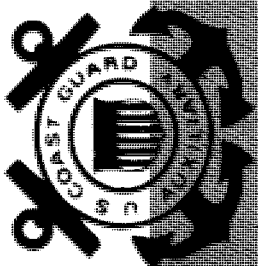
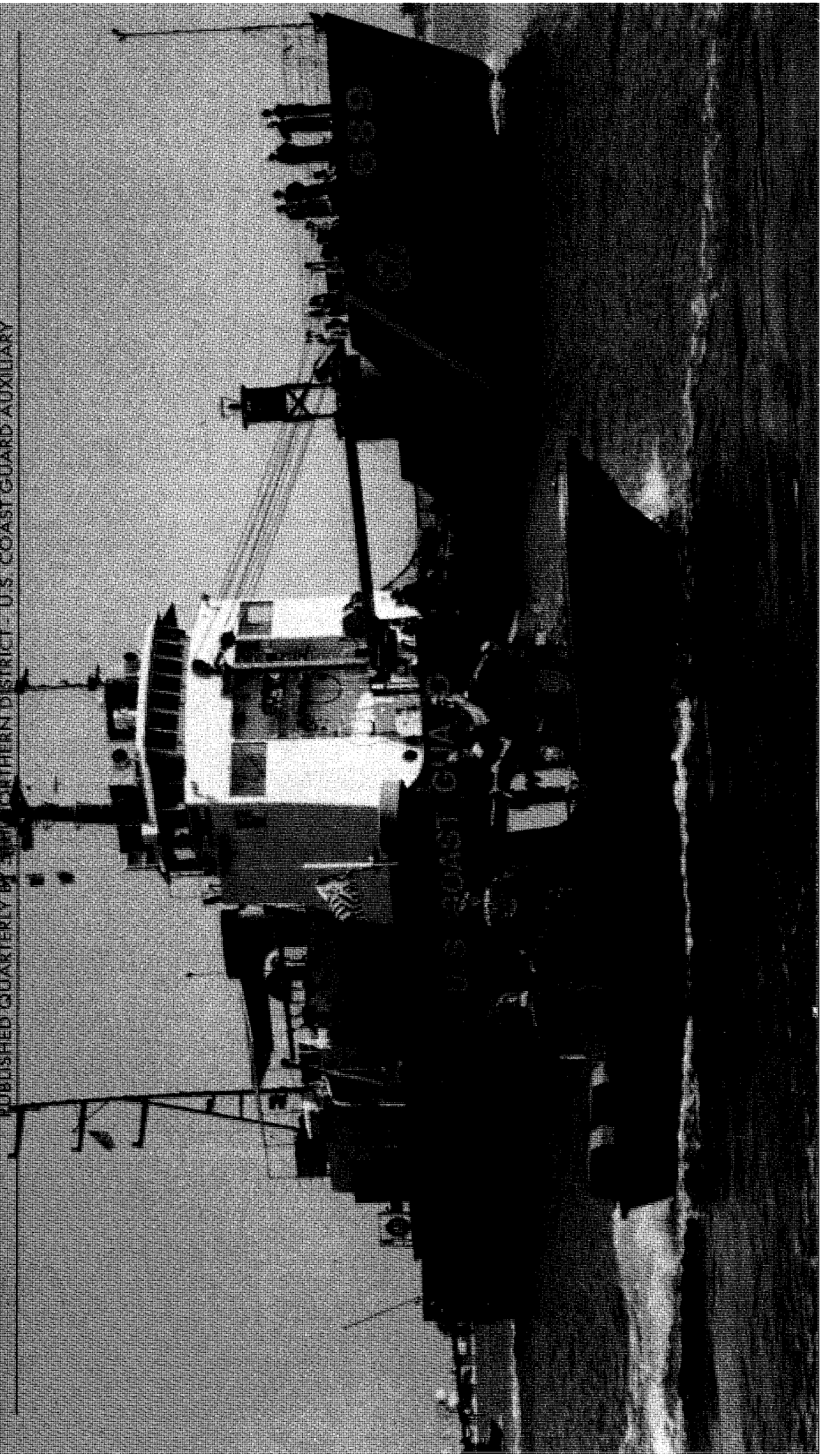


Inside



Vol. 95, No. 2
Summer, 1995

PUBLISHED QUARTERLY BY THE NORTHERN DISTRICT - U.S. COAST GUARD AUXILIARY



U.S.C.G. Auxiliary
Fifth Coast Guard District (NR)
1 Washington Avenue
Philadelphia, PA 19147-4393

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

Annette R. Keating, ADSO-PB

1995 Topside Deadline Schedule

FALL 15 July
WINTER 15 October

U. S. COAST GUARD

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

FIFTH COAST GUARD DISTRICT (NR)

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

5(NR) DISTRICT AUXILIARY OFFICERS

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

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

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

Copyright 1995 ©

U. S. C. G. Auxiliary

5th Northern

July 1995

District Board Meeting

MSO Group Philadelphia

Schedule

0800-0830 Coffee & Danish
0830-0930 Staff Meeting
in the Multi Purpose Room
0830-0930 Captains Meeting in the
Ward Room, 2nd Floor
0930-1000 District Board Meeting
Multi-Purpose Room, 1st Floor
1200-1300 Lunch in the Galley
if you signed up ahead of time
or on your own
1300-? District Board Continues

Uniform of the Day—Tropical Dress Blue
or Appropriate Civilian Attire

5NR

Fall Conference

15, 16, 17 September

Holiday Inn

West Chester, PA

Reservation forms and schedule

See pages 12 and 13

On The Cover: -USCG Cutter Red Oak and 22 Foot Raider during Allegiant Sentry in Cape May, NJ. See pages 3, 14, 15 for more details and photos.

Photo: M. Philip Stamm

CHIEF OF BOATING SAFETY



WIN-WIN

"...It is like our own bodies, a complex organism composed of many specialized parts when functioning together create something greater than the sum of the parts by themselves. For just as one cannot make a man by simply sewing together two arms, two legs, a head, a torso, eyes, hands, feet, a heart, and so on, so too is it impossible to gather up strangers in one place and call them a unit. Like the human body, the ...unit needs the magical spark of life that animates it. For the human, the spark is what we call the miracle of life, given at birth by the mother. For the ...unit, leadership, training, camaraderie, common purpose and respect, organization and shared hardships all work in mysterious ways to make a collection of individuals an effective unit."

This excerpt from "Code of Honor" by Harold Coyle is talking of the elements required for success by a group of men in a military conflict, but what it says applies to any organization, military or civilian, volunteer or not. Whether a platoon, naval ship, basketball team, or Auxiliary flotilla the elements for success are the same—leadership, training, camaraderie, common purpose and respect, organization and shared hardships. Moreover, that "magical spark of life" which brings these elements together, and animates the organization and allows it to succeed is, I believe, a win-win attitude among individuals in the organization.

Win-win means understanding that members of an organization are interdependent and that for the organization to succeed each member must cooperate in a way that assures that everyone is a winner. When everyone is a winner, all members are united; all feel good about decisions made and feel committed to the action plan. Win-win requires a member to listen to what other members are saying; suspending the need to be understood long enough to fully understand someone else; genuinely wanting to know another person's point of view regardless of whether or not you agree with the opinion.

Win-win does not come automatically. Unfortunately, most of us have not had much experience with a win-win environment. Our culture is strong and constant in win-lose attitudes and habits. Our children's craving and hunger for love and belonging are met upon the condition of "acceptable" or "winning" behavior. We adults are products of the win-lose environment of the normal distribution curve of education. Academic and athletic environments often carry over into legal, political and business professions where comparison, competitions and contests are common. Yes, win-lose is appropriate in many situations. It depends on whether it is an independent or an interdependent circumstance.

Win-win agreements are sometimes hard to reach and therefore can seem impractical, or unattainable and the concept idealistic. Win-win is not an idealistic concept. Though I cannot provide you with specific examples, they are all around us. In an athletic contest, the team that wins likely has the highest level of win-win among its members. Likewise, for those flotillas that come up with creative ideas to solve the problems that they face. You will not have to look far to find other examples.

Win-win is the essence of teamwork. And, as you know by now, I'm high on teamwork—within and among flotilla, divisions and areas, and among all organizations involved in boating safety. So I will say, for 1995, let's have a Win-Win Year!

Submitted by: Richard J. Davison, CAPT USCG

Allegiant Sentry
1995
Tests Readiness

More than 800 members from Coast Guard, Navy, Army and Marine Corp units, both active and reserve, along with 21 Coast Guard Auxiliarists participated in a coastal warfare exercise May 8 through May 18th.

The exercise dubbed Allegiant Sentry '95, tasked Coast Guard Port Security Units, Army Military Police, Navy Divers, ordnance disposal and mobile inshore undersea warfare units with protecting the Port of Cape May.

The Coast Guard Cutters *Red Cedar* and *Red Oak* played the part of United Nations cargo vessels shipping humanitarian supplies into Port while Coast Guard Auxiliarists acted as citizens of a fictional Country under UN protection.

The Auxiliarists provided the security forces with many of the situations they would be likely to encounter during actual deployment. Problems included organized protests from local citizens, unarmed civil vessels attempting to transit security areas, infiltrating shore facilities to plant explosives and rocket attacks from the water on cargo vessels.

In the eleven days of actual play, Auxiliarists carried out 82 activities or events. This level of activity was only possible because of the total support and commitment of Flotilla 8-2. The use of their facilities permitted the planning and scheduling of events minute by minute, twenty-four hours a day. Over this period, 5 Auxiliary boats and a total of 21 Auxiliarists from 8 different Flotillas participated.

The Auxiliary, the Flotilla and all participants received the highest compliments and thanks for their efforts in making Allegiant Sentry '95 a success.

Submitted by: Charles M. Maltbie, SPO AS '95, 5NR

Following is a list of the 5 Facilities and 21 members who participated:

Facilities

Brigadoon, Charles Maltbie

Sansouci, David A. Wick

IT IL DO, Robert A. Myles

Victory. William A. Wenker

Placebo, Francis M. McDermott

Auxiliarists

John J. Emmel,
Charles E. Ellner
Russell E. Norcross, Jr.
John Kratzer
Ira R. Dolich
Lionel F. Crosssman
M. Philip Stamm
William H. Dishert

Catherine B. Emmel
Bernard J. Ebba
Norma Jean Maltbie
Rita Kratzer
Arline L. Dolich
Paul D. Owens, Jr.,
Harry David
John D. McIntosh

See page 14 and 15 in this issue for another article and additional photos of activities during this exercise. Photos: M. Philip Stamm



DIRAUX



From the Director

By the time this Topside is published we will be well into the boating season and hopefully experiencing smooth sailing. As always I ask that you be extremely careful while you are underway and traveling about the Region. I cannot over-emphasize my concern for Safety. Our Spring Awards Conference was a big success. We were quite fortunate to have a number of distinguished guests on board and I will say that the positive feedback which I received was a direct reflection of your hard work. Your enthusiasm never ceases to amaze me. I was very pleased to see the rapport in place between the CG Auxiliary and the State agencies. Keep up the good work!

In an effort to keep you abreast of Organizational Restructuring and Coast Guard Downsizing I have enclosed ALCOASTS 027/95 and 038/95. I will continue to keep you updated as I receive the information.

ALCOAST 027/95 (transmitted 16 MAR95)

Comdtnote 1600 - Words From Our Commandant:

Subj: State of the Coast Guard Address

1. Today I will be delivering the annual state of the Coast Guard address in Washington, DC. I realize most of you will not be able to attend, so I wanted to share my thoughts with you.

2. First, let me start by praising each and every one of you for your tremendous performance over the past year. Due to your responsiveness and hard work, the United States Coast Guard is held in the highest regard by the Department of Transportation and throughout Government. Secretary Pena's award of the DOT Gold Medal to every member of team Coast Guard is a testament to your accomplishments. As a result of our value to the nation, the President has asked for an increase in next year's Coast Guard budget and I fully expect we will have the resources to continue our current level of operations through FY96.

3. The main focus of my address today will be the progress we have made on each of our eight goals as well as the challenges we still face. The text of my speech will be published in the

next issue of the Commandant's Bulletin and video tapes of the speech will be sent to each District Office. In general, I can report that we are doing extremely well on our path to being the world's premier maritime service. Our successes to date have made us a truly valued member of the Armed Forces and the Department of Transportation. Our challenge now is to achieve our eight goals through everyday leadership and continuous improvement.

4. I also want to take this opportunity to update you on our streamlining initiatives. The streamlining study continues—the team is completing a review of our headquarters organization. The study groups will report at the April Flag Conference. Based on decisions made there, a package of streamlining recommendations will be compiled and forwarded to DOT for consideration. As soon as the streamlining package has been approved by the administration and presented to Congress, I will let all of you know its contents via message. I anticipate doing this during May and June. It is critical that we allow the administration and the Congress a chance to review the entire package before any specifics are released. Forwarding all of our streamlining savings in one package to the Department and Congress is our best chance to have these excellent business decisions properly considered and approved. I assure you that each decision that we make will have the long term best interest of our people in mind.

5. I admire you for your professionalism and dedication to duty. Together we will remain Semper Paratus!

Signed: Admiral Robert E. Kramek
**ALCOAST 038/95
(TRANSMITTED 14APR95)
COMDTNOTE 7100
Words from our Commandant:
Subj: Coast Guard Streamlining**

1. The Spring Flag Conference, with streamlining as the principal agenda item, was held during the week of 3-7 Apr. After thorough discussion by our senior leadership, we are very close to a final decision on streamlining plans for USCG Headquarters, our area and district field organization, the training system, Governors Island and certain field support functions.

2. I know that every member of team Coast Guard is interested in the outcome of the studies and potential changes to the service. The recent Flag Conference, however, is only one step in this important process. Once I am able to make final decisions on the specific actions to be taken, I must present these to the Secretary of Transportation as part of our FY97 budget submission, and ensure their compatibility with the Department's restructuring initiatives. I will share the details with you as soon as they have been approved. I anticipate being able to provide more complete information in late June.

3. I recognize the impact of uncertainty as we face potential organizational restructuring. Streamlining changes will affect, to some degree, every component of the Coast Guard—active

duty members, reservists, civilian employees and auxiliaries. Despite this unavoidable uncertainty, now is not the time to speculate or to worry about the inevitable rumors that will surface. I've asked our flag-level leadership and those involved in the studies not to comment on possible outcomes. When I am able to provide more complete information, you will hear it from me first.

4. I am very pleased with the efforts of the study teams headed by RADM Woolever and RADM Teeson. The members of these teams have labored long and hard, and have produced a remarkable amount of solid research, sound analysis, and innovative thinking. In addition, I appreciate the efforts of the hundreds of Coast Guard people who assisted the work of the study teams. All of this work will be an important element of our continuing efforts to provide Coast Guard services even more efficiently and effectively—better Government at less cost to the taxpayer.

5. Signed: Adm Robert E. Kramek.

Submitted by: R. J. Duld, LCDR USCG, DIRAUX

PDCO

The Auxiliary Leadership Course (AUXLEA)

Our Auxiliary Leadership Course (AUXLEA) can no longer be considered as a "new kid on the block."... It's a full blown part of our District's program.

From our January 1995 inclusion of this program as part of the Elected Officers Training, through several programs to our AUXLEA instructor training in June, the presentation has been improved.

Consideration should be given now to scheduling this program during the fall months.. There are no plans to include AUXLEA in the 1996 Elected Officer Training. First, because a significant number of those attending will already be graduates of the 1995 program, and second, the possibility of additional topics as a result of the current Coast Guard and Coast Guard Auxiliary studies.

AUXLEA will be an all day program much as AUXLAM was. In addition to lecture and discussion of our expanded coverage of leadership, communications and goal setting, we will incorporate principles of volunteerism, group diversity and dynamics. **Total Quality Management**, a key to the success of our organization in these times of continuous change, will receive the attention it deserves.

New responsibilities and challenges are the Auxiliary's future as it looks toward a new century. These new tools will enable our leadership to carry on our tradition of "Pride and Professionalism".

Submitted by: John D. McIntosh, PDCO, 5NR

DISTRICT COMMODORE



At this writing, it is Spring again and many are getting their facilities ready to go into the water. Already the Coast Guard has asked us to assist them in several operations by providing a vessel and crew, which you have responded to. By the time you receive this issue exercise Allegiant Sentry will have been completed with more vessels involved.

Our membership has grown by 65 new members, let's do all that we can to utilize these new members and retain them as well as retaining the existing members. CMEs are off and running. Let us not hold back because of the new regulations that we hear of. There may be changes, but we will deal with them as they come about. For now just proceed as you have in the past.

Already we have started with AUXMIS II by making changes in the manner in which we submit our reports. Soon all of the Division IS officers will be trained to input the information directly. The success of this operation will depend on how soon and how properly you submit your cards. Remember that the 60 day time limit, from the time that you complete the mission until it is entered, will apply.

As I travel around the District, visiting the various Divisions, I get the feeling that everyone wants to get going and do things. Keep up this feeling and I am certain that good things will happen. You will reach your objectives and have fun and fellowship doing it.

Responsibility is everyone's job. Every member must take the responsibility for whatever he or she is doing, whether it be on Patrols, on the Ramps, in the classroom or just doing administrative work. Just as important are making out the green cards, preparing the lesson plan or mailing an envelope. Yes, the member is responsible for seeing that the proper amount of postage is affixed to the envelope. For many years we were spoiled by Penalty Indicia where we just stuffed whatever we could into a brown envelope and dropped it in the slot. Things are quite different now; putting the correct amount of postage on a letter is not limited to using enough postage but also to not using more than is necessary. The Coast Guard must pay for the stamps that we use, but as before there is no shortage. If you don't have a postage scale, a good rule of thumb is 3 sheets of paper in a 9 x 12 brown envelope will be 32 cents plus an 11 cent surcharge. 5 sheets of paper can be put into a white 4 x 9-1/2 envelope for 32 cents. In either case 5 additional sheets will cost an additional 23 cents on the 4 x 9-1/2 and 32 cents plus 23 cents on the 9 x 12 brown envelope (the 11 cent surcharge is dropped after the first ounce in this envelope). Recently, 80% of the mail received at the Director's office had excess postage, some as much as three times the required amount. This is all taking away from the funding that we need for other programs.

*"Have a great Summer and have fun.
"Let's Come Alive in '95."*

Submitted by Harry L. David, DCO, 5NR

VICE COMMODORE



Congratulations to all who received awards at the Spring Conference. Many thanks to everyone for all the work so well done. From all indications everyone will be doing even better in 1995.

Each of our District Staff Officers and their ADSOs are to be commended for the time, effort and ingenuity we are seeing in every area. Remember that in addition to everything each is doing, all are ready, willing and able to assist you whenever and wherever necessary.

Additional Member Training schools being prepared for are AUXLEA and OPS in June; National ATON in July; ITT School in August; IT in September. There will be an IS School for Division IS officers scheduled. More information will be forthcoming.

All billets plus alternates are filled for the National ATON School. It is not too early to submit applications for any of the other schools you are interested in attending.

By this time the Operations and VE programs should be "on plane" and running smoothly. Hope you are having lots of fun with your programs. Keep safe!

Submitted by: Clyde College, VCO, 5NR



COMMANDER
FIFTH COAST GUARD DISTRICT
PORTSMOUTH, VIRGINIA 23704-5004
15 May 1995

Dear Commodore David,

On behalf of the entire Coast Guard, thank you for the donation given by the Fifth District Northern Region Auxiliaries to the Mutual Assistance Program. I was extremely proud to accept the ceremonial check at the spring banquet in Cherry Hill. Your donation in excess of \$4,700 will go a long way towards helping the members of Team Coast Guard who have experienced an unexpected setback and need help getting their life back on track.

Once again, thank you for your continued generosity. Please share my appreciation with all the members of the Fifth District Northern Region Auxiliary.

Sincerely,

W. J. Ecker

W. J. ECKER
Rear Admiral, U. S. Coast Guard

RCO-EAST



Down the Road A Piece

In industry from the gigantic corporation to the Mom and Pop store a basic truth is "Nothing happens until somebody sells something." This same principle can apply to our Coast Guard Auxiliary. "Nothing happens until somebody **does** something."

The pending restructuring of the Coast Guard and their future needs will potentially take us into new and exciting areas of challenge and responsibility. We will be asked to do more than we did before. Our primary cornerstones will remain intact, but we may be asked to supplement regular Coast Guard crews, provide many more needed watch-standers, perform office duties, maintenance work, assist marine engine repair, etc. We can become more intricately involved in the day to day Coast Guard operations than ever before in our Auxiliary history. This will be a new, exciting opportunity for most and hopefully all of us.

Let us participate and support the mandated changes the Coast Guard must implement with a positive, cooperative attitude. Progress, growth, evolution, improvement can only be effected by change. The old bromide, "If it's not broke don't fix it" is not always relevant. How about, can we do a better job, in less time, with fewer people at a lower cost to the taxpayers. Shades of TQM. Incidentally we are taxpayers too!

Please be reminded, the need for "Recruiting and Retention" of quality memberships is vitally essential now, and even more important than ever before. We must have an adequate roster of well trained members with skills equal to the tasks we may be called on to perform.

Need and appreciation is a prime motivator of people. The Coast Guard has a definitive need for us at this time and has historically demonstrated their support and appreciation for the distinguished Auxiliary contribution we voluntarily offer Team Coast Guard.

There is no doubt in our minds that our members will rise to the occasion and assist and support the Coast Guard in this time of change or whenever we are needed. Willingness and dedication to duty and support of the U. S. Coast Guard is our proud history and that is what the Auxiliary is all about.

"Have a Great Summer."

Submitted by John Locasale, RCO-E, 5NR

RCO-WEST



Fair Conditions on the Horizon

Can you believe it? We're half way through the year already! They say, "time flies, when you're having fun." And that's how I read it.

As I travel around the district with my colleagues, I find Auxiliarists doing the missions with less stress and happier faces. I think the pleasant spring weather had something to do with the spirit of renewal, but look around; there is a new spirit among the members. There is much better attendance at meetings, the Spring Conference broke a number of records for attendance again, work sessions are crowded and member training presence is up. I witness more uniforms at events and member complaints are fewer and friendlier. On a barometer of volunteerism, these indications point to fair conditions.

I had the privilege of hearing the Commandant of the Coast Guard speak at Annapolis recently, where he told us that when he began his current assignment, he read the history of the Coast Guard from 1790 onward. He was impressed with the previous record of the service and wanted it to continue as the premier maritime service in the world. He realized that the Coast Guard mission had always been to be lifesavers and guardians of the sea. He saw an emphasis on leadership culture and the virtues of honor, integrity, respect and devotion to duty. He said that "we are the jack of all trades and the master of all trades." Later I read what the National Commodore wrote at the beginning of his term, when he said that "the Auxiliary places a premium on integrity and we are vigilant in treating others with respect, honesty and decency, so that every volunteer who aspires to these values can reach their maximum potential in mission performance, membership satisfaction and personal enjoyment."

Wherever you go in Fifth District Northern, you will see members working with the same focus as in the past, but with less pressure and stress. They are providing the quality of work expected by their customers. They are ever-mindful of the virtues expressed by the leadership of our organization and wear the uniform proudly wherever they travel.

I want to close with a reminder: Watch your newsletters for schedules of picnics, bus trips, rendezvous and other fun activities for Auxiliarists. Pace your energy during the mission day, so you can enjoy a social activity at the end of the day. Take photographs, eat the food and have a good laugh with your friends. You'll live a lot longer and you'll have some great memories for many years to come.

Submitted by: Michael J. Ripton, RCO-W, 5NR

IN MEMORIAM RCO-CENTRAL



WILLIAM E. STUMBERS

1926-1995

Rear Commodore Central, 5NR

1994-1995

William "Bill" Stumbers joined the Auxiliary in 1980 and for fifteen years has been an exceptionally active member until he passed over the bar as a result of an unexpected heart attack on Wednesday, June 28, 1995. This was Bill's second year as Rear Commodore Central. He has been active in every program and was an AUXOP, a QE, a Coxswain, an Air Observer, an Instructor and a Vessel Examiner. He was originally a member of Division I but transferred to Division XII to reactivate a faltering flotilla, which he did and then stayed on in Division XII. To quote the Commodore--"If anyone could be called Mr. Auxiliary, it would have been Bill."

Bill is survived by his wife Shirley, also a member and Past Captain of Division XII. Bill and Shirley are well-known throughout the District. Together they travelled to the various Divisions, attending meetings, social functions and many other special events.

Bill will be greatly missed by the Auxiliary and his many friends, not just for his accomplishments, but for his fellowship with others.

Our condolences to Shirley. You are in our thoughts and prayers.

IMMEDIATE PAST DISTRICT COMMODORE



WHEN ALL ELSE FAILS READ THE DIRECTIONS!

How many times have you heard that *TIRED EXPRESSION*? If you are like me, too many probably. Anyway, we are all guilty of ignoring it at one time or another. Besides, it's really hard to read the directions if you cannot find them!

Every year, without fail, we have AGENDA ITEMS presented to the District Board. In many instances they are rejected for any number of reasons. Typically, the ITEM is worded poorly, lacks research, or is not policy that we can change.

You may ask, *Where can I find the directions, who has them?* Answer: The elected officers. They generally receive this information and much more at the Elected Officers Training in January.

Let's review how policy is made, where it comes from. Once we understand this, everything should fall into place. We receive policy in the following manner:

From the Coast Guard - It occurs, for our purposes, at two levels. The first level is at Headquarters that generates the Commandant's policies. These policies are generally broad in nature and general in scope. This policy is available through Commandants Instructions, Notices and manuals.

The second level is the District level. The District Commander issues policies based on Commandants policy, but tailored to the needs of the district. In our region, this is the primary responsibility of the Director.

From the Auxiliary - We can produce new policy or initiate change to existing policy at both the National and District level by submitting AGENDA ITEMS up the chain-of-command to the appropriate level, National or District.

The Executive Committee (EXCOM) meets monthly to transact business of the District. It establishes administrative policy not requiring the action of the District Board. EXCOM consists of the DCO, VCO, RCO-E, RCO-W, RCO-C, IPDCO, PPCA and the Director.

The District Board meets quarterly to transact the business of the District and is required to act on all AGENDA ITEMS presented. The District Board consists of the EXCOM and the incumbent Division Captains.

The procedure for submitting an AGENDA ITEM was written and issued as DCO MEMO 1-85 and is still in effect.

So, what is the best way to institute a policy or make a change? Any flotilla member can make a motion. Once this is done, the process begins. If the flotilla approves the motion, it is written up as an AGENDA ITEM and submitted, in the proper format, to the Division Board. If passed there, it goes to the Area Meeting. Here is where some confusion occurs.

By District Commodore's Memo, all AGENDA ITEMS are to be submitted to the AREA meeting. Our Standing Rules do not require AGENDA ITEMS to be passed at the AREA meetings before presenting them to the District Board. So, even if the AGENDA ITEM fails to pass at the AREA meeting it can still be referred to the District Board under New Business. Then why submit them to the Area Meeting? The value of the Area Meeting is that the AGENDA ITEM receives exposure so that it's good points and/or shortcomings may be pointed out. This provides the sponsoring

Continued on Page 8

ALL MEMBERS PLEASE NOTE...If you want your AUXMIS-bound and other PE-related reports noted, recorded or appropriate action taken, **DO NOT SEND THEM DIRECTLY TO THE DIRECTOR'S OFFICE.** Anything for AUXMIS goes through your FSO-IS! If you're not sure where to send other PE items, check with your Flotilla Commander, FSO-PE or your IS Officer.

For example, in a recent mailing from the Director's Office, DSO-PE received: two Notice of Intent to Teach reports too late to be included in the District list; eight applications for New Jersey Boating Safety Certificates; and a PE-related Public Affairs Report.

Let's remember...Do the right thing the right way!!!

Submitted by: William Reimer, DSO-PE, 5NR

unit an opportunity to improve the AGENDA ITEM before submitting it to the District Board.

AGENDA ITEMS must be submitted to and received by the appropriate Rear Commodore 14 days before the District Board Meeting. The Rear Commodore will forward copies of the AGENDA ITEMS passed at their Area Meeting to each member of the District Board and Advisory Committee not less than 10 days before the meeting of the District Board. Next, the AGENDA ITEM is placed before the District Board for its action. If the District Board approves the AGENDA ITEM, it is referred to the Director for action. If approved by the Director, it takes effect within the region. AGENDA ITEMS, which start at the flotilla level and receive the support of the membership through their elected officers, stand a very good chance of receiving the Directors support. However, please keep in mind that the Director cannot approve Regional Policy contrary to existing National or 5th District policy.

The question of the elected officers responsibility to bring forth AGENDA ITEMS and how they should vote is often asked. Assume you are a Division Captain and your Division Board passed an AGENDA ITEM. You voted against it. Do you have to refer it to the Area Meeting? YES! That is your responsibility. *Also, during the presentation and discussion of the item, you should faithfully communicate the intent of the AGENDA ITEM and show support for it while it is on the floor.*

Do you have to vote in favor? Let your conscience be your guide. Keep in mind that you have an obligation to represent your membership. Remember, in most cases the AGENDA ITEMS are fairly clear on intent; However, *they are often short on research, such as the impact on short and long term goals, cost, etc., or are poorly worded.*

Now that you have the facts and read the directions, good luck!

Submitted by: Ed Rearick, IPDCO, 5NR

INFORMATION SYSTEMS

I would like to share with you some of the information that has come to me by way of the new **AUXILIARY MANAGEMENT INFORMATION SYSTEM (AUXMIS)**. It is from the **CONSOLIDATED SOFTWARE REQUIREMENTS DOCUMENT (C-SRD)**.

Analysis of the proposed system. The proposed system is found to provide the following benefits and/or disadvantages:

The major benefits to be obtained from the new system can be attributed to the use of a 4th generation language and underlying **relational database management system (RDBMS)** versus a 3rd generation language and a flat file system. They include interactive data entry, retrieval and validation. An additional benefit is an ad-hoc query and reporting capability to allow users to customize their reports.

The disadvantages created by the new system include training and acceptance. The user group within the Auxiliary will be made up of staff officers. These are appointed offices that could potentially change yearly, therefore, training will be an on-going task. In addition, the implementation of the new system will replace all of the nonstandard applications that were developed locally. There may be a reluctance to transition to a new, unknown system and leave a familiar and, in some cases, self-developed system behind.

There are two elements of data maintained by this system that are sensitive to the Privacy Act: Social Security Number and Birth Date. The Privacy Act as it applies to AUXMIS suggests that these data elements be maintained by the Coast Guard. Therefore, this data must be stored within a database system that is protected by the U. S. Coast Guard. Once in the system, users identified as Auxiliary staff will not have access to retrieve this data.

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

MEMBER TRAINING

There are two (2) District level schools remaining for 1995. They are the Instructor Trainer school on 11, 12, 13 August, and another Basic Instructor school on 22, 23, 24 September. The Instructor Trainer school is designed to give a qualified Instructor in your Flotilla/Division the skills necessary to coach and critique those who want to become instructors under the new instructor qualification system. Those who apply for this school should have at least two (2) or more years experience as Auxiliary instructors in either Public Education or Member Training. If space is available we will also consider applications from qualified ITTs who want to polish their skills. The Basic Instructor school is intended to train new instructors and get them started on progressing through the five (5) steps necessary to become an instructor under the new instructor qualification requirements. A generic registration form was published in the Spring *Topside* or you should be able to obtain one from the elected officer of your unit.

The Director of Auxiliary (DIRAUX) is quite concerned about the waste of postage and envelopes that has been observed with the receipt of mail coming into his office. The Director has asked the Member Training team to develop a short workshop to try and correct some of the common errors. The workshops will be given at Division meetings. A member of The Dream Team will be contacting each Captain to arrange a suitable time.

In the meantime, here are some simple rules to help you select the right envelope for the job and how to figure how much postage to use. If you keep in mind this whole mailing system is based on weight, you won't have any problems. It's no more difficult than mailing your Christmas cards.

Stamps come in the following denominations: "G" = .32, .23, .19, .10, and .01. Temporarily .29 is also available. You can mix and match these stamps to arrive at the correct amount of postage for each mail piece.

White Envelopes: The standard white envelope will comfortably hold five (5) sheets of 8-1/2 x 11 paper or one (1) Rapid Draft letter plus one sheet of paper. (1 oz. of material; cost one (1) "G" stamp or one (1) .29 and three (3) .01 stamps. The total cost to mail is .32. More than five (5) sheets of paper will be over 1 oz. and will cost .55 to mail. (.32 for the first oz. plus .23 for the additional weight - up to 2 oz. = .55. Additional ounces (or multiples of 5 sheets) add .23 per ounce.

Manila Envelopes: (large brown non-standard). This envelope empty weighs 0.7 oz. add one (1 sheet of paper and it weighs 0.9 oz. and costs .43 to mail (.32 for the first oz. plus a .11 surcharge because it is a non-standard envelope). When this same envelope contains just two (2) sheets of paper the weight increases to 1.1 oz. and costs .55 to mail. (.32 for the first oz. plus .23 for the additional oz. up to two (2) oz. No surcharge is incurred after you pass the first oz. but you must pay an additional .23 per ounce postage for all over 1 oz.

As you can see you do not have to be a "Rocket Scientist" to know which envelope to use to send your mail in the most cost effective manner.

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

Did You Know?

"By year's end, U.S. businesses will have spent \$50.6 billion on employee training—5% more than last year, according to a report in "Training Magazine." ...The most common means of training is through video. Ninety-two percent of organizations use it"....Excerpted from "The Philadelphia Inquirer."

Submitted by: William Reimer, DSO-PE, 5NR

OPERATIONS

By the time this issue of *Topside* is in the field to all the members, most all SO-OPs and others that receive patrol orders, should have received the latest **COMMANDANT NOTICE 5132**. The subject covers the new **AUXILIARY PATROL ORDERS**. As of this writing, please be advised, yes there will be new orders some time this season but for now utilize whatever orders Group Philadelphia issues. The new orders when they become available, have a block to complete for the owner of the vessel, i.e. if you are the Coxswain of record but not the owner of this patrol vessel, completion of this block will send the reimbursement check to the owner.

Also the new orders contain a Continuation Sheet. It is to be used to document multiple patrols, either occurring on the same day or occurring over a period of days (i.e., a weekend, a large operation like the Olympics or the Americas Cup Races, etc.)

Effective immediately: Any orders that you are issued for any reason, the reimbursement claim must match the same day as the patrol. In reality, if you have a patrol on Saturday the 2nd of the month, you must fill your fuel tank up the same day, not Sunday or later in the week.

When the new orders do arrive you will notice the amount allowed without receipts is considerably less (\$25.00), so don't forget your receipt.

Spring Renovations

As with any home, yard, boat, or SARDET there is always some cleaning, repairing or just plain improvements that should be undertaken before opening season and SARDET "Wilmington" is a fine example.

On 1 April 1995, 13 Auxiliary members devoted most of the day on the Wilmington SARDET site, removing unwanted brush, old timbers, rusted cable and any other unsightly trash from the river's edge in anticipation of securing the 60 feet of floating docks that are to arrive any day. This may sound simple, but it was not an easy task. Several of the timbers removed or relocated probably weighed in excess of 1000 lb. or more. The old rusted cables are about 2 inches in diameter. Without the use of a winch mounted on the front of Chris's diesel Ford truck and Bill's Oxygen/Acetylene burning outfit this portion of the cleanup would have been extremely difficult if not impossible. Several more members were busy removing the old pallets used for a deck while other members were double staining (stain supplied by Director's Office), and placing the new sections of 12 x 18 decking designed and constructed by Ralph and his carpentry students from Delcastle, Tech High School. While all this is transpiring, Chris is re-wiring and relocating all the radios inside the Comms trailer to greatly improve and simplify watch standing. A small clearing was created and blocked behind the trailer to allow room for a 4 x 6 foot wooden shed (again designed and constructed by Ralph and his Delcastle boys) to be assembled on site and used for storage of our P1 pump, 164 qt. cooler, mustang suits, lady Oscar, etc. On the same day, everyone available grouped together to relocate a 250 gallon fuel tank. The tank was used by the boat yard for their heating oil supply. However, they no longer need it and turned it over to us for Diesel storage, if in the future we again require Diesel.

Many thanks to all the dedicated and loyal members who helped on this massive cleanup, and yes for anyone thinking they were left out, we still have some more work to do. Stain or paint the new shed and secure the docks and construct a ramp to the docks when they arrive and so on.

Thanks to J. Bifferato, R. Brereton, R. Gilgenast, J. Green, C. Kissell, C. Lyman, N. Matchica, W. Platter, J. Sartin, N. Schneider, 2 other members whose names were not registered, and to yours truly for all the work already done.

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

VESSEL EXAMINATION

When I attended the N-Train meeting in St. Louis, MO, I did so representing all the Vessel Examiners in the Fifth Northern District. When I was asked to give an opinion on something, I did it with you in mind. When a discussion ensued, I was right in the middle of it. If I felt that something was wrong, I spoke up against it. That is the way I am and have always been. If I feel I am right, I will fight something that is wrong. If I am wrong, I will be the first to admit it.

There were a number of things that we were asked to give our opinions on and the majority, if not all of the 18 DSO-VEs were against most of the changes proposed.

When I am asked to obey an order, I may not like it but I will do it. I did that for a lot of years in the service.

When I returned from the N-Train meeting, I made a report to all of the Division SO-VEs. I mentioned the changes to the AUX 204 and the introduction of the new AUX 204-A, for Personal Water Craft. I also stated that 100,000 PWC Decals were being produced and that I had ordered 10,000 of them.

No one could give us a definite date when the PWC Decals would be available nor could they tell us when the new AUX 204 and 204-A would be available.

After a number of phone calls, leaving messages, I finally made contact with the Department Chief for Vessel Examination and was told that the PWC decals were produced in the wrong color and would have to be re-made. The AUX 204 and 204-A had to be re-worded and we may have to re-word our own "old" AUX 204s and your guess is as good as mine when the AUX 204-A will be available.

Enough about what might be, what should be, is doing more CMEs than you have done in the past. Doing Courtesy Marine Examinations is what it is all about. We need all the CMEs you can give us.

Let's show the National Bridge, that if they want to increase Courtesy Marine Examinations, the Fifth Northern District can do it. You know we can do it and I know we can do it—so let's do it.

God Bless.

***LET'S GO FIFTH NORTHERN
LOOK ALIVE IN '95 LET'S DO IT.***

Submitted by: H. William Schmitz, DSO-VE, 5NR

See page 20, 21, 22 for update info; decal, 204A, manual change, etc.

PERSONAL FLOTATION DEVICES

The Regulations

PFDs are divided into five official categories, Type I through Type V. The U.S. Coast Guard regulations regarding life jackets or Personal Flotation Devices (PFDs) on pleasure boats are pretty simple.

Impact Rating

In addition to the Type of PFD, there is also the **Impact Rating** which applies primarily to Type III vests. This is a measure of strength expressed in miles per hour. A vest which has an impact rating of 100 M.P.H. means that it should survive the stress of contacting the water (with a person inside) at this speed. It does not guarantee that the person inside will survive the impact, however. The Impact Ratings are 35, 50, 75, and 100 M.P.H. In the 35 and 50 M.P.H. tests, the test dummy and PFD are dropped from a height of 18' above the water. For test 75 M.P.H. and above, the test dummy and PFD are usually dropped from a plane around 75' in the air. Boaters with fast, open boats, or water-skiers, should consider vests with higher impact ratings.

Submitted by: Helen McCabe, DSO-CC, 5NR



1995 FALL CONFERENCE
5th District Northern Region - U. S. Coast Guard Auxiliary
15, 16, 17 SEPTEMBER

Holiday Inn West Chester, West Chester, PA

SCHEDULE OF EVENTS

FRIDAY	15 SEPTEMBER 1995
1600 - 2000	Registration Desk Open
2000 - 2100	Captains Meeting
2000 - 2100	District Staff Officers Meeting
2100 - 2200	District Board Meeting (Elections)
2200 - 2300	Welcome Aboard Reception (No Host)
SATURDAY	16 SEPTEMBER 1995
0730 - 1000	Registration Desk Open
0800 - 1200	District Board Meeting Reconvenes
0800 - 1700	District Store Open
0930 - 1100	Spouse/Guest Coffee & Program
1000 - 1100	VE Workshop (Personal Watercraft)
1000 - 1145	CC Workshop
1200 - 1315	LUNCH BREAK (See Note Below)
1330 - ?	District Board Reconvenes
1330 - 1500	PE Workshop
1515 - 1615	VE Workshop (Personal Watercraft)
1800 - 1900	Cocktail Reception (No Host Bar)
1900 - 2100	Banquet
2100	Entertainment
SUNDAY	17 SEPTEMBER 1995
0830 - 1000	Past Captains Association Breakfast (Members and Guests only)
1030 - 1200	EXCOM Meeting

Notes: Hotel features a soup & make your own deli sandwich bar for \$7.95 for Saturday Lunch.
Dotted Blank lines for convenience in filling in location of event when announced.

BANQUET BUFFET MENU

Salads

Tossed Greens with Assorted Dressings, Fresh Fruit,
Pasta Primavera Salad,

Olives and Roast Peppers, Shrimp & Rice Salad

Entrees

Chicken Dijonaise, Roast Top Sirloin of Beef,
Flounder Florentine

Vegetables

Wild Rice, Oven Roasted Potatoes, Oriental Stir Fry

Assorted Desserts, Coffee, Tea

\$20.00 including Gratuity)

UNIFORM OF THE DAY

FRIDAY	Casual
SATURDAY	(Before 1800) Tropical Dress Blue or Appropriate Civilian Attire
	(After 1800) Casual
SUNDAY	Casual



ROOM RESERVATION FORM

Use this portion to make reservations at
Holiday Inn West Chester
943 South High Street
West Chester, PA 19382
Tel: 610-692-1900; FAX: 610-436-0159

U. S. Coast Guard Auxiliary 5NR
Fall Conference
15, 16, 17 September 1995

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Please Reserve: ☐ Single ☐ Double ☐ Non-Smoking
Rate: \$65.00 Single or Double
(Includes Continental Breakfast)



Deadline for Reservations:
1 September 1995

One night's deposit required to guarantee room.
Make checks payable to Holiday Inn West Chester,

or call with major credit card.
State that you are with the US Coast Guard Auxiliary
Check in time: 1500

Arrival Date _____

Departure Date _____

U. S. Coast Guard Auxiliary 5NR
Fall Conference
15, 16, 17 September 1995

Use this portion to make your meal and Auxiliary
Conference Registration

Name: _____

#1 _____ Member No. _____

#2 _____ Member No. _____

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

Saturday Night Banquet Buffet: (\$20.00) # _____ \$ _____

Past Captains' Breakfast:
Member(s) (PCA) # _____ \$ _____
Guest(s) at \$10.00 # _____ \$ _____

Spouse/Guest Program (Free-please check if attending) ☐

Total Amount \$ _____

Make Checks payable to USCG Aux 5NR

Send to: Ira & Arline Dolich
P.O. Box 849
Cherry Hill, NJ 08003



REGISTRATION DEADLINE: 8 SEPT
ADD \$5.00 AFTER THIS DATE

HOLIDAY INN DIRECTIONS

From Western Pa. PA Turnpike East to Exit 23, Follow Rt. 100 South to Rt. 202 South. Past the West Chester University Exit, the highway merges to one lane and curves to the left (you can see the hotel from the highway). Go to the next traffic light and take a "U" turn at the "jug" handle. We will then be on the right about 1/4 mile up the road. Take a right onto Stanton Avenue and a left into our parking lot.

From Philadelphia or Airport. 95 South to West Chester Exit Rt 322 West. This will dead end onto Rt. 1. Make a left onto Rt. 1 and continue to next large intersection (Rt. 1 and Rt. 202). Make a right onto 202 North. Travel 4-1/2 miles on 202 North. Make a right on Stanton Avenue (small road between C-Mart and Holiday Inn, West Chester). Our parking lot is then immediately left.

From Northeast Extension. Rt. 9 South to West on PA Turnpike to Exit 24 at Valley Forge. Follow 202 South. Past the West Chester University Exit, the highway merges to one lane and curves to the left (you can see the hotel from the highway). Go to the next traffic light and take a "U" turn at the "jug" handle. We will then be on the right, about 1/4 mile up the road. Take a right onto Stanton Avenue and a left into our parking lot.

From Wilmington and South. Rt. 95 North to 202 North (at intersection of Rt. 1 and 202, you are 4-1/2 miles from the Inn. Continue on 202 North. Make a right on Stanton Avenue (small road between C-Mart and Holiday Inn, West Chester). Our parking lot is then immediately to the left.

From Points East and North. PA Turnpike West to Exit 24 (King of Prussia), to Rt. 202 South. Past the West Chester University Exit, the highway merges to one lane and curves to the left (you can see the hotel from the highway). Go to the next traffic light and take a "U" turn at the "jug" handle. We will then be on the right, about 1/4 mile up the road. Take a right onto Stanton Avenue and a left into our parking lot.

THE AUXILIARY AS ADVERSARIES

In the ongoing and expanding role of Auxiliarists performing non-traditional tasks, twenty-one (21) members from eight different flotillas and four (4) vessels from Flotilla 82, plus Charles Maltbie, Allegiant Sentry Special Projects Officer, and his facility performed in excess of two hundred sixty four (264) mission hours on eighty two missions (44 on-the-water patrols and 38 shorebased missions), all organized by Flotilla 82, Cape May, NJ from their headquarters building, during the exercise Allegiant Sentry 95 (AS-95).

As assistant Editor of the quarterly "Naval Coastal Warfare News" (NCWN), published by Maritime Defense Zones Lant and Pac, I was privileged to be able to participate, as well as cover, some of the missions.

AS-95 was a Joint Forces Exercise (Coast Guard, Navy, Army, Marine Corp and Air Force, both active and reserve, held at the Coast Guard Training Center, Cape May, NJ from 23 April to 19 May. The exercise was conducted as further training for the deployable Harbor Defense Command (HDC) and Port Security Units (PSU).

These units were tasked with the responsibility for the security of the outer harbor, inner harbor, and port security. The mission of HDC and PSU is to ensure the safe coming and going of shipping bringing both supplies and troops. This includes, but is not limited to the placement of ATONs, to mine sweeping, to constant surveillance for terrorists activity from sea or land.

As Opposing Forces (OPFOR), the enemy, the Auxiliarists were tasked with the job of breaching those security zones on both land and sea. Missions from the sea included, but were not limited to, attempting to place bombs, smuggle arms, munitions, explosives, and penetrating the beaches. From the land, they acted as protesters and activists resenting the intrusion of foreign forces in their land. DCO Harry David, from 5NR was a player in one of those landside missions.

Under the direction of CDR Rod Bowles, USCG, CDR Steve Day, USCGR, and Mr. Charles Maltbie, Special Projects Officer, USCGAux, Flotilla 13-6, 5NR, Auxiliarists worked far in excess of the reported 264 mission hours both in preparation and detailed debriefings. Acting as XO's, as well as frequent duty as deployed crew members, were John Kratzer, Flotilla 6-5 and Past Division Captain, Div VI, and Rita Kratzer, Flotilla 6-5, currently 5NR District Secretary.

Four (4) vessels: from Flotilla 8-2, 5NR —the 28 foot *Placebo* skippered by FC, Francis M. McDermott; the 24 foot *IT IL DO*, skippered by Robert A. Myles, VFC; the 24 foot *Sans Souci*, skippered by David A. Wick, FSO-MT; and the 24 foot *Victory*, skippered by William A. Wenker, FSO-PE took part in the missions that ran from as early as 0730 to as late as 0100. Most of these missions were run with little regard to the weather which at times was less than desirable.

Additionally, Mr. Maltbie's *Brigadoon*, a 54 foot Hatteras deployed on several missions as a High Value Asset (HVA) to infiltrate security zones patrolled by USCGR 22 foot Raider Boats. Aboard for some of those missions were Exercise Director, CAPT Chris Bohner, USCG; CAPT Ted Flynn, USCGR, Director of Evaluation; and CDR Mike Soares, USNR, Safety and Environmental Director.

Both CDRs Bowles and Day said they couldn't have been more impressed with the commitment and energy expended by this extraordinarily hard working group of Auxiliarists.

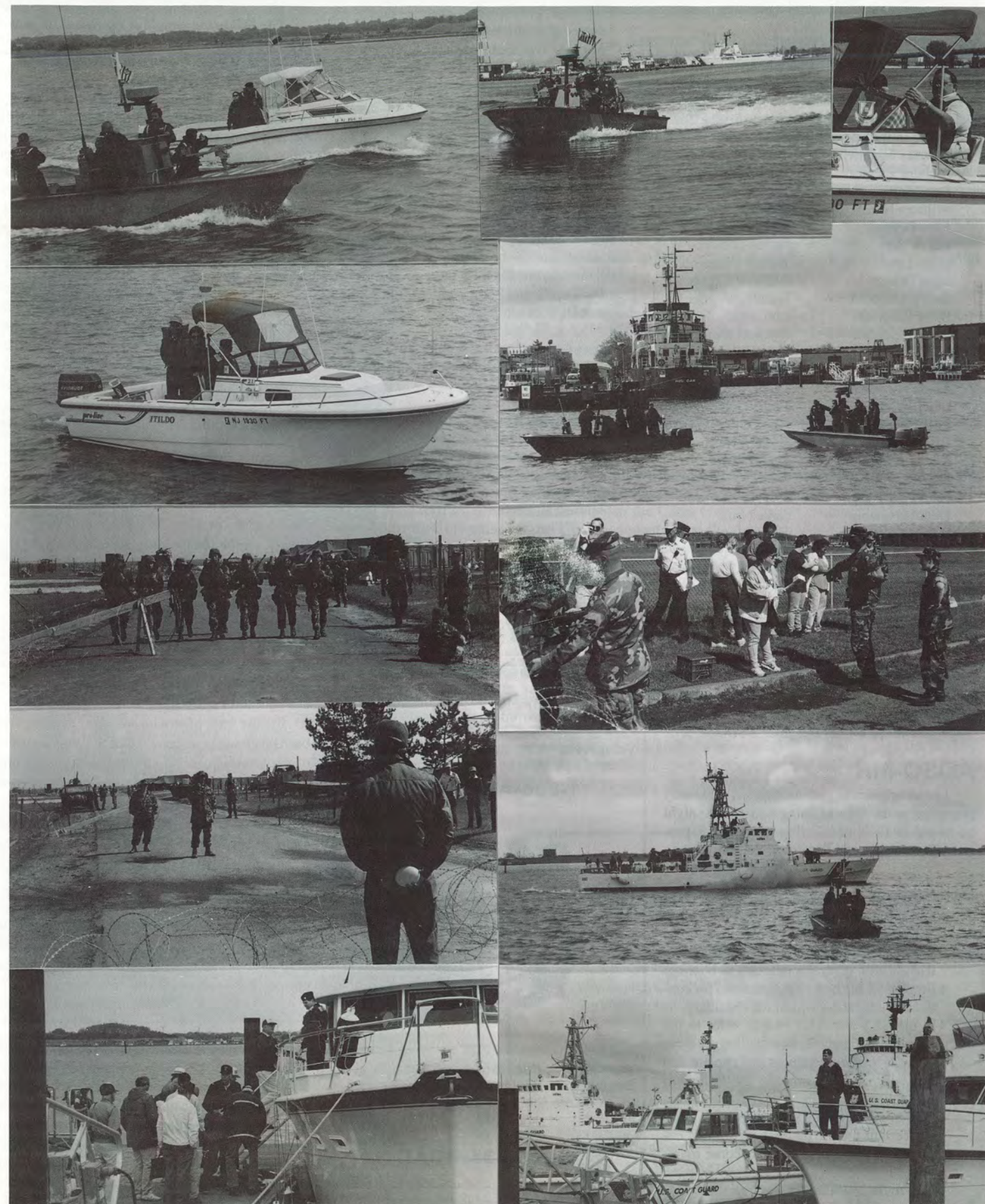
Submitted by: Robert L. Bonwitt, Asst. Editor Naval Coastal Warfare News and SOP-PB, Div V, District 01S

Editors Note: Although some of the above article duplicates some of the information contained in Charlie Maltbie's article on page 3, it is different enough to deserve publication as well. In addition on these two pages are pictures taken during the exercise by M. Philip Stamm. The group picture on this page as well as the one on page 3 includes the whole group with the exception of Russell Norcross, Lee Crossman, Paul Owens and Harry David who were not present at the time, but includes four (4) uniformed personnel—CMR Steve Day, USCGR; CDR Rod Bowles, USCG in charge COMARDEFCOM5 in charge of all terrorists; John Gerhardt, OSI, Petty Officer 1st Class, USN; and Tad Lemon, QM 2nd Class, USN. Some of the balance of the pictures are captioned but most are included on the facing page as a montage of operations conducted, both on the water and on land.



Pictured above top: Captain C.T. Bohner presenting award to Francis McDermott, FC 8-2, and below that the whole group whose names are listed on page 3 and to the left of this column.

Pictured below: CMDR Steve Day, USCG and Charles Maltbie and below that lunch with CMDR Bowles, Francis McDermott, Charles Maltbie and John Gerhardt, PO 1st CI, USN.



MEMBER RESOURCES

Welcome Aboard

The following named people have been accepted into the United States Coast Guard Auxiliary in the first quarter of 1995. We sincerely welcome them and wish them pleasant and fruitful sailing in the years to come.

Thomas McElwee	Stanley Becker
Richard Ziegler	J. Patrick Henry
Dan Molinaro	Samuel Amuso
William Hardy	David Cushworth
John Bernath	Ray Welch
Fay Welch	James Lesicko
Hope Lesicko	Joseph Elma
John Dehart	William Begley
George Falconi	Nelson Wynder
Basil Baldino	Louis Stavoli
Pamela Stavoli	Michele Borofsky
Lee Wasson	Lois Heggan
Patricia Otten	Dean Nickerson
Linda Nickerson	Diane Goodhart
Lewis Goodhart	Louis Celotti
Lori Silvestri	Gene Otton
Brian Kisner	Elmer From
Kenneth Saxton	Ross Lorup
Mark Sennett	George Gearhart
John Linnington	Ronald Zawora
Dennis Newbury	James Fox
Edward Radolan	Robt. Worthington
Joyce Fox	Robert Howle
Kevin Mason	Roberto Gentile
Ellen Lodge	Richard Wayne
Joseph Bauer	Debra Taylor
Christopher Amoroso	Marcy Bowman
Charles Chagaris	Stephen DeVeber
Donald Solomon	John Phinney
Michael Martin	Mary Martin
Dawn Hirsch	Janice Paytas
Jack Edgar	

Submitted by: Jim Dempster, DSO-MR, 5NR

ADSO-MR

Listed below is an outline which was recently presented at an Area Meeting and which might be an aid to all in conducting your R & R program (Recruiting and Retention that is).

Recruiting:

- ♦ Sell the **Sizzle** not the steak! That is, put more emphasis on the fellowship and fun aspects of Auxiliary activity—meeting new friends with common interests in boating.
- ♦ Emphasize the many opportunities for continuing education within the Auxiliary.
- ♦ In a BS&S and S&S course, refer to the Operational Specialty courses that are close to the subject being taught and explain that this will provide a more in depth view of that subject.
- ♦ Be more **selective** in your recruiting, making certain people understand what is expected of them **after** they become members.
- ♦ Utilize the “Minute for Membership” idea proposed by DSO-PE Bill Reimer wherein a series of one minute talks would be pre-

sented at multi-lesson courses. There will be nine (9) of these available to accompany various lessons in the courses. The main idea, of course, is **Recruitment!**

- ♦ These recruiting pitches must be presented by your best **salesperson** with enthusiasm, energy and a bit of humor perhaps. The presenter should have a good knowledge of the Auxiliary.

Retention:

- ♦ Use the “buddy system” in assimilating new members into the Auxiliary.
- ♦ Schedule Flotilla training sessions—OSC, BCQP, IT and VE courses; and promote our District schools.
- ♦ After sufficient training, move the members on to active but gradual participation in teaching, vessel examining, and/or on-the-water patrols.
- ♦ At that point encourage Leadership roles via appointed or elected offices.
- ♦ We must improve the quality of our Flotilla meetings. Better planning of time for inclusion of guest speakers, films, videos and member presentations on subjects of interest and value to the members. Too often it's just the same old stuff which turns members off!

Submitted by: J. McCabe, ADSO-MR, 5NR

**Boat Safe
Boat Smart
Boat Sober**

The US Coast Guard Auxiliary offers **FREE** Courtesy Marine Examinations for all privately-owned vessels.

Volunteers also needed. For further information, please call:

1-800-AUX-USCG



We also offer Boating Safety and Seamanship Courses for the Old Salt as well as the new boater. Bring your spouse or a friend. For further information please call:

1-800-336-BOAT

Above is a reproduction of WaWa Milk carton as it appeared during safe boating week. Thanks to the PA Dept.

PUBLIC AFFAIRS

The following article is reprinted from the “Public Affairs Update” published by Otis Littleton, BC-ANN, and also DSO-PA, 5NR.

Facilitors of Change

Like our counterpart in “Team Coast Guard,” our responsibilities are not limited to dealing with the public or media relations, we may also be called upon to help with INTERNAL relations. That is, taking responsibility for making certain that correct information is disseminated throughout the Auxiliary family and that wrong information is effectively dealt with.

With the anticipated enactment of the new Auxiliary law, we have begun to hear many rumors about impending changes. Yes, we can assume there will be changes, but the wagging tongue is not the communications vehicle that will be used to communicate these changes to the membership.

Some people abhor change regardless of the reason for the change. They have made the self determination that they alone have the wisdom to determine good change from evil, that all change is evil and they have a mission to stop any change. This is not appropriate.

One thing is certain, all changes initiated by the “Bridge” or The Commandant of the Coast Guard will be for the purpose of enhancing the potential of **TEAM COAST GUARD** to carry out its lawful purposes in the most effective utilization of human and material resources possible.

A major concern expressed by many Auxiliarists is that we are fast moving away from the original four cornerstone missions for recreational boating, CMEs, Public Education, Operations and Fellowship.

To the best of my knowledge, nothing has been proposed or discussed that, as a consequence of the pending new Auxiliary law, would eliminate or discontinue the traditional Auxiliary missions relative to the Coast Guard.

New opportunities for the Auxiliarist will abound. This has to be good. Now, a minority of our membership may be routinely active in support of the traditional programs. These new opportunities that may become available raise the possibility that some of the “inactive” Auxiliarists may welcome the challenges that lie ahead and volunteer for activities and programs that are not currently available to them.

As the District, Division and Flotilla Public Affairs Staff Officer, we will have the responsibility of articulating the coming changes and the opportunities those changes portray to the membership in a positive manner. By having some advance knowledge of the changes and how they may affect the Auxiliary, we have a great responsibility to use that information to facilitate member support and participation in the changes and the new program.

Submitted by: Otis W. Littleton, Editor Public Affairs Update and DSO-PA, 5NR

CAREER COUNSELING

Satellite Program '95

Sunday, April 30th dawned bleak and misty. But that didn't dampen the spirits of the 53 AIM Satellite participants at Base Philadelphia.

Joining us from the Academy was 2nd Classman Austin McGuire III, a former 5NR AIM candidate. Also from the Coast Guard Cutter Red Oak was another former AIMster, Ensign Mark Vlaun, who later took all the candidates on a tour of the buoy tender. An extensive “Question/Answer” period provided a great forum for reality checks on Academy life and what to expect.

Unfortunately the attendance was so good at Base Philadelphia that we had to cancel a repeat performance at CG Station Barnegat Light.



PHOTOS: JERRY FUQUA

An update on last year's AIM candidates...

There are 228 AIMsters who applied for this year's class. This number includes 15 candidates from past AIM programs and 213 from AIM '94. So far, 48 appointments have been given out with 10 acceptances and one decline; 23 conditional appointments were tendered; 23 AIMsters are on the alternate list; and one student has been offered a NAPS appointment. I should have an update on 5NR shortly. Stay tuned...

How Do You Answer the Question “Am I a Failure?”

Inevitably, many CC Officers will be asked the question “Why didn't I get accepted?” Usually these students appear to be qualified, healthy and “officer material,” but fail to be selected. Answering this question is often one of the biggest challenges Career Counselors face.

Usually, the easiest solution is to refer the student to the Admissions Office. However, the easiest way is not the most personable way to deal with this issue. This section is designed to help you understand some of the background in our selection process and arm you with some understanding as to what the student may be going through.

Typically, the USCG Academy receives about 4900 applications for the 240 available slots in the incoming class. Assuming a 65% acceptance rate, the maximum appointments that can be tendered is 370. In short, 7.5% of the applicants receive appointments.

When encountering the “Why Syndrome,” there are a few points that must be understood. First, with less than 10% of the applicants being accepted, the Coast Guard Academy is a **very selective** school. Not being admitted does not imply that a student is a failure. Quite frankly, the opposite is true! The majority of the applicants are highly qualified and motivated young men and women and are highly sought after by other schools. Secondly, just because a student is very successful academically, it does not mean that the Academy is the best place for them. The **main mission** of the Academy is to graduate commissioned Coast Guard Officers. Certainly academics play a large role in the overall Academy experience, but likewise, athletics, military indoctrination and community service are required as well. Looking through an applicant's file, there are obvious signs of a mismatch between the Coast Guard Academy lifestyle and the student's desires. When a student enters the Academy without a strong desire to be there, the probability of failure and resignation is remarkably higher than other students. In short, the goal of admissions is to select those students who are the best qualified to **graduate**! Thirdly, the Academy must provide officers who are dedicated to a **career** in the Coast Guard. Students quite often fail to realize that the four years at the Coast Guard Academy is a very small part of a 20 to 30 year career. If a candidate is dedicated to the Academy, but not to the missions of the Coast Guard, it is unfair to the student to bring him/her into a career that they will dread pursuing.

Most students who fail for selection but remain sincerely interested and meet all the requirements should be encouraged to re-apply. In most cases, they should also enroll in a college and take a rigorous academic program (Calculus, English, Science, etc.). While in college the students should also be active in sports, extra curricular activities and community service—**then re-apply the following year!**

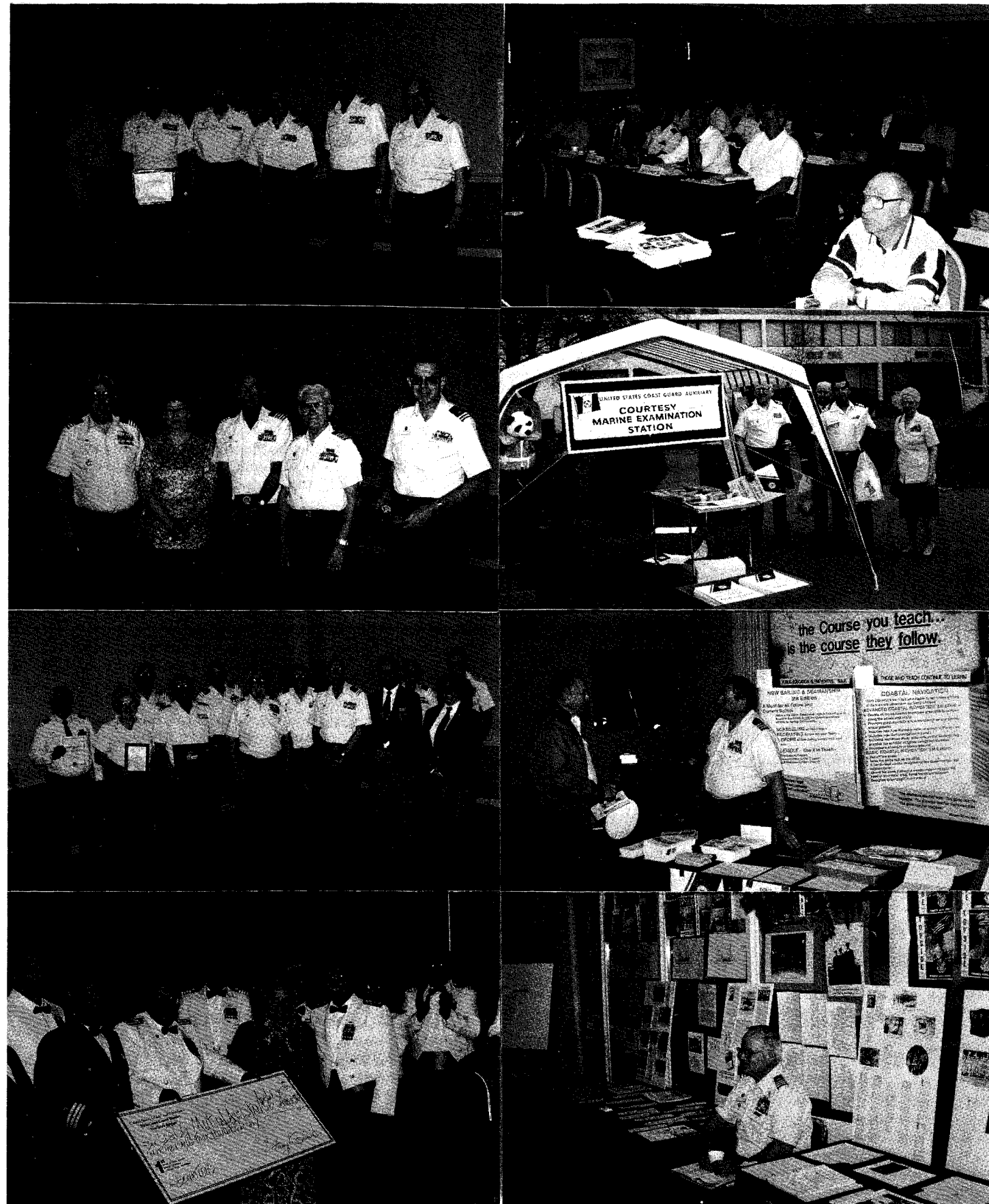
Submitted by: Helen M. McCabe, DSO-CC, 5NR

Chapman's Goes High Tech

There's a multi-media version of Chapman, just announced by Hearst News Media & Technology. It comes on a CD-ROM disk and works on either a PC with Windows or on a Mac.

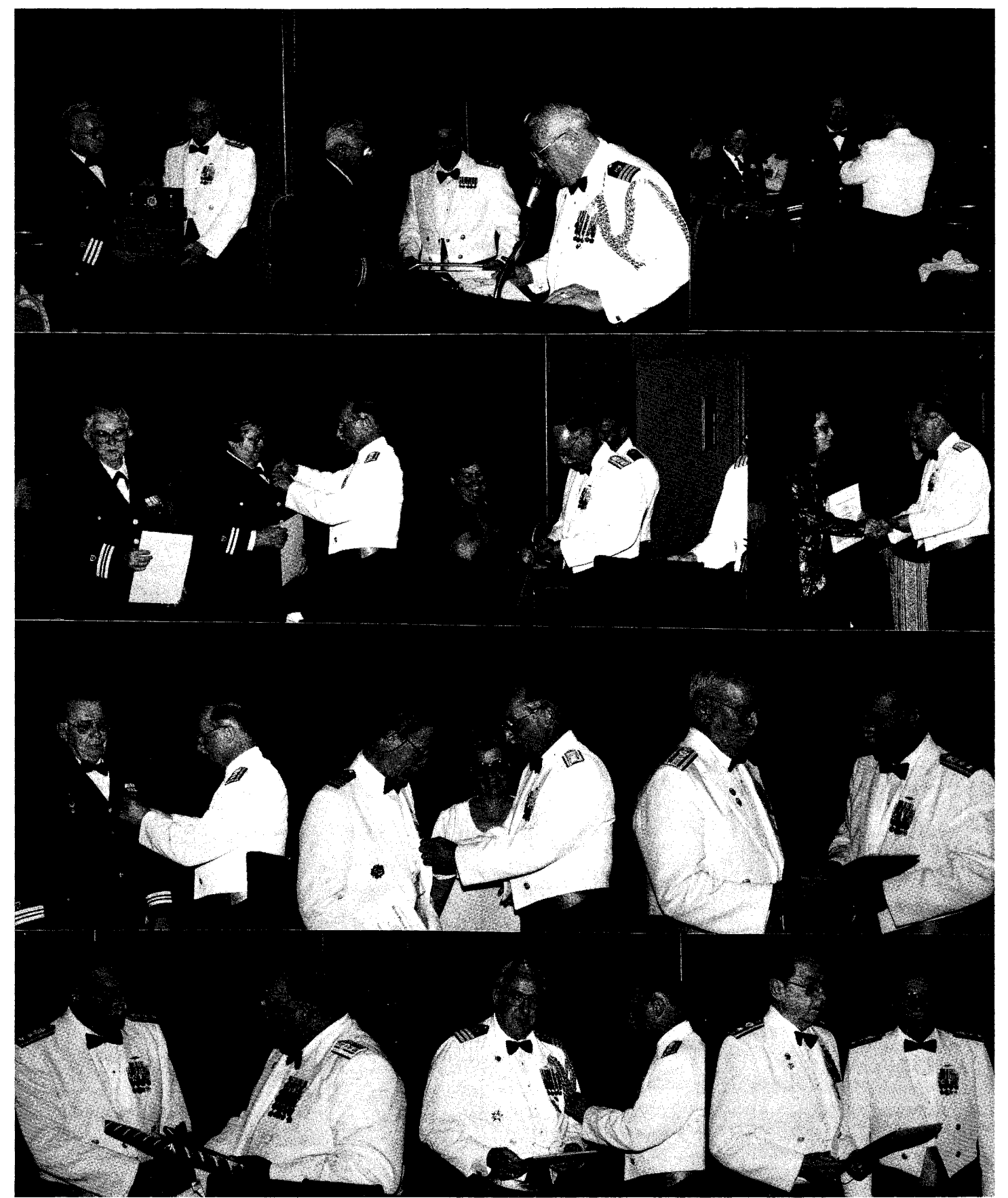
You can plot a course, practice maneuvering (twin or single screw) around a marina dock, watch a video version of a helicopter rescue, or practice your grasp of the Rules of the Road, with authentic horn toots when you pass another boat in the channel. The complete text of the latest (61st) edition is included, as well as the glossary and an index. Click twice on your mouse and you're there!

5NR SPRING CONFERENCE 7, 8, 9 APRIL 1995



PICTURES ON THIS PAGE SHOW A PORTION OF THE ACTIVITIES, SUCH AS TRADE SHOWS, STATE AWARDS, LUNCHEON, DISPLAYS, ETC.

THE SHERATON INN, CHERRY HILL, NJ



MONTAGE OF AWARD PRESENTATIONS, SEE PAGE 11 FOR LIST OF AWARD RECIPIENTS

PHOTOS; M. PHILIP STAMM

NOTES OF GENERAL INTEREST

PWC Safety Check Program. Commandant's Notice adding new Chapter 8 to the VE manual to cover the new PWC Safety Check Program has been issued. VEs will get one CME credit per PWC check. The PWC decals are also currently being distributed along with the new AUX 204A. See pages 21 & 22 for reproduction of the new form. Decal is reproduced on this page in a reduced size. Actual size is 3 inches in diameter. Contact DSO-VE Bill Schmitz for more details. There will be a workshop covering this program at the September Conference.

New Boat Crew Seamanship Package. ANSC is adding a new package to the Flotilla Order Form. Auxiliary Boat Crew Seamanship PKG, Stock #2018. This package consists of:

1. M16798.27, BC Seamanship Manual, Stock #2017
2. M16798.21, BC Qualification Guide/Crew. Stock #2019.
3. Chart No. 1, Symbols/Abbreviations/Terms, Stock #2012

State Boating Course Reporting Reminder. State Boating Courses must be reported on a separate Auxiliary Course Completion Report, Form CG 4954. They cannot be reported on the same form that the Auxiliary courses are reported on. Flotillas will not get credit for the State Boating Course if they do not report it separately.

Coast Guard Property Note. All Auxiliarists need to check to see if they have ANY Coast Guard property in their possession for which they have not signed a Custodian Signature Report in the last three months. If there is any property that has not been signed for, send an ADMIN 7 (with description and serial number) to the Director's Office IMMEDIATELY, we are still having difficulty accounting for numerous pieces of property.

Instructor Qualification Record Sheet. The Instructor Qualification Record, CGAUX-11 needs to be completed by a qualified Instructor Trainer (IT/T) to qualify a new Instructor. This was circulated with NOGIS dated 4 May 1995. This form can be found in the Instructor Qualification Course, Part B, Student Study Guide for Required Presentations, COMDTBUB P16794.45. A list of 5NR IT/Ts can be found in the 1995 5NR Telephone Directory.

Appointment Notice. Richard B. Hudson, 4502 Hendry Ave., Wilmington, DE 19808, (302) 994-4817, is hereby appointed as SPO Liaison to 5th Southern Region for patrols in the Upper Chesapeake Bay.

Change 1 to Auxiliary Specialty Course Search and Rescue (AUXSAR). Commandant Notice 16794, dated January 27, 1995 announced Change 1 to Commandant Publication P16794.36A, Auxiliary Specialty Course Search and Rescue (AUXSAR). Included are changes to typographical errors discovered after publication. This change is available at the Auxiliary National Supply Center (ANSC) and can be ordered through normal channels.

Travel Order/Fuel Receipt Requirement. If you are under travel orders and authorized to submit a fuel receipt(s), make sure that the date(s) on the receipt(s) coincide with the dates on your travel orders. Otherwise it/they will be rejected.

PFD Panda Agreement. The PFD Panda idea (name, image, etc.) is copyrighted by the Minnesota Department of Natural Resources. It is used by the Coast Guard through a permission agreement which requires us to acknowledge the Minnesota DNR whenever we use the PFD Panda in articles, newsletters, etc. Please ensure this information is passed on to all FSO-PBs and SO-PBs so they can provide credit where credit is due.

Prohibition on Using the Copy Machine in Director's Office. Due to continuing mechanical problems with the copier, only the Director's staff is permitted to use this machine. Budgetary constraints will not allow the Director to procure a new machine in the foreseeable future. Any Auxiliary copying will have to be done at Flotilla, Division, or District expense.

New Auxiliary Patrol Order Forms. Headquarters is currently printing new Patrol Order forms. We will start using these new forms once they

are received at the Director's office. The Finance Center has agreed to process the old forms (the ones currently being issued) through October 1, 1995.

New Auxiliary Specialty Course-Weather (AUXWEA) Instructor Guide. A new Auxiliary Specialty Course, Weather (AUXWEA) Instructor Guide, COMDT PUB 16794.29A has been issued. The old Weather (AUXWEA) Instructor Guide, COMDT PUB P16794.29 is canceled. The new Guide can be ordered from ANC.

Address Change Reminder. Members who move are reminded to submit an Auxiliary Change of Member Information Report, form CG-4948. The form must be signed by the member. These forms ensure that members receive their publications and reports in a timely manner—and it helps keep mailing costs down. Note that the penalty indicia must be blacked out and postage added prior to form submittal.

Change of Command. CAPT Charles Guldenschuh, Commanding Officer of MSO/Group Philadelphia has been relieved by CAPT John E. Vcentjer.

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



New PWC decal (reduced size-Actual Size 3 inches dia.)

NACON
1995
(USCGAUX
National Conference)

6 thru 9
September
Seattle, Washington

See your Summer Navigator
page 40 for Reservation Form
page 38 for Schedule

PERSONAL WATERCRAFT SAFETY CHECK

REGISTRATION NO. _____ OWNER/OPER TAKEN AUX PE CLASS? YES ___ NO ___
OWNER / OPERATOR NAME _____ FIRST TIME EXAM FOR OWNER/OPER? YES ___ NO ___
DATE ISSUED _____ DECAL # _____ OWNER / OPER INTERESTED IN JOINING THE
STATE WHERE EXAMINED _____ AUXILIARY? NO ___
YES ___, TELEPHONE NO. _____
FAILURE ITEMS: (CIRCLE) 1 2 3 4 5 6 7 8 9 10 11 12

SEAL OF SAFETY CHECK LIST		YES	NO	N/A OR EXEMPT
1. NUMBERING: (Proper spacing, contrasting color, minimum 3" high)	_____			
2. REGISTRATION DOCUMENTS (Registration papers must be on board)	_____			
3. SOUND PRODUCING DEVICE (Whistle or horn. A means to attract attention)	_____			
4. WEARABLE PERSONAL FLOTATION DEVICE (PFD) (Wearable PFD for each person, minimum 50 MPH impact rated)	_____			
5. FIRE EXTINGUISHER (One CG approved B-1 extinguisher readily available)	_____			
6. VISUAL DISTRESS SIGNALS (VDS) (When in distress, means of attracting attention)	_____			
a. INLAND SIGNALS (for inland areas and lakes) (Orange, or red flag) or other day VDS	_____			
b. OFFSHORE SIGNALS (for coastal, offshore & Great Lakes) (CG approved distress signal, not expired)	_____			
7. BACKFIRE FLAME ARRESTER (Approved type, tight installation, clean)	_____			
8. FUEL SYSTEM (Tanks secure, hoses in good condition)	_____			
9. ELECTRICAL SYSTEM (Batteries secure, terminals clean and covered, system organized)	_____			
10. DEFAULT / OVERRIDE SYSTEM (Engine kill or self-circling device not overridden)	_____			
11. OVERALL VESSEL CONDITION (Vessel clean, well maintained)	_____			
12. STATE REGULATIONS (Vessel complies with all state regulations, where operating)	_____			

DISCUSSION ITEMS: For your safety and responsible operation		DISCUSSED
A. RULES OF THE ROAD (Owner / operator understands basic Rules of the Road)	_____	
B. RESPONSIBLE FOR WAKE (Owner / operator understands rules for wake and damage to others)	_____	
C. SAFE OPERATION (Owner / operator understands safe operations near swimming areas or other vessels)	_____	
D. OPERATOR INSTRUCTIONS (Owner knows NOT to allow others to use this vessel without proper instruction of basic safety, Rules of the road and responsible operation)	_____	
E. ACCIDENT REPORTING (Accidents involving death, serious injury or property damage over \$500. must be reported to state authority. Know rules for reporting any accident or injury. Call 800-368-5647 for more information.)	_____	

Additional comments:

This check list is furnished for your information. There is no assumption of liability of any kind for either advises given or any opinions expressed in connection with this examination. By accepting the PWC decal you are pledging to maintain your boat and equipment to the standards of safety exhibited during the examination. Please remove the decal if the PWC is sold.

Registration Number _____
Owner/Operator name _____

I certify that I have personally examined this boat and find it's condition at the time of examination as stated

Signature of Examiner _____ Member Number _____

Your Auxiliary Contact is _____ Phone _____

Note: This examination is not an official boarding for law enforcement purposes. It is recommended that you correct any deficiencies noted.

PERSONAL WATERCRAFT SAFETY CHECK U.S. COAST GUARD AUXILIARY

A free Voluntary Service From the
U.S. Coast Guard Auxiliary

Know Before You Go

The Personal Watercraft Safety Check is one of several services performed by members of the Auxiliary, a civilian, non-military arm of the U.S. Coast Guard. Public education classes are also offered by the Auxiliary. They include Boating Skills and Seamanship, Advanced Coastal Navigation, Sailing and Seamanship, youth courses and Personal Watercraft Safety.

MEMBERSHIP IN THE AUXILIARY offers pleasure boaters the opportunity to join other skippers in further training, voluntary operations for and with the Coast Guard and the fellowship of boaters with mutual interests.

To take a Coast Guard Boating Safety Class, call 1-800-336-Boat or your local Auxiliary unit. For other information or to join the Auxiliary call 1-800-368-5647.

Award of a PWC decal may qualify your PWC for an insurance premium discount. See your agent.

Boating Safety Infoline

800-368-5647

Call Toll Free
for Information

U.S. Department
of Transportation

United States Coast Guard

- Information on boating safety recalls.
- To report possible defects in boats.
- To comment on U.S.C.G. boarding procedures.
- For answers to boating questions.
- For boating safety literature.

Before leaving the dock review these simple procedures

EMERGENCY BOATING PROCEDURES

- Inform all passengers of emergency procedures—review this list.
- Identify emergency equipment: fire extinguishers, distress signals, etc.
- Locate ignition switch, power switches, fuel valves, etc.
- Recommend each passenger wear a life jacket (PFD) while underway
- Leave a float plan with a friend or relative.

Radio Procedure - If one available

- Switch to Channel 16 (Marine Radio) or if not equipped to use Marine Radio, Channel 9 (CB Radio)
- Call the Coast Guard on Channel 16 or any emergency station on CB
- Give the PWC, registration number, radio call sign
- Identify the PWC by description and color.
- Give your location or compass heading to a known point,
- Describe the emergency - stay calm.

Leaks or Damage Control

- Ensure life jackets (PFDs), are on/worn properly, look for leaks.
- If hull is damaged stay with the PWC, it will not sink.

Fire or Explosion

- Go overboard with life jacket.
- Leave hatches closed.
- Move away from the PWC
- Use radio procedure above, calling MAYDAY, MAYDAY, MAYDAY. - If radio available
- Get signaling flares or flags
- Throw any flotation material overboard.
- If you abandon PWC, stay together, use distress signals when help is in sight, gather additional flotation material around you.

Man Overboard

- Shout "MAN OVERBOARD" - continuously watch person in the water, so you can maneuver to retrieve.
- Don't jump in the water to assist.

HISTORIAN

Preserving USCGAUX History

Scrapbook Revelations:

Many Auxiliary units have scrapbooks of which, rightfully, they are very proud and usually understandably, they are reluctant to part with these. But these scrapbooks contain photos, clippings and other historical documentation available nowhere else and important to overall Auxiliary history. These things should be in the unit's historical records at East Carolina University (ECU). What to do to satisfy the unit's desires and overall Auxiliary needs for complete historical facts? The solution is to make copies of the important documents and to make duplicate photographs direct from the scrapbook's pages. In many cases one of your talented Auxiliary members can do this. Copies should be sent to ECU. All units should maintain a file of photos ready to use in publications. In this way the treasured unit scrapbook can become useful to history, not as just a "dead sea scroll." Please ensure that ECU is on your unit's distribution list for copies of all unit minutes and publications.

Items that Need Re-emphasizing:

Publications. Some publications still are not getting this right. Publications should indicate on **their front cover**, the following:

1. Unit of Origin-Flotilla, Division or District they represent
2. Volume- and issue number and frequency, i.e. monthly, bi-monthly, quarterly, etc.
3. Also- it is preferable that properly identified periodicals be sent to 5NR Historian (two copies) as they are published.

What Materials should be sent to 05N Historian:

1. Minutes
2. Board meeting records
3. Policy and procedure correspondence
4. Conference agenda, minutes
- Annual (Dec.) statistics
5. Photographs (dated and identified)
6. Newsletters and regular publication (two copies each)
7. Annual, quarterly reports
8. Award citations

The moral of the story: PAs, PBs and Historians must team up to be sure the Auxiliary history is recorded and preserved for posterity.

Today's News—Tomorrow's History.

The more our collection of unit publications and documents at East Carolina University grows, thanks to the many contributing to it these days, the more the importance of the periodicals as a source of history becomes apparent. These can be a gold mine of information on what has gone on in the past—and not just some distant past. But sadly, it is obvious that many important awards have never been reported on. Nor have accounts of the stirring events which lay behind the awards found there way onto the printed page. Furthermore, while it is obvious that major events have taken place and important changes have occurred, there is nothing about them to be found. Therefore, to repeat the moral of the story as indicated above, all must team up to preserve Auxiliary history for posterity. Working together can do it! This has been said before. It needs repeating until it becomes a habit.

Each district is assigned a month per year to send records to ECU. April is the month that District 05N are to be shipped. So that has just passed, but why not get in gear and collect for the next shipment. Copies of the info. should also be sent to your district historian.

May the wind be always on your back...

Submitted by: John T. Lincoln, 5NR Historian

NATIONAL SAFE BOATING WEEK

Fifth Northern Outdoes Itself in Activities for National Safe Boating Week

I am overwhelmed! Reports from all over the District have been coming in by the bushel! It seems as though everyone in this District participated in spreading the words of boating safety. I am truly delighted at the response to date—and I am sure there will be more coming in. Some Flotillas had their own programs. Some joined in with Division activities. Some groups utilized their programs for several days—and in many locations.

Boat ramps were kept busy with CME stations. Safety booths were set up in almost every imaginable place possible. Proclamations were given by local commissioners, by mayors, by the governor. I don't think there was any individual omitted from the list.

There was good coverage by TV, radio and newspapers in many locations, not so in all. The smaller towns got greater coverage than the larger areas, but coverage on the whole was excellent.

There was great cooperation between the Auxiliary and the Coast Guard at many of the locations. Group Cape May cooperated unbelievably with as many requests as possible—SAR and emergency calls notwithstanding.

On behalf of the District Commodore and the District Public Affairs Officer, I would like to commend each and every one of you. I wish there was some sort of ribbon we could give. Or—more than 10 special certificates for each Flotilla. You do deserve it.

Thank you for all your input. I hope that you have sent to the National Safe Boating Council the originals of all the reports I received. If not, please get them out. It is imperative that they receive it, also.

Submitted by: Muriel G. Lewis, SPO-NSBW

PUBLICATIONS

NATIONAL NEWS. By this time you all have your summer *Navigator* and hopefully have read it from cover to cover. There is so much of interest and much information regarding upcoming changes. A few of the major points of interest are:

1. Team Coast Guard Video to be released soon.
2. New PWC procedure for decal award reviewed.
3. List of all available PE Material.
4. Items of Interest from CG Headquarters. *Did you know about the new ladies' service dress blue uniform in the future?*
5. The Training Aids Contest including the form for submission.
6. National Awards Criteria. *Maybe you can qualify!*
7. National Conference Info on changed agenda. The tours sound great. *If you have never been to one of these, this issue describes the variety of events and speaking from experience - they are "fun" as well as informative.*
8. The Auxiliary National Bulletin Board via the *Internet*.

In addition there are many interesting and informative articles. Take the time to read it all.

General: Of particular interest to all PB officers the article "**Publications Officers (All Levels) Take Heed!**" by Marion Seaman, BC-ANI. This article lists twelve (12) criteria used in judging publications for the national awards. Two of these are still not being followed by all of the publications in this District. John Lincoln, our historian, also mentions them in his article in this issue of *Topside*. They are: Masthead should include Flotilla/Division Number, location, date, volume and issue, and the Editor's name somewhere in the publication. Please PBs, not just to win an award, but just for the ability to identify when, where and who!

Meantime for those of you who do not have me on your mailing list, I would appreciate receiving a copy of all Flotilla/Division publications.

Submitted by: Elsie M. Nichols, DSO-PB, 5NR

AROUND THE DISTRICT

DIVISION II

Flotilla 2-76

National Safe Boating Week at Penn's Landing 20-21 May 1995

Safe Boating weekend at Penn's Landing opened up at 12 noon on Saturday, 20 May 1995, with Edward G. Rendell, Mayor of the City of Philadelphia, being piped aboard USCG MATINICUS, to present the NSBW Proclamation to Muriel G. Lewis, Commander, Flotilla 2-76. The Proclamation was read, the Mayor spent several minutes talking with us, and after being presented with a Coast Guard Auxiliary baseball cap, he was piped ashore, escorted by Lt. John Davis, Commanding Officer of MATINICUS.

On the water, the Philadelphia fireboat put on a great show, shooting water as it rode up and down the river in front of Penn's Landing.

There were Auxiliary boats on the water, doing boat crew training in the morning, and patrolling the area for safety when the helicopter performed for the crowds. Many members were trained, and checked off on qualifications to become boat crew. This gave everyone visiting the "landing" a chance to see how our members are trained to assist the public.

Meanwhile, sidewalk displays drew crowds. We had three different squadrons representing the U.S. Power Squadrons, and they had interesting displays and answered many questions from the visitors.

The Bristol Dive Team was there fully equipped for any emergency, with all their gear spread out for everyone to see. They also had a diver under water who had a telephone rigged up, and people walking by could stop and talk with the diver under water. Everyone was fascinated by this, and the youngsters got a big kick out of it.

National Weather Service representative was present, and we all thanked him for the two beautiful days of sun, breezes, and low humidity.

The FCC was present as always, with much information on the new rules and regulations for boat radios. This is a most important function for all people on the water, and they need to know how to go about getting radio licenses, etc.

The Pennsylvania Fish Commission had many people asking questions about boating safety and rules and regulations. Lots of important information dispensed at their booth.

From the various Coast Guard bases, many floating units were sent to Penn's Landing, where they held "open house." USCG Cutter MATINICUS, a 110 foot law enforcement vessel, was up from Cape May, and hosted many visitors, as did the USCG Cutter RED OAK, a 163 foot buoy tender based in Philadelphia. The Strike Team, from Ft. Dix, NJ, sent up the boat they use in oil spills.

We also had members of the SEA EXPLORERS and the SEAS CADETS, who not only represented their own groups, but who helped many of the exhibitors set up and take down displays. Their help is always appreciated.

The Philadelphia Boat Supply and the Pilot House book store gave out valuable information on charts and books that come in handy on the water.

Both days had the Coast Guard helicopters up, demonstrating the techniques they use in rescuing people who are in the water and having problems. They used various basket hoists and lifts, and had swimmers in the water, to show the way they maneuver, in attempting their rescues.

The Bristol Flare Company demonstrated the various types of flares to use when in trouble on the water, and all the rules and regulations about how to handle them.

The Visiting Nurse Association had two nurses who took blood pressure readings for those who were interested—and were able to alert those individuals who might have had problems.

There was also a hypothermia booth, which demonstrated the effects cold water has on a person. Also, it was a good way to cool off. Just put your hand in water that is about 35-40 degrees, for no more than a minute. It is difficult to keep it in that long—and even more difficult to try to lift a coin from the bottom of the jug.

TASK FORCE 100 brought their radio-controlled model boats, built on a scale of 1:100, and all US Navy and Coast Guard models. This always draws a lot of attention, and a fascinating exhibit. Members of the YMCA put on an interesting display about water safety, and they were new to us this year. We hope to have them back again in the years to come.

One of the highlights among the exhibits was Captain Croaker, a delightful frog dressed up in a Coast Guard uniform, along with four little bears (two wearing life jackets, two without them). Captain Croaker (a puppet with Ron and Linda Boice behind the scenes) does a great job of impressing youngsters with the importance of wearing the PFD. The children (and the adults) were fascinated by the show they put on, and Captain Croaker promises to be back next year.

The boat parade on Sunday saw many Auxiliary boats participating, as well as Coast Guard units and civilian boats, and wound up with an ecumenical "blessing of the fleet" as they came into Penn's Landing. Members of the clergy who participated were Rev. Neale Secor, Rabbi Claire Green, and Father James King.

All communications from aboard the USS OLYMPIA and USCGC RED OAK were handled by Andy Kratzer, and everyone knew what was going on at any given time. Andy kept everyone apprised of everything!

SEA PARTNERS, headed by LT Mark Ledbetter, spread the word about environmental protection in and on the water, and were most effective in their efforts.

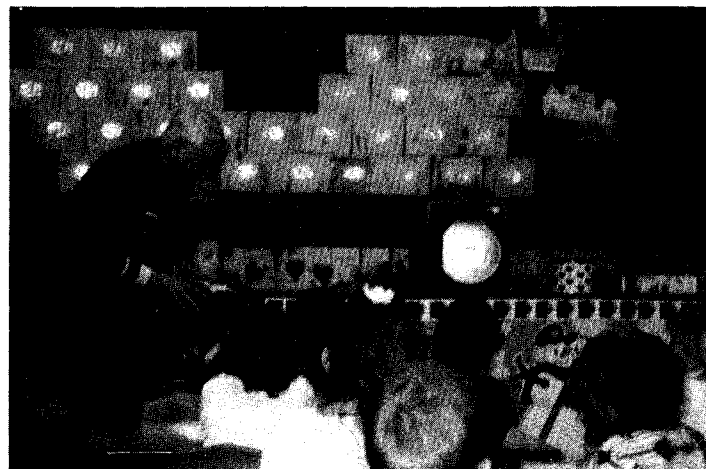
To all the people who put forth tremendous efforts, and who gave so willingly of their time, my heartfelt and sincere thanks for a job well done. You all helped to make this a great weekend, and your care and interest are greatly appreciated. This would not have been a successful event without your help!

*Submitted by: Muriel G. Lewis, Chairman,
Safe Boating Weekend Penn's Landing*

Flotilla 2-6

Flotilla 2-6 in Elkins Park, PA, as part of its commitment to the Coast Guard's Recreational Boating Safety Program conducted a successful "WATER 'N KIDS" program in nearby St. James School. The kindergarten class reacted to the slide presentation with rapt attention. The photo below illustrates the PFD portion of the program.

Submitted by: Edward B. Horahan, FSO-SR, FL 2-6, 5NR



DIVISION I

Flotilla 1-8

USCGA Steps into the World of High Tech!

The USCGA has now entered the world of technology as noted by Brenda and Jim Bifferato. Brenda says that using the Coast Guard Auxiliary Bulletin Board, through America On-Line, she has met many Auxiliarists around the country. She has even received some great ideas on how to add some excitement to her weather class. Everyone is very friendly and more than willing to help if asked according to Brenda. On Sunday nights at 1900 they have a live chat session. Apparently, last week they debated the two year CME stickers. Most or all were against it for various reasons.

If you have a computer with a modem, getting into the America On-Line USCGA Bulletin Board is as follows:

1. Click keyboard and type in "the exchange."
2. Click on outdoor activities, then double click on watersports/activities.
3. Scroll down to find the USCGA Folder and click on it.

You can either read all messages, which date back a couple months, or just read the new messages. If you are interested in joining the Sunday night chat session, the instructions are usually posted on the Bulletin Board. There is also a National Directory which is supposed to have everyone's E-Mail address. You don't have to be listed if you don't want to.

Thank you Brenda and Jim for this information.

*Reprinted from: Nautical Notes,
Editor: Lynne Platter, Flotilla 1-8, 5NR*

DIVISION VI

Flotilla 6-5

At the Division VI Change of Watch, Edward Rearick, IPDCO, presented the Division Auxiliarist Award to a very deserving gentleman—Mr. George Brobyn, Ye Olde Editor, who has been editor of their monthly newsletter *The Bent Prop* for many years, circulating 70 plus copies per month to eagerly awaiting recipients, both nationally as well as district-wide. With only 41 members in the Flotilla and only sending copies for actual requests, this speaks for itself. This was the second year in a row that Flotilla 6-5 won the Auxiliarist of the Year Award. George was enormously surprised and the following is quoted from *The Bent Prop* as his response:

"On February 18th at the Division Change of Watch, a very distinct and treasured honor was conferred upon your editor. He was named 1994 'Division VI Auxiliarist of the Year.'

Was your editor surprised? Absolutely! Indeed, the fact that such an honor might ever be given him had never entered his mind, compounding his confusion. His remarks were illustrative, when all he could say was, 'I am speechless, totally flabbergasted, but I thank you.'

Just that! From someone who has a reputation of never being without words on stage, at the podium or with a pen and who has given you close to a half million words in the years he has been editor of this newsletter?

Now that reality has returned, in retrospect though this award must be shared by the members of Flotilla 65 and those other faithful readers who have asked for and have received this publication. The editor has only been a means to the end. The Flotilla members gave him the media through which he could work, they bestowed upon him their absolute and unwavering support and a free rein for its content, subject of course to Coast Guard Regulations. Who could not respond to such confidence?

And so to the members of Flotilla 65 and to all the readership of *The Bent Prop*, while the editor's name is on the certificate, you must consider yourselves as sharing in the receipt of this high honor. It could not, and certainly would not have been achieved without you. *The Bent Prop*, its Editor and his much maligned computer SALUTE and THANK YOU."

Submitted by: Horace Jones, FC 6-5, 5NR

DIVISION V

Hello to All Coast Guard Spouses!

This is just for you...

I have been attending U.S. Coast Guard Auxiliary Conferences for a few years now and at the last two conferences I have seen new faces among the throng. During the course of introductions and conversations I have discovered that some of these "new faces" do not know that on Saturday mornings, at the Conferences, there is an event especially for the spouses.

You can call it *The Ladies Coffee* or the *Spouses Program* or *Break-fast*, but what it really is, is time set aside especially for you. This is an opportunity for you to meet other *Auxiliary Widows*. We are able to greet and meet, learn new ideas, participate in craft projects and basically just get together. When you are the *new kid on the block*, it can get a little scary—you don't know anyone and you might feel a little isolated. Don't let this stop you. We are here for each other.

At this last Conference in Reading, we worked on a craft sponsored by Jean David. In the past we have had speakers teach us more about Valley Forge, the life there during Colonial days and about the people who live and work there now. I remember a class on making Christmas ornaments, and another program about amusing family children with collectibles.

In the Auxiliary we talk about *Teamwork*. If you are not actively involved in the workshops and classes, and your spouse is, use the Saturday Morning Program to get out and see the other *Team* of the Auxiliary that is there especially for you.

Submitted by: Dolly Petrone, SO-PA, Div V, 5NR



Editor's note: Since pictures were available from the last conference, the one above shows the other Team at work making centerpieces. Why not come out and join in whatever the fun is for the day.

Flotilla 5-2

The **Fred Gilbert Globe Award** was presented to Flotilla 5-2's Flotilla Commander John Adams by W. H. Demler, Division Caption, Division V at their Change of Watch, held at the Hershey Italian Lodge. This award is presented to the Flotilla with largest NET increase in Flotilla Membership. W. E. Weihbrecht, Vice Captain assisted.



Pictured front row from left: LCDR R. J. Duld, USCG; Cindy Adams; Pat Brown, VFC; Jeff Weaver; back row on left, John Adams, FC; and on right, Larry Monk

Submitted by: Patricia Brown, VFC 5-2, 5NR

AROUND THE DISTRICT

DIVISION VII

Flotilla 7-2

Safety Begins at Home

During Safe Boating Week 1995, Flotilla 72, Tuckerton, New Jersey, conducted courtesy marine examinations in joint effort with the USCG Station at Beach Haven, NJ. The station provided a 44 foot Cutter (#44055) and a crew to man her. The Cutter moved from marina to marina, allowing local boaters and the general public to board and tour. While the Cutter was exhibited, Mel Borofsky, VFC, who was aboard the Cutter, performed CMEs on vessels moored at the marinas. To set a good example, three vessels from Station Beach Haven were examined and awarded the CME decal (including the Cutter—see photo below). Aside from the large number of CMEs performed, the public got a chance to see the *Coast Guard Family*, the Gold and the Silver, working hand in hand.

Submitted by: Mel Borofsky, VFC, FL 7-2, SNR

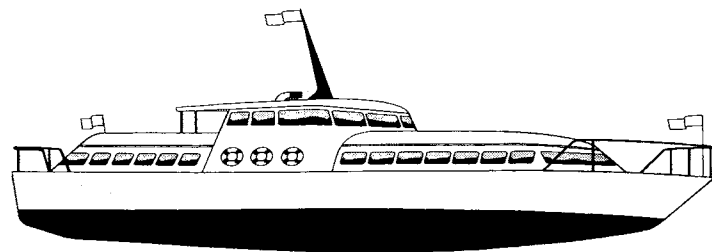


Melvyn Borofsky, VFC, Flotilla 7-2 (SNR) left, affixing CME decal to USCG Station Beach Haven, New Jersey, Cutter 44055 while Petty Officer BM3 John Grimes (left) looks on.



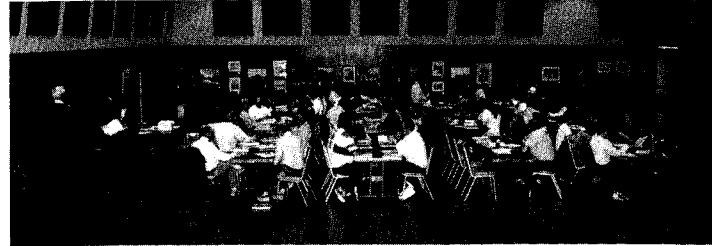
A SIGN OF THE TIMES

Al Gallene, FC (left) and Mel Borofsky, VFC FL 7-2, Tuckerton, NJ show off a sign on Rt. 539 that helped attract a record breaking number of students to their BS&S class. PHOTOS: MICHELE BOROFKY, FSOPB



DIVISION X

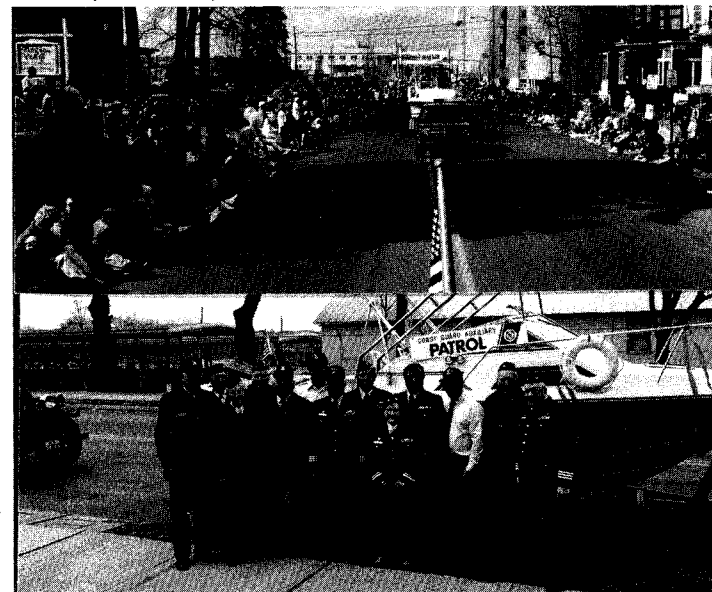
Allentown's Flotilla 10-2 had a banner BS & S Class of 78 students this year. This was mainly due to the efforts of Leonard Kucinski, the PA Officer for 10-2. The course was held at the Jewish Community Center in Allentown. Picture below shows students taking the basic 6 lesson core test, with Course Supervisor Walter Spall and instructors and aides Paul Mackes, Donald Merriman and Samuel Smith, all of Flotilla 10-2.



Flotilla 10-2 also had a Safe Boating Booth at The Lehigh Valley Outdoor Expo from 1 March to 5 March. Thanks to the members of 10-2 who participated in manning the booth and talking with approximately 500 persons who inquired about the Auxiliary and its functions, and to inquire about the Coast Guard. Shown below at the booth, Leonard Kucinski and Donald Merriman at the start of the show.



Pictured below several scenes from the St. Patrick's Day Parade in Allentown, PA. There were approximately 25,000 spectators at this parade so the Auxiliary obtained a great deal of coverage at this event. The one picture is a general scene and the other shows the crews who participated. Left to right N. Houser, FC10-02; C. Deemer, D. Vanderslice, G. Vanderslice, R. Snyder, members 10-02; Dr. Leon Kehr, DCP-X; Herman Frese, PDCP-X; B. Mackes, J. Barilla, VFC, S. Smith, L. Lohrman, Flotilla 10-2; and Paul Mackes, SO-OP-X. Photos: A. Lohrman



Submitted by: Paul Mackes, SO-OP, Div X, 5NR

AROUND THE DISTRICT

DIVISION VIII

LEWES FERRY ACTIVITY BOOK

Shown below (reduced size-actual size 8-1/2 x 11) the cover of Ferry Activity Book. This is given to all who take the Cape May-Lewes Ferry. The Auxiliary was able to insert a few pages from our own Boats and Kids, with a plug for the Auxiliary.

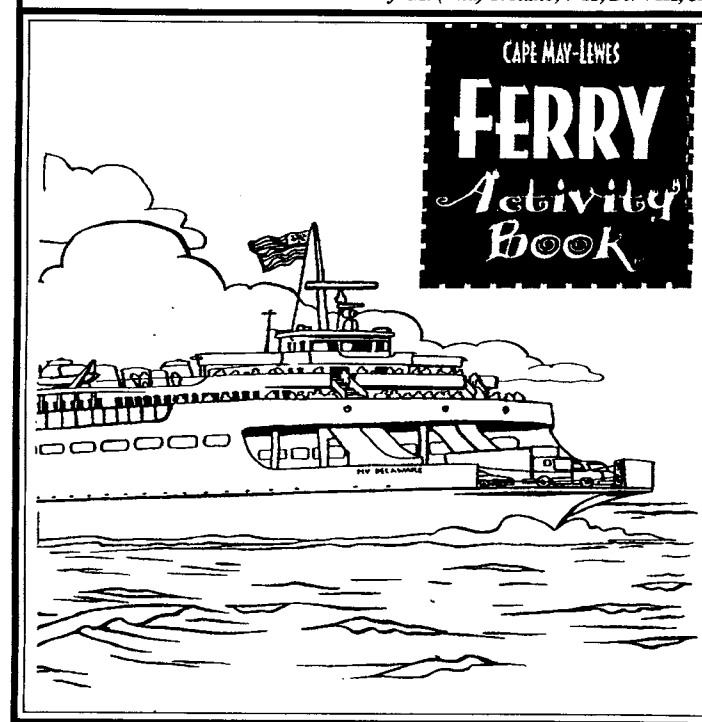
This project was conceived and handled by Mr. Brian McEwing, a ferry boat captain and member of Flotilla 8-6.

One Hundred and seventy-five thousand have been printed by the Delaware River and Bay Authority.

A special note: Our own Admiral Leland (Retired) is now head of Operations and has great plans for the future. He asked me to pass the word around that his door is open to the Auxiliary.

If you take the ferry--be sure to get your copy of the book.

Submitted by: M. (Bud) Troiano, VCP, Div VIII, 5NR



Again this year, Division VIII took over the message board at the B. L. England Generating Plant at Beesley's Point, New Jersey. Photos below taken during the kickoff of Safe Boating Week show members of Division VIII who attended, and the top brass of Atlantic Electric Company, as well as a picture of the Display Board itself.

Submitted by: M. (Bud) Troiano, VCP, Div VIII, 5NR



Happy 56th Birthday USCG Auxiliary

The following ALCOAST 061/95 from ADM Kramek was received on June 14th and is reprinted here. Even though a little belated the message is the same:

"1. June 23rd marks the 56th anniversary of the U. S. Coast Guard Auxiliary. All units are encouraged that day to fly the Coast Guard Auxiliary ensign as a tribute to the many volunteers who have dedicated their time, personal resources and, in some cases, their lives in supporting the missions of the Coast Guard for the past 56 years.

"2. Auxiliarists are important and integral members of Team Coast Guard. Their unselfish efforts contribute directly to our success in many mission areas throughout the country. Many times we could not do the job as well...or at all...without them. Their importance will only increase in the future.





"3. On this important day, they deserve our official recognition and personal thanks. Please take the time to do both."

Signed: ADM R. E. Kramek

Note added: "My personal thanks goes out to each and everyone of you for all of your hard work and support. Sincerely, Bob Duld, Diraux, 5NR."

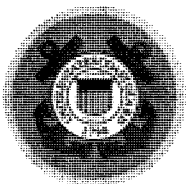
United States Coast Guard Auxiliary

Fifth Northern District - Calendar of Events

JULY	AUGUST	SEPT	OCT
3 EXCOM Philadelphia	11-13 ITT School	4 Labor Day	1 Start 1996 Workshops
4 4th of July 	15 Unit Meeting & Unit PA Reports Due	6-10 NACON-'95 Seattle, WA	Start FY-96 Facility Inspections
15 Unit Meeting & Unit PA Reports Due Topside Deadline	18 Conference Report Due to DIRAUX Western Area Meeting (EXCOM)	15-17 5NR Fall Conference West Chester, PA	4 Yom Kippur
22 DISTRICT Board MSO Philadelphia	25 Eastern Area Meeting (EXCOM)	22-24 Instructor School	15 Unit Meeting & Unit PA Reports Due
28-31 National ATON School	31 Central Area Meeting (EXCOM)	25 Rosh Hashanah	28 Western Area Meeting Full
24-30 AIM Week CG Academy New London,		30 End FY-95 Facility Inspections 	31 Halloween 

DEPARTMENT OF TRANSPORTATION
DIRECTOR OF AUXILIARY (NR)
FIFTH COAST GUARD DISTRICT
1 WASHINGTON

BULK RATE
POSTAGE & FEES PAID
U. S. COAST GUARD
PERMIT NO. G-157



APPROVED PUBLICATION

2MRO 1MRO 1PEO 05N-03-03-007
JOHN D MCINTOSH
POBOX 348
NEWFIELD NJ 08344