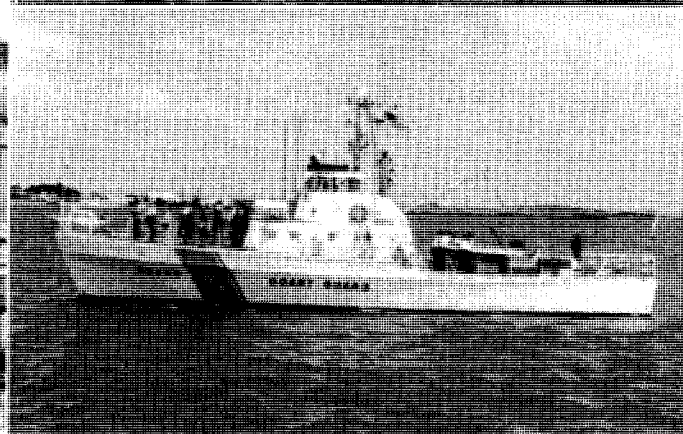
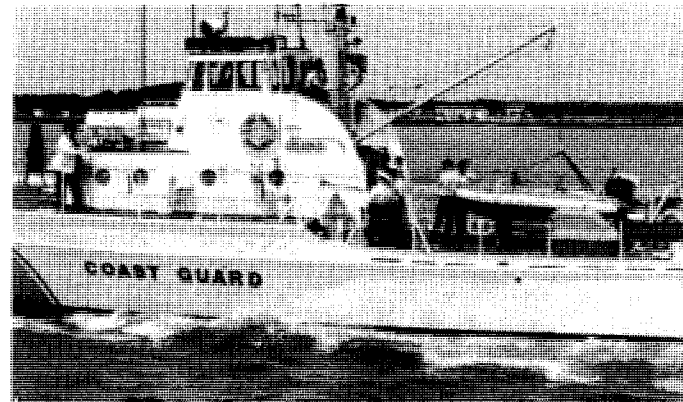
- 1 point for each CME
- 3 points for each patrol or OSM, as skipper or crew
- 5 points for each PE or MT "head" instructor mission (not aide time)

Before it starts this year, this is a National Program handled outside of the Director's Office. While we may distribute materials associated with the program, we do not control the quality or timeliness of the program. Inquiries or problems concerning non-receipt of letter or names not appearing in **THE NAVIGATOR** should be directed to the National Program Coordinator. We'll let you know who it is as soon as we find out!

NOGI - 18 May 1990 - W. M. Cherry

BLESSING OF THE FLEET - CAPE MAY HARBOR - JUNE 4TH, 1990

Monday, June 4th was scheduled as the date for the blessing of the fleet in Cape May as a National Safe Boating Week activity. The Coast Guard was there, the Auxiliary was there and the clergy was there, but unfortunately not many of the public were there. According to PDCO William Dischert who was the Auxiliary Liaison for the activity, it was believed that it was too early in the season to draw enough of the boating public to be successful. However for those who were there — it was a great day!



FREEMAN SMITH — FLOTILLA 8-2 CALLED SEA SENTINEL

As a member of U.S. C.G. Auxiliary Flotilla 8-1, Freeman Smith, VFC, and his colleagues perform an important service to the Coast Guard. His activities were written up as *Today's Seniors* in the Sentinel-Ledger, Ocean City, N.J.. Excerpts from the article are as follows:

If any boaters are reading this, heave to. There is a reliable group of boat patrollers who will come to your rescue if help is needed.

Very quietly and without fanfare, Flotilla 8-1 works with the tightly stretched Coast Guard to protect life and property at sea. This small flotilla, numbering about 30, is to be praised for the hours it spends aiding boaters, teaching boat safety and patrolling the ocean and bay in order that all may benefit.

One good person who takes the duties of the Auxiliary to heart is Freeman Smith, a robust and generous man, whose tall frame and energy belie his 71 years.

Smith never served in the Coast Guard. As a matter of fact he was in the Air Force for five years. Smith had nothing to do with Flotilla 81 when he moved to Ocean City permanently with his wife Betty, until he decided to take its boating safety course.

Since then he has literally thrown himself into the Auxiliary and along with several other members of the flotilla has unreservedly offered his time to the Coast Guard in any capacity necessary.

The article goes on to describe many of the Auxiliary activities and generally promotes public education. Particularly mentioned are New Jersey's new boating regulations which require boating education courses.

The article spread over more than one half of a full newspaper page and contained several pictures of Freeman in uniform on his boat.

This is the kind of publicity which helps to promote acquiring new members, as well as promoting boating safety. Thanks to you Freeman Smith for a good public relations job with the press.



NATIONAL SAFE BOATING WEEK — TWENTY YEAR AWARD

Delran Mayor Richard Knight (on right) and C.G. Auxiliary Flotilla Commander Robert Sheetz of Moorestown Flotilla 13-6 (on left) are pictured presenting to William Parsons, Sr., Bill Parsons, Jr. and daughter, Tammy Savidge of Dredge Harbor Yacht Basin,, a Coast Guard Auxiliary plaque for twenty years of continued support to the Auxiliary's Boating Safety programs. Delran, N.J. is the site of the major marinas on the Delaware River and contains more in-water facilities than all other locations in the Delaware Valley. Delran Township and Dredge Harbor have annually supported National Safe Boating Week which was June 3 through June 10 this year.

Charles M. Maltbie, Flo. 13-6, 5NR

Continued from Page 6

to the FC in the usual manner! ALSO, YOU SHOULD KNOW that instructors, vessel examiners, and marine dealer visitors WILL LOSE QUALIFICATION if the required seminar is not properly recorded in AUXMIS prior to 30 September. Those who appear on the actual Drop Lists **must re-qualify** in order to regain the ability to report their accomplishments to AUXMIS! So, PLEASE start your review now and let's try to ensure that none of our members make the Drop Lists! Your timely action will make a difference.

THE CHIEF DIRECTOR RECOMMENDS: The Chief Director has presented a solution to the "dues vs AMOS" problem. **We will ADOPT his AMOS recommendations and strongly encourage all 5 NR Units to do the same concerning the dues recommendation!** Here they are:

- All Auxiliary units should be urged to adopt a fiscal year of 1 July to 30 June. Transition should be an easy "one time" adjustment.
- National should take an annual headcount on the first working day of the new calendar year for national dues assessments.
- AMOS will be tallied on a calendar year basis.
- Disenrollments due to death or transfer will not affect MR or other AMOS Mission Areas.

More will follow as this issue is discussed by EXCOM and District Board.

"COMMON PROBLEMS . . . COMMON ANSWERS": We got more than one again!

- **HOW CAN WE VERIFY THAT AUXMIS INPUTS RETURNED TO THE FC BY DIRAUX HAVE BEEN ENTERED INTO AUXMIS?** Answer: **by using the AUXMIS Self-Help Correction Tree!** The returned inputs come back to the FC with the Transaction List on which they should appear. Check each input to ensure that it has been keypunched (it appears on the Transaction List). Once it is keypunched, your worries are over and **ours begin**. We simply do not have the staff to "stamp" the returned inputs and even if we did, THIS WOULD NOT ENSURE THAT WHAT YOU SENT WAS KEY-PUNCHED! **To do that would require that we verify that every entry was keypunched.**

- An old problem, that of members in the same Flotilla with the same last name, has cropped up a lot recently. Brothers, sisters, sons, daughters, husbands and wives BEWARE! If you, or the person who fills out your AUXMIS reports, carelessly use the number of someone in your Flotilla with the same last name, **they will get the credit for your work!** AUXMIS compares the member number with the 1st four (4) letters of the last name and **assumes a correct input** if it finds a "match" in its memory banks. Don't get short-changed, ensure your member number on all input forms is correct and be especially careful if you share a common last name with one or more members of your Flotilla!

- **How can we verify seminar attendance when we only get the flotilla roster quarterly (or "March is too early—June is too late")? OR How can we correct AUXMIS so that our members get credit for the Seminars they attended (or "that X?#0X#0? computer")?** Answer: IF you rely on the Flotilla Roster, **you can't** The BEST method is to verify input and acceptance by AUXMIS using the weekly Error List (Every 13M seminar entry appears on the Error List. If it is not rejected, it's in AUXMIS! If it is rejected, DIRAUX will submit the correction and you need only to watch future Error Lists to verify entry to AUXMIS!) The SECOND BEST method is to verify input and acceptance by AUXMIS using the monthly Numerical Roster (Last two digits of CY appearing below any of the quals shown about 2/3rds of the way across the page indicates member is qualified. An "X" immediately thereafter means the seminar is in AUXMIS!)

- **I was trained by the CG to stand radio watch; but, i don't hold any auxiliary qualification. How can I get OP Support mission credit?** Answer: **you can't** However, in 5NR both OP and ADMIN Support Missions are treated equally under the AMOS OPS mission element. They are completely interchangeable for both the unit (in meeting its AMOS "CG Support Mission" objective) and the individual (in meeting "Minimum Participation Criteria" for OPS ribbon). Those of you "in this boat" should report category 8 on Form CG 4947! See Section V.A, 5NR Auxiliary Policy Manual for more detail.

- **Who uses category 11 on form CG 4947 (or "shucks... foiled again")?** This category is reserved for the sole use of authorized Marine Dealer Visitors! Under "Hours on Mission,"

they report the number of marine dealers visited. **If you aren't one, don't use 11!**

- **Where's my membership certificate for XX years of service to the Auxiliary?** Answer: Certificates for 5, 10, 15 and 20 years of service are prepared and mailed to the applicable FC for presentation. Certificates for 25 years (or more) of service are obtained from Commandant, put in folders, and mailed to the applicable RCO for presentation at appropriate ceremony. If one's "missing," that's where you will usually find it! If you don't, notify the office.
- **How can we avoid all this AUXMIS nonsense in NOGI (or "yuk")?** Answer: Attend the IS workshop of your choice! Self-explanatory.

NEW QES: Welcome Aboard to the two latest QEs Robert Sheetz, 13-6; and Robert Nemiroff, 6-6.

REMEMBER TO HOLD THE "TO DUTY" ORDERS IN THIS ISSUE OF TOPSIDE. PAGE 21 AND 22 —THIS IS YOUR COPY- ALSO YOUR COPY OF THE COMMANDANT'S BUC CITATION ON THE BACK COVER.

W. M. Cherry, DIRAUX, 5NR

Welcome to Communications

VACATION TIME

While on vacation at the S_____ I_____ H_____ there were three handsome gentlemen named M_____, C_____ and V_____. They all wanted to meet this lovely lady, her name was J_____. They all thought she was like a D_____ Queen. The vibes between them were like an E_____ across the room. One evening in the ballroom the band was playing a F_____ and M_____ asked her to dance, they glided across the floor like they were on ice. A short time later the band played a T_____ and she danced with R_____. They were so smooth and U_____ that when they finished the other guests applauded and cried out B_____ B_____. Little do I have to say, that C_____, M_____ and V_____ all spent the rest of their time playing G_____. A year later R_____ asked P_____ O_____ for J_____ 's hand in marriage, they had a N_____ wedding and went to Q_____ for their honeymoon, on the S.S. Y_____ Z_____.

Shirley Stumbers, Division I

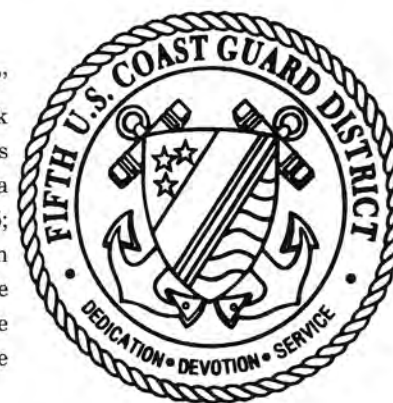
The above puzzle was a handout by Shirley at the National Instructor's Training School in 5NR as a part of her 10 minute presentation. Do you know your phonetic alphabet? Try it out! Even better - use it in your communications classes!

IN MEMORIAM RICHARD K. "DICK" REBER



We remember and celebrate the life of Richard K. "Dick" Reber who passed away at his home on 29 June 1990. Dick loved and gave a lot of time to the Auxiliary and its missions in eighteen (18) years of membership. A member of flotilla 11-03, Dick also served as Captain of Division XI 1984-85; was SO-CC of Division XI for three years, and served in several flotilla appointed staff officer positions. Dick will be missed by all who knew and worked with and for him. We extend our deep heartfelt sympathy to his good wife Sue (11-03) and his family. Peace.

Allen Wenrich, DSO-CC-5NR



Reprinted from the Blinker - 5SR publication

This article reprinted for information since many of the publications I receive do contain the unapproved cap device as logo material.

THE AUXILIARY EMBLEM—USE IT RIGHT!

Some of our Auxiliary units as well as publications have been using the Auxiliary Emblem and Official Seal incorrectly, interchangeably, or not at all. You are urged to become acquainted with them, their use and purpose.

The Auxiliary Manual, Chapter Five, is entitled "Regulations, Policies, and Reports." It contains some little known, not often used, information about the Auxiliary. In fact, study of this chapter can help you in many instances including the use of the words "Coast Guard," use of the seal of Auxiliary, the postal indicia, taxes, funds solicitation and use, publications, etc. It is a source of material that will smooth the ways of Flotilla management and help keep you out of trouble.

In particular, in regards to publications, your attention is called to page 5-12, which is copied below. What's not authorized and the use of the emblem and official seal is carefully explained.

4. The Coast Guard Auxiliary Emblem and Official Seal.

- The Coast Guard Auxiliary emblem may be used on publications or associated with authorized articles regarding the Auxiliary. Such use, however, of the Auxiliary cap device and the Auxiliary official seal is strictly prohibited.
- The Auxiliary official seal, in fact, and the Auxiliary emblem are separate and distinct both in design and purpose.
 - The Coast Guard Auxiliary emblem shown here is

derived from the Coast Guard emblem, and has multiple uses. In addition to use in print, it is used on Auxiliary insignia such as the member collar device, cap device, the Auxiliary aviator, coxswain, and AUXOP devices and many other items. It is intended to be widely used within the Auxiliary for official and quasi-official purposes and its use by commercial concerns for jewelry, stationary, clothing, pennants, flags, burgees, ensigns, etc., will be authorized by the Commandant (G-NAB) via the National Commodore or the National Commodore's designated representative.

- The Coast Guard Auxiliary official seal shown here, either lever-type or wax impression type, is authorized for use on official Coast Guard Auxiliary documents requiring signature under seal. It is authorized for official invitations, programs, certificates, diplomas, and for display on Coast Guard Auxiliary exhibits. Its reproduction for other purposes, without approval of the Commandant (G-NAB) via the Auxiliary National Commodore of the National Commodore's designated representative, is not authorized. It shall not be included within the design of any seal, emblem, coat-of-arms, or escutcheon.

EMBLEM



APPROVED

OFFICIAL SEAL



SPECIAL CONDITIONS ONLY

CAP DEVICE



NOT APPROVED

Russ Studenmund ADSO-PB

The ED-VANTAGE

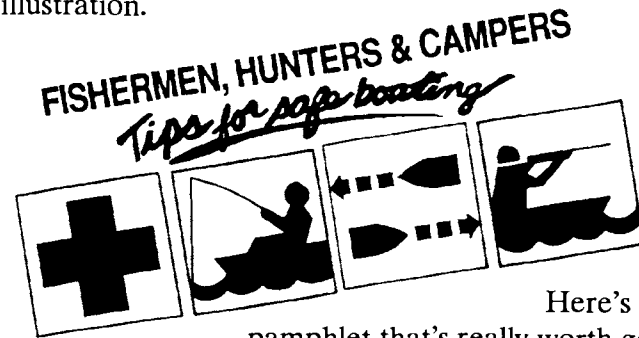
To respond to the needs of the General Public,
the Coast Guard and the Coast Guard Auxiliary.



No. 6-90 June 1990

William Garry, BC-EPP, Editor

It's better than mom's apple pie and vanilla ice cream! It's a pamphlet that's available to you from ANSC (U. S. Coast Guard Auxiliary National Supply Center) and it's FREE in limited amounts. Its title, "Fishermen, Hunters & Campers, Tips for Safe Boating." See illustration.



Here's a pamphlet that's really worth getting excited about. It's a safe boating reference source that will fit in a standard #10 envelope. It's a ready source of boating safety information. It's an ideal pamphlet for boat show distribution because it will answer many questions posed to those who man (or woman) boat show booths.

Like most of you, your editor and your Department Chief Robert Myers have file folders filled with various boating oriented materials. We are, however, in agreement that nothing as spectacular as this pamphlet has cruised past our eyes in the past.

What's the question: Tips for safe boating? They're included. So are distress signals and tips on how to board and load your boat. That's only the beginning. Sobering facts about alcohol are tackled and illustrated. First aid emergency measures are digested in understandable form.

Hypothermia is discussed and charted. Canoeing, a boating category that contributes to too high a portion

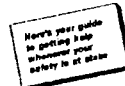
of boating fatalities is also featured. By now it's obvious that Federal Aids to Navigation and the subject of charts are fair game for so versatile a pamphlet. Rest assured, they are. Life jackets (PFDs) receive the full attention they deserve.

What does the federal law say we should have aboard? The pamphlet spells it out. The pamphlet also spells out the operating rule and even gives thumbnail references to the boating courses available from the Auxiliary, the Power Squadrons and the American Red Cross.

Order a supply of these pamphlets and you'll earn the undying gratitude of those fortunate enough to benefit from your concern for their safety. You will also endear yourself with fellow Auxiliarists who use their personal copy of the pamphlet as a ready reference when questioned about the various facets of boating safety.

Another new pamphlet now available from ANSC is "Getting Help On The Water." This Coast Guard publication provides boaters with a handy reference guide to use when requesting assistance, and includes tips on how to avoid trouble on the water. This pamphlet is an excellent handout to be used in conjunction with the Radiotelephone chapter of our PE courses.

Getting HELP On The Water



How to signal for help
What to tell the Coast Guard
Tips on how to avoid trouble
How to avoid trouble

A service of:

U.S. Department of Transportation
United States Coast Guard

COMMERCIAL PUBLICATIONS

The Examiner

NEWSLETTER DISTRIBUTION

With this issue we are starting a new distribution procedure. Each Flotilla Commander will receive a copy of our newsletters through the St. Louis Store distribution system, the same as PE and OPS newsletters. **We expect this information to be passed to the FSO-VE and on to each vessel examiner in your unit.**

GOOD NEWS AND BAD NEWS

For 1991 we are not going to have a mandatory requalification seminar to be taken between October 1, 1990 and May 31, 1991. That's the good news.

The bad news is recently there has been considerable new material developed that could be included in a seminar. It is our intention to publish a list of voluntary seminar topics, about October 1990, and suggest holding informal workshops to discuss the material. When we announced the change at the area meetings most examiners thought we should continue with the mandatory seminars. What is your opinion?

KEEP ALIVE

Many Vessel Examiners wait until the end of the season to conduct their minimum 10 CMEs (or 15 if you want the AMOS award). **This is not a program of minimums.** If you start early in the season, like this weekend, it is easy to get 30, 40, 50 or more CMEs in a season. At a launch ramp it is nothing to do 10 CMEs in a day—what do you do the rest of the year?

The CME program offers the best one-on-one public education to more boaters, using their equipment, than any other program in the Auxiliary. If each of us would resolve to spend at least three or four days at the ramps we would visit with more people and you would have a lot of fun, not to mention the benefit to the boating public which we are dedicated to serve.

VENTILATION REVISITED

Some Vessel Examiners are not keeping up to date or forget seminar discussion; let's review.

- Ventilation registers may now face in **ANY** direction. It is **no longer** a Federal regulation that the intake register face forward and the exhaust register face aft. This was a recent seminar topic.
- Intake air duct has not been required since 31 July 80. An exhaust blower motor is required on boats built after 31 July 80. Suggest everyone read page 6-20 & 6-21 of the CE Manual. Change Figure 7 on page 6-21 to note the registers may face either way (This will be corrected in the next manual revision). Item I-1-C (1) on page 3-14 is incorrect for boats manufactured after 31 July 80.

BE CAREFUL WHAT YOU SAY

This may become a regular feature of the newsletter. If you as a Vessel Examiner tell a knowledgeable or inquisitive boater something that is incorrect you can be sure that Headquarters or a District Office will hear about the inaccurate statement. Then I will be asked to include the item in this newsletter.

Recently an examiner told a boater that "he had a nice HALON system in his bilge area but he would have to take it out in **two years** because HALON was illegal." This is **NOT** correct.

HALON, like Freon in your air conditioner is considered a potential problem with the environment and will be phased out but not before the year 2000. Chemists are working on a substitute now. **BEST ADVICE** Don't elaborate on the subject of HALON phaseout other than to acknowledge there is a problem—the industry is working on a correction.

NAVIGATION LIGHTS

Some examiners have seen boats that want double protection and have installed two (2) sets of forward lights. Some pontoon boats have lights on the pontoon which is very close to the water and would not be visible in choppy water. You cannot withhold the decal but can suggest they disconnect the low set and install a new set of lights on the railing. Watch for those lights that are blocked by the canvas covers, bait tanks, radar dome or other equipment (these would not allow award of a decal).

Don Smutz, Dept. Chief-Vessel Examination

The Marine Dealer Visitor

NEWSLETTERS AS A COMMUNICATION TOOL.

The Examiner and the Marine Dealer Visitor newsletters are not your or my personal correspondence. It is expected that you will duplicate them in total or in part and pass on this information to our distribution list, as it was passed on to us. It makes a good base, along with Ed-Vantage, PE Speed Grams, VE Hotlines and Directors newsletters for a first class Flotilla newsletter. Just add a title and some local activity report, patrol schedules, events, etc. and you have a complete, effective communication device. If you already have a Flotilla newsletter, why not see if you can get the Examiner and the MDVisitor Newsletters included as part of the publication. If you do not have a Flotilla newsletter why not ask your FC about starting one to keep all members aware of all activity?

MDV/VE SEMINARS FOR 1990

If you failed to attend a VE/MDV Seminar by May 31, 1990 you can take a requalifying seminar by September 30, 1990 and be reinstated as of the date your reinstatement is reported to AUXMIS.

HOW TO BECOME A MARINE DEALER VISITOR;

- Contact your FSO-MT and/or FSO-VE for training.
- Have your FSO-MA order from ANSC the following:
 - Vessel Examiners Manual (if you do not have one)
 - Marine Dealer Visitor Manual.
 - Marine Dealer Visitor Student Study Guide
- After training has been completed, satisfactorily pass the following open book exams:
 - VE exam (open book) if not currently VE qualified.
 - MDV exam (open book)
- Fill out a request form and have Flotilla Commander endorse and send up chain to ADSO—MDV.
- You will be sent a letter of certification as a Marine Dealer Visitor.

TRAINING FOR MDVISITORS

Each Flotilla Member Training Officer should see that their MDVs receive adequate training, making them aware of a clear definition of the job and a timetable to perform. Do the MT's own or have available for study a copy of the NEW Marine Dealer Student Study Guide? Was it discussed at the CE/MDV Seminar?

Most likely not since the NEW MDV Student Study Guide was not available until recently, long after most seminars were presented. It may be worth discussing at a Flotilla meeting.

CG-4947 MISSION HOUR CARDS

Remember to send your Mission Hour Cards to your FSO-IS to put your credit in AUXMIS for Marine Dealer Visits.

OPPORTUNITIES FOR MARINE DEALER VISITS

- On the way to the ramp to do CMEs. (Two birds with one stone)
- On the way to Public Education classes.
- On the way to do a Patrol.
- On the way to a Flotilla, Division or District meeting in your area.

You are already in your uniform, just leave a little early to accommodate your visit. You go right by some on the way to all other activities. Chances are you even may be already stopping at some. Why not make it an Official Visit and do the paper work and get your proper credit?

Everett E. Ware, BC-VMD

Comments about PE, write: William Garry, BC-EPP, 106 Lakedale Drive, Trenton, NJ 08648.





THE COMMANDANT OF THE UNITED STATES COAST GUARD
WASHINGTON, D.C.

2 January 1990


The Commandant of the Coast Guard takes pleasure in
presenting the COAST GUARD BICENTENNIAL UNIT COMMENDATION to

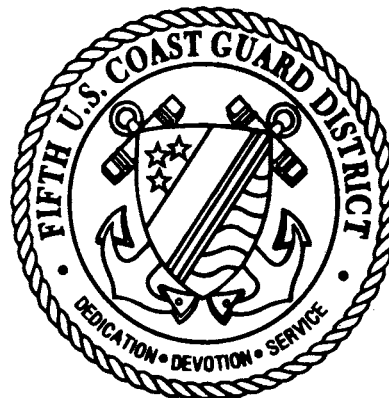
THE UNITED STATES COAST GUARD

for service as set forth in the following

CITATION:

"The United States Coast Guard is awarded the Coast Guard Bicentennial Unit Commendation for an extraordinary level of service to the government and citizens of the United States for 200 years and in particular from March 1989 through October 1989. During this period in which the Coast Guard also began commemorating its Bicentennial, the country suffered the largest oil spill in U.S. history and the devastation of both Hurricane Hugo and the Loma Prieta Earthquake. All regions and missions required exceptional performance from men and women throughout the Coast Guard to sustain the greatly accelerated tempo of operations. Their response was equal to the challenge. Cutters and aircraft were redeployed to meet rapidly changing demands. Many personnel were transferred away from their home units for extended periods, having to work unusually long hours in the most difficult of circumstances. Those who remained behind also shouldered heavy burdens as they labored to maintain the high level of "routine" services despite the reduced numbers of personnel available. Staff and support personnel also rose to the occasion, exhibiting the flexibility and stamina demanded by the heightened operational tempo. Demonstrating the finest professionalism, skill and dedication, Coast Guard personnel everywhere capably stood watch over the environment, aided and rescued mariners in distress, interdicted tons of poisonous drugs, and ensured cargo moved safely through the Nation's ports. This period was one of the most remarkable in the Coast Guard's 200-year history. For their efforts in this, the Coast Guard's Bicentennial year, the Secretary of Transportation awarded the Coast Guard the Department's Gold Medal for Outstanding Achievement. The devotion to duty and outstanding performance of all the Service's people -- military, civilian, reserve, and auxiliary -- throughout this period, reflect great credit upon the United States Coast Guard and are in keeping with the highest traditions of its military and humanitarian service."


P. A. YOST
Admiral, U.S. Coast Guard
Commandant



To the left and above is a reproduction of the
citation covering the Bicentennial Unit Com-
mendation - for which ribbons were recently
distributed to members of 5NR

DEPARTMENT OF TRANSPORTATION
DIRECTOR OF AUXILIARY (NR)
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