



Vol. 94, No. 3

# Winter 1994



**U.S.C.G. Auxiliary**  
**Fifth Coast Guard District (NR)**  
**1 Washington Avenue**  
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## 1995 Topside Deadline Schedule

SPRING	1	February
SUMMER	1	May
FALL	15	July
WINTER	15	October

1995

*Winter Conference*

*The Sheraton Berkshire*  
*Reading, Pennsylvania*

*20, 21, 22 January*

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## WINTER 1994 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 A. A. Sarra

### FIFTH COAST GUARD DISTRICT (NR)

District Commander ..... RADM William 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) ..... Edward W. Rearick  
Vice Commodore (VCO) ..... Nancy K. Davis  
Rear Commodore East (RCO-E) ..... L. Daniel Maxim  
Rear Commodore Central (RCO-C) ..... William E. Stumbers  
Rear Commodore West (RCO-W) ..... Clyde E. College  
Immediate Past District Commodore (IPDCO) ..... Eugene M. Pester, Jr.  
President, Past Captains Association (PPCA) ..... Robert L. Wecker

### 1994 Year End Calendar of Events

Prepare 1996 AMOS Pre-Planning DCP/FC ..... 1 December  
DIV AUX of the Year Recommendation Deadline ..... 1 December  
Certification of Election, ADMIN-2 ..... 20 December  
Staff Officer Appointments, ADMIN-3 ..... 20 December  
Unit Officer Report Due (CG-2738A) ..... 20 December  
1995 5NR Telephone Directory to Print ..... 27 December  
1994 AUXMIS Activity Submission Deadline ..... 29 December  
Winter Conference Report Due at DIRAUX ..... 29 December  
1995 Winter Conference ..... 20, 21, 22 January

### 1994/95 Change of Watch Schedule

I ..... 14 Jan 1995	IX ..... 10 Dec 1994
II ..... 4 Mar 1995	X ..... 11 Feb 1995
III ..... 25 Feb 1995	XI ..... 28 Jan 1995
IV ..... 4 Feb 1995	XII ..... 4 Feb 1995
V ..... 19 Feb 1995	XIII ..... 28 Jan 1995
VI ..... 18 Feb 1995	XIV ..... 11 Mar 1995
VII ..... 16 Dec 1994	XV ..... 18 Mar 1995
VIII ..... 10 Dec 1994	

**On the Cover** — Photo taken of Crown of Lights, PECO Building, Philadelphia, PA on 23 June 1994 for the U. S. Coast Guard Auxiliary's 55th Anniversary.

*Holiday Greetings*  
*to you and yours*  
*from the Topside Staff*

## CHIEF OF BOATING SAFETY

### Captain R. J. Davison Chief of Boating Safety



This article continues my account of the Boating Safety Program goals and objectives in the 5th District. Recall that in my last article (Fall '94 issue), I described our goal and objectives and offered some thoughts about how best to work on them.

Mr. Steve Phillips, Chief, of the Boating Affairs Branch, has been hard at work collecting and analyzing information to help us determine where and how best to use our time and other resources in attacking the problems we face. I have included one of his latest creations with this article. It gives us a pretty good idea of where the fatalities are occurring.

Steve has also developed some bar charts showing fatal boating accidents in the 5th District in 1993 by month of the year, day of the week and time of day. Briefly, and perhaps not surprisingly, most fatal accidents occurred in the months of May and July with April and June following close behind. Most fatal accidents occurred on a Saturday and Sunday, with Wednesday having the fewest. Finally, most fatal accidents occurred between the hours of 2:00 PM and 8:00 PM, and there were a fair number between the hours of 8:00 AM and 12:00 noon.

Steve has also been surveying recreational boaters to determine public perceptions of the effectiveness of Coast Guard boardings. Through telephone interviews with randomly selected boaters, he has been getting valuable feedback on how well Coast Guard boarding officers are meeting the customers' requirements of courtesy, efficiency and professionalism. The results are pleasing. I mention the survey here because several questions asked pertain to Auxiliary activities. Here are the questions and the responses:

- Have you ever taken a boating course?  
Yes: 75 percent  
No: 25 percent
- Do you know how to get information on courses?  
Yes: 75 percent  
No: 25 percent
- Have you had a courtesy marine examination this year?  
Yes: 25 percent  
No: 75 percent
- Do you know how to get a courtesy marine examination?  
Yes: 25 percent  
No: 75 percent

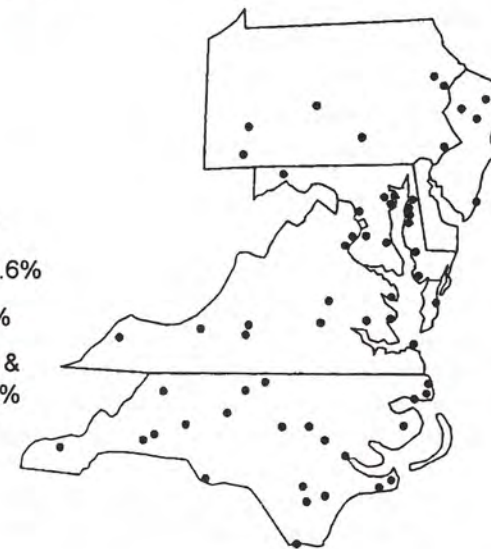
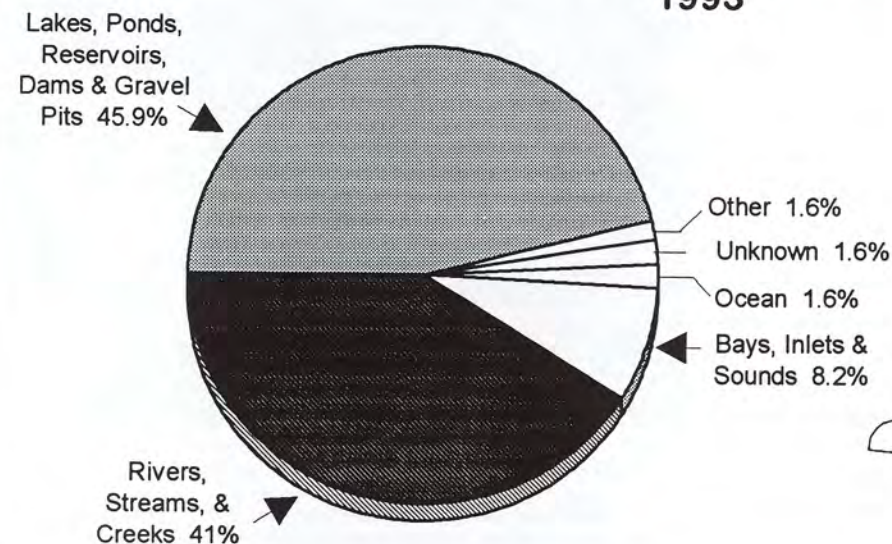
I'm not sure what to attribute to these results. The boats of the people surveyed were boarded sometime between the first of January and the end of March. Perhaps people on the water during the winter months are more serious about their boating and thus have taken one or more boating courses. It does seem that we may need to do a little work on advertising the CME program and the benefits to be derived. Steve is continuing his survey and we'll be interested to see what the results for the summer months bring.

In any case, my compliments to you all for your very fine efforts this year.

**Keep up the good work!**

**R. J. Davison, Captain USCG**

### Fatal Boating Accidents 1993





## DIRECTOR OF AUXILIARY

### LCDR Robert J. W. Duld

**C**ongratulations to our newly elected bridge. I look forward to working with all of you in the future. My thanks goes out to all who made our fall conference such a big success. The conference gave me the opportunity to meet new people and reacquaint myself with familiar faces. With elections now behind us I felt it would be an ideal time to focus on our new Commandant's message to the Coast Guard which was published under ALCOAST 055/94.

#### Words from our new Commandant: Subject: Commandant's Message to the Coast Guard

1. I am very honored to have been selected by Secretary Pena and nominated by President Clinton to be the Commandant of the United States Coast Guard.
2. As I look ahead to the next four years there are several thoughts I would like to share with The Coast Guard Community. First and foremost, I am excited about the opportunities ahead of us. I recognize that our journey will face significant challenges, but I also recognize that the next four years are our opportunity to build on the qualities of which we are most proud. We are a professional organization and we are proud of our heritage as lifesavers and guardians of the sea. We are proud to be a military service and a valued member of both the Department of Transportation and the Armed Forces. . . and we are certainly proud of our tradition of contributing to the national security of this great country.
3. My vision for our organization is a bold one. As men and women of the Coast Guard we must be guided by the following. We must:
  - ◆ Be professionals and remain proud of our reputation as lifesavers and guardians of the sea.
  - ◆ Be a military organization and a valued member both of the Department of Transportation and Armed Forces.
  - ◆ Demonstrate leadership in our day to day lives and performance of duties.
  - ◆ Be committed to our values of honor, respect and devotion to duty.
  - ◆ Be committed to diversity and support for all of our people.
  - ◆ Above all, we must live our motto - *Semper Paratus* - in all we do.
4. We, all of us, joined the Coast Guard because of what it stands for: honor, respect and devotion to duty. Regardless of the challenges, these leadership values are the essential ingredients to ensure that we stay on the correct course. Our very future depends on this. Without leadership we cannot reach our destination. To meet the challenges ahead, leadership will be in the forefront of day to day operations for all personnel. Leadership cannot be viewed as just a theoretical concept for success. But rather an ongoing aspect of our day to day lives and performance.
5. I have developed 8 goals that are critical to our course ahead. My goals are as follows:

- ◆ *Goal 1: provide the leadership and working environment that enables all of our people to reach their maximum potential.*
  - ◆ *Goal 2: Attract and retain the increasingly diverse pool of the top talent.*
  - ◆ *Goal 3: Meet the mandate to streamline with no reduction in essential services.*
  - ◆ *Goal 4: Maintain a strong response capability - *Semper Paratus*.*
  - ◆ *Goal 5: Enhance and extend our reputation as the world's premier Maritime service.*
  - ◆ *Goal 6: Strengthen transportation, safety and systems through partnership with other agencies in support of the DOT strategic plan.*
  - ◆ *Goal 7: Ensure that the Coast Guard epitomizes the best in leadership and quality management.*
  - ◆ *Goal 8: Pursue and acquire new technologies that meet field commanders' needs and enhance mission performance.*
6. I look forward to the journey ahead, and I am energized by the challenges we face. The U. S. Coast Guard has always relied upon its most important asset, its people, to serve the American public and fulfill its tradition of quality service. I, too, am relying on you to continue that tradition. I am committed to working hard to obtain the resources we need to meet the challenges ahead. Together we will continue to fulfill our traditions of a quality service. Together, by our leadership, we will be *Semper Paratus*. Together, we will stay on course and reach our destination as the premier maritime service in the world.
  7. ADM R. E. Kramek

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



Presentation of Commodore's Certificate of Appreciation to President Richard Wood of WAWA Markets. Presentation made at corporate headquarters in Wawa, PA.  
(Left to right) T. F. Cusack, DSO-PA, 5NR; Richard Wood, President of Wawa; Edward R. Rearick, Jr., District Commodore, 5NR

## DISTRICT COMMODORE

### Edward W. Rearick, Jr., DCO, 5NR

Elsewhere in this issue of *Topside*, is a copy of the speech I gave at the September Conference. In this speech I thanked a lot of people and gave a brief overview of what I felt we accomplished during my watch. But then my watch was not over yet, and there was still time to review our personnel goals and make the necessary adjustments. Did we do enough CMEs? Did we hit the ramps again to bolster our sagging VE goal using the 1995 Decals? Did we do another Patrol; did we have time? Our PE classes are underway by now; did we pass the word to our boating friends, the ones at our dock or marina that have not taken a course. Word of mouth has proven itself in the past to be very effective. Yes, there's a lot we could have done - but did we?

A few months ago I met a program manager that taught me an important lesson. This manager was very sincere and warm. After some small talk, I asked him his opinion on a very controversial issue that was to be the topic of a meeting the next morning. Quite to my surprise, he indicated that "he was *open minded* on the topic and did not want to take a position until after he heard the opinions of his people." This impressed me. You see, I am not typically characterized as being warm and sensitive and, on most issues, I have an opinion. I was impressed with this individuals open-mindedness.

The next morning I watched as my impressive manager worked the meeting attendees. He laughed easily. He avoided discussions of substance, but shook every persons hand before the meeting began. Although he talked a lot at the meeting and appeared to participate, I noticed he never made a statement! Every time he spoke, he asked a question. Unfortunately, the meeting ended with no decision being taken. However, another meeting was scheduled.

A few days later, I chatted with him and asked if he had formulated an opinion on the issue. He indicated that he was still without an opinion, but he thought the last meeting was a success. In his words, he "was still *open minded*." A few days later a follow-up meeting was held. Although there were some new issues raised, the meeting once again ended with no decision, but with another meeting scheduled. I decided to get more involved with the important issue in an effort to achieve a closure.

My next interaction with this individual was not so impressive. Although two meetings had been held and several days had passed, my impressive manager was still *open-minded*. I gave him a quiz on the issue and he flunked the quiz. He did not understand the issue! Further investigation indicated a frustration on the part of everyone associated with this manager. In fact, everyone liked his warm, sensitive, and impressive nature, but no one was happy. Decisions were never made. All that occurred was the scheduling of more meetings. I began to realize that my impressive manager was not even a manager. At best, he was a politician!

What was the lesson I learned? I learned that a lot of us who are not by nature warm and sensitive are okay. I learned that a lot of this warm and sensitive stuff is a lot of baloney. I also learned that what we need to do is forget about changing our styles and instead, maintain our focus and our leadership and *make something happen*. Unfortunately, my impressive manager was not so impres-

sive. Fortunately however, he taught me the difference between being open minded and empty minded. If what you mean by open minded is the ability to listen before making a decision, you are a leader. If what you mean is the ability to dodge a decision by playing politics, you are a loser. Be open minded, but after you have listened, move forward.

This will be the last article I will write as your District Commodore. Our organization's strength is rooted in the unwavering dedication of its members. Whatever we have achieved in my years in this honored office is due to the inspiration and support provided by those of you who work so tirelessly in the field.

Let me extend a special thanks to all the Flotillas and Divisions that made me feel genuinely welcome as I traversed the district. And, let's not forget the staff who maintained efficiently-run operations. Although we sometimes forget to acknowledge it, let's not overlook our spouses. Members or not, they are always ready to step in and help us accomplish our missions.

Finally, my heartiest congratulations to our incoming officers, District, Division and Flotillas. Best wishes to you and the entire membership for every success in all future activities. *SEMPER PARATUS*.

Edward W. Rearick, DCO, 5NR

## PAST DISTRICT COMMODORE

### John McIntosh, PDCO, 5NR

### The Auxiliary Leadership Course (AUXLEA)

The Leadership and Management Course (AUXLAM) that has served our organization so well is phased out, gone, retired. Changing times, other publications covering procedures and administration and our own growth and increased responsibilities require the inclusion of additional topics.

The new Auxiliary Leadership Course is coming on line. The initial National level introduction to AUXLEA was held in August. Currently we are involved in up-dating our current AUXLAM instructors who will continue with AUXLEA. Our second phase will be the training of additional instructors.

Our Division Captains have been requested to provide recommendations for qualified instructors with the background and experience helpful to this program. Above all, the ability to commit time to the program is essential.

This new program is lecture and discussion based. It will be an all day program such as AUXLAM was. In addition to expanded coverage of leadership, communications and goal setting, we will incorporate principles of volunteerism, group diversity and dynamics. Total quality management, a key to leadership and management in these times of continuous change, will receive the attention it deserves.

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

John D. McIntosh, PDCO, 5NR

## FROM CENTRAL

**William E. Stumbers**  
RCO-C, 5NR

### *Hello Again Dear Friends*

It just occurred to me; writing an article for this publication is somewhat of a mystery, because I have no idea what my fellow bridge members are writing about.

However, I congratulate and welcome aboard this new bridge, district board and staff. My success and pleasure abound in your new tenure of service. I especially look forward to working with the leadership of the Central Area and the responsibilities thereof. I value your ideas and hope you will pass them on to me. Together we can make a *GREAT* district even better. I am also looking forwards to lending support, discussing with and sharing the workload of the capable, energetic District Staff. As individuals our contributions fulfill many needs but collectively our efforts produce synergism.

Commitment alone toward our office, unit, or mission in itself is not enough, we need to have integrity, we need to demonstrate it over and over, it's not some sort of an award that we display on our wall, we have to earn it and sometimes it means making hard decisions.

Decisions should not be spontaneous. To make a valid decision it's necessary to know the facts, develop several solutions, select the most appropriate one, implement same and carry it out. Making the right decisions is where leadership prevails and making our great organization effective is where we need unit-support from each and every member as you have given in the past and our proud district will maintain its excellence.

In the near future we will be setting our goals for AMOS; consult your calendar, establish dates; at you will contribute to the Auxiliary and submit the pledge to your Flotilla Commander. Please be optimistic and remember "*commitment*" and "*integrity*."

Before we know it the Holidays will be upon us so let's celebrate, worship and endear our families.

*Happy holidays to all and  
a healthy and prosperous New Year  
to you and your families.*

*William Stumbers, RCO-C, 5NR*

## FROM THE WEST

**Clyde E. College**  
RCO-W, 5NR

Congratulations and best wishes to all the newly elected and appointed officers for 1995. By assuming your position you have committed yourself to fulfilling the obligations and responsibilities of the office you have accepted. Learn what those responsibilities are; maintain the best possible communications upward and downward; do not forget the importance of maintaining this flow of communications because when the flow is interrupted information is lost and the people depending on receiving it cannot carry out their share of the mission.

Many thanks to every Auxiliarist who did so much for the Auxiliary, the Coast Guard and the boating public in 1994. Even those of you who feel you have not done much, remember the importance of every single contribution to the whole picture. Team 5NR needs you.

### **Thought for 1995:**

**HAPPINESS IS** - being an Auxiliarist pursuing the fulfillment of one's commitment with confidence, competence and persistence.

*Let's be HAPPY!*

*Let's have FUN!*

*Clyde E. College RCO-W, 5NR*

### **REMINDER**

Have you made your reservations  
for the 1995 Elected Officer  
Training School  
6-8 January 1995  
Sheraton Great Valley  
Frazer, PA

Be sure to forward the completed  
form to your Division Captain  
no later than  
10 December 1994

## District Commodore-Elect

**Harry M. David**  
DCO Elect, 5NR

I would like to thank all of the Board members that showed their confidence in me by electing me to the office of District Commodore. It is indeed a great honor to hold this office and I as well as the new Bridge will do our utmost to return your trust.

I also would like to thank the many members of the District for their well wishes and offers of assistance. In putting together a staff I have tried to assemble the most competent and able members. This has turned out to be a monumental task as there are so many that could fill the jobs and so few openings.

For the next two years, I, the Bridge and Staff, will be at your disposal. Please feel free to call upon any of us. The Staff will be willing to attend your meetings or answer your questions. The Bridge will be visiting the Divisions as well. Together we will meet the challenges of the future.

### **Keep in mind that:**

*A group becomes a team when all members are sure enough of themselves and their contributions to praise the skills of others.*

*Harry David, DCO-Elect '95, 5NR*

### **1995 Elected District Officers**

DCO	(Elect)	Harry L. David
VCO	(Elect)	Clyde E. College
RCO-E	(Elect)	John A. Locasale
RCO-C	(Elect)	William E. Stumbers
RCO-W	(Elect)	Michael J. Ripton

## IMMEDIATE PAST DISTRICT COMMODORE

**Eugene M. Pester, Jr.**  
IPDCO, 5NR

Some things to ponder as a newly elected leader in the Fifth Northern:

- The Greatest sin of a leader is to gossip
- The Greatest crippler is fear
- The Greatest mistake is to give up
- The Greatest joy is giving
- The Greatest force is your attitude
- The Greatest victory is victory over yourself (i.e. to admit you are what you are)
- The Greatest handicap is your ego
- The Greatest indulgence is hate

Another thing to consider is the average age of the members of the Coast Guard Auxiliary, which is 56 years. For lack of a better phrase, I call this phenomenon the "graying" of the Auxiliary.

I do not, in any way criticize the work and effort of our older Auxiliarists or deny their vast contributions. After all, I number myself among the "graying." Without their efforts and abilities, there would be no Auxiliary organization, no PE classes, no CME program, no patrols, etc. But I do think it is essential that all Auxiliarists search our communities for YOUNG AUXILIARISTS through whom we can reduce our average age.

There are at least a dozen or more ways in which the flotillas can enhance our community image and secure the needed young people in our organization.

- Brighten up our flotilla meetings. Conduct them in a businesslike manner but don't forget to make the meeting interesting, informative, educational and fun.
- Improve our public image by telling the boating public, as well as the rest of the community, what we stand for and how we help the boater.
- Choose an experienced, enthusiastic, FSO-MR and SO-MR to present The Auxiliary Story at the public education courses. These officers should stir up enthusiasm among the flotilla members, reminding all of them that each one is a recruiter.
- Emphasize our enthusiasm about Auxiliary membership during conversations with boaters.

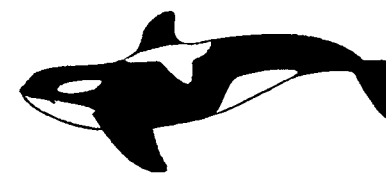
- Encourage participation rather than just simply membership.
- Make an effort to single out yacht club members for possible membership in the flotilla.
- Be thoroughly familiar with the BQ process.
- Follow up and expedite the BQing process for a new member. Don't drag it out or leave them waiting to be processed.
- Plan social events around flotilla member, not just a picnic once a year. There are many other outside social activities that can prove exciting and entertaining.
- Don't forget to plan programs and activities that would be interesting to the wives, husbands, friends, etc. Involve spouses as much as possible.

I have named 10 items and I am sure you can fill in another 10 without any difficulty. The idea is the flotilla must take the lead in finding ways and means to get young people in the Auxiliary. These young people can bring new ideas and the enthusiasm necessary to accomplish great things. This will certainly blend beautifully with the experience and strength of our older members.

In a year when the Auxiliary is attempting to strengthen its public image, what better way could this new image be put to use than in securing young people in order to secure the future growth and prosperity of this wonderful National organization known as the United States Coast Guard Auxiliary.

*Gene Pester, IPDCO, 5NR*

## Whale of a Story



*The Farside comes to life in Oregon.* I am absolutely not making this incident up; in fact I have it all on videotape. The tape is from a local TV news show in Oregon, which sent a reporter out to cover the removal of a 45-foot, eight-ton dead whale that washed up on the beach. The responsibility for getting rid of the carcass was placed on the Oregon State Highway Division, apparently on the theory that highways and whales are very similar in the

sense of being large objects. So anyway, the highway engineers hit upon the plan—member, I am not making this up—of blowing up the whale with dynamite. The thinking is that the whale would be blown into small pieces, which would be eaten by seagulls, and that would be that. A textbook whale removal.

So they moved the spectators back up the beach, put a half-ton of dynamite next to the whale and set it off. I am probably not guilty of understatement when I say that what follows, on the videotape, is the most wonderful event in the history of the universe. First you see the whale carcass disappear in a huge blast of smoke and flame. Then you hear the happy spectators shouting "Yay!" and "Whee!" Then, suddenly, the crowd's tone changes. You hear a new sound like "splud." You hear a woman's voice shouting "Here come pieces of ...MY GOD!" Something smears the camera lens. Later, the reporter explains: "The humor of the entire situation suddenly gave way to a run for survival as huge chunks of whale blubber fell everywhere." One piece caved in the roof of a car parked more than a quarter of a mile away. Remaining on the beach were several rotting whale sectors the size of condominium units. There was no sign of the seagulls who had no doubt permanently relocated to Brazil.

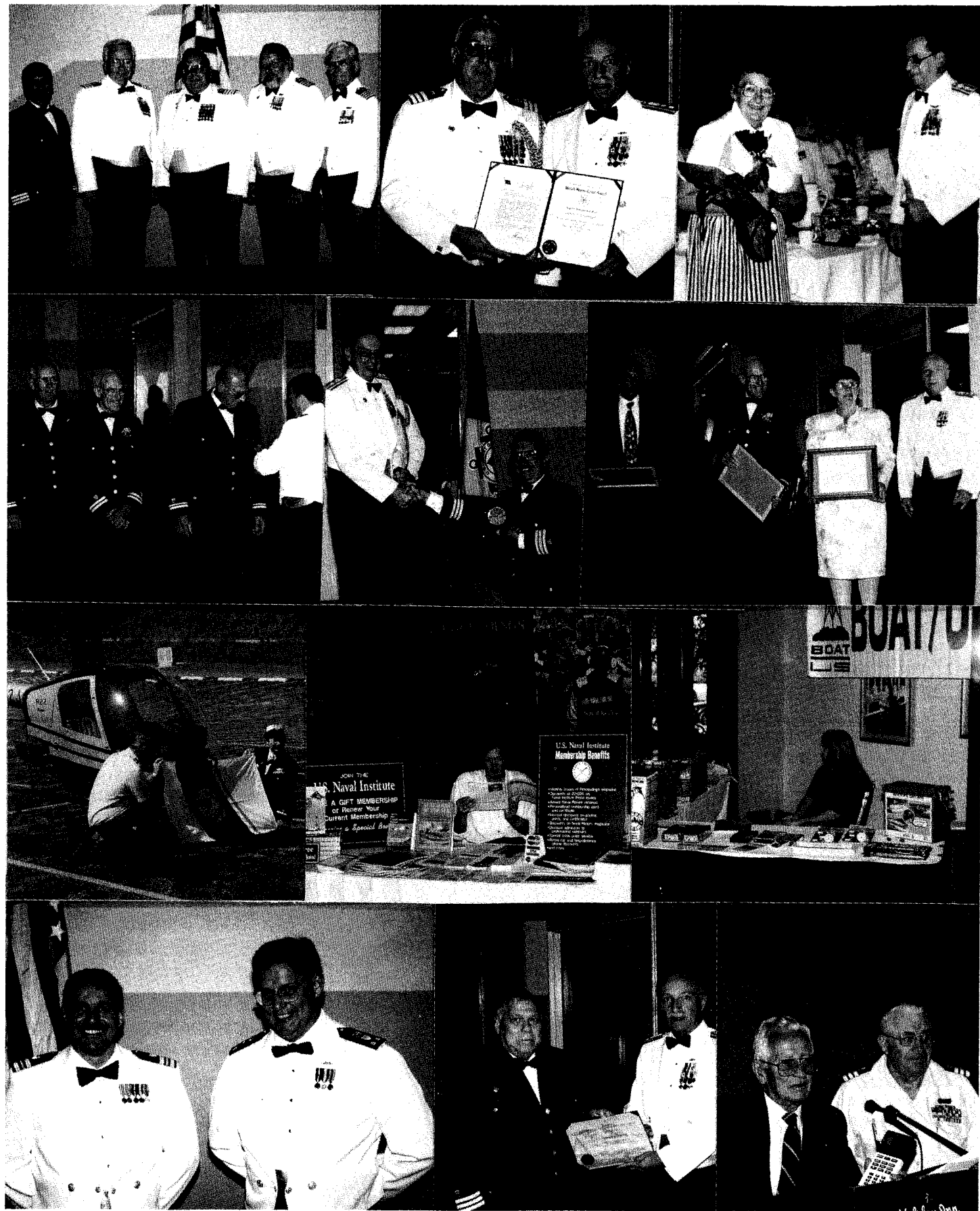
This is a very sobering videotape. Here at the institute we watch it often, especially at parties. But this is no time for gaiety. This is a time to get hold of the folks at the Oregon State Highway Division and ask them, when they get done cleaning up the beaches, to give us an estimate on the US Capitol.

*Tom Mahoney, (Coast Guard  
Sqn. 1/Div. 13)*

*The above article was received via  
E-Mail across the United States and the  
video is being shown on computers in  
Seattle, Washington. — The Editor*



### **Salty Dog Tales**



### SCENES FROM SEPTEMBER CONFERENCE, YORK, PENNSYLVANIA

The above montage of pictures contains scenes from the September Conference in York, PA. Among those shown are the Director, LCDR Duld; Assistant Director, CWO Short; the newly elected EXCOM; presentations by ADM Leland; DCO Rearick's tribute to his wife Bette Rearick; trade show scenes; AUXOP awards; Coxswain awards, etc. It was an enjoyable and successful affair.

## Edward J. Rearick, Fifth Northern's District Commodore Bids Farewell to Office at Fall District Conference



Admiral, members of the coast guard family and guests

First I want to thank those attending and hope they had an enjoyable and interesting conference. I know that Henry Reeser gave us an opportunity to see various sights throughout the western area. Bette has always wanted to see Gettysburg and we never seemed to have the opportunity. Well, she finally got her wish. Thank you Henry.

Until I attended the national conference in Orlando, I did not realize how close it was to the end of my watch and after Friday's election, this will be the last time I will have the privilege to address you as your commodore.

These past two years have been an interesting experience, one that I will long remember. As Bette and I attended the national functions and traveled around the district, we met a lot of dedicated members and I hope made a lot of new friends.

***For years I kept hearing "nobody knows who we are" - and "the auxiliary is the best kept secret around."***

When you step into a position like this, you have a lot of ideas on what you want to accomplish. As you may suspect, you soon find out that it's not that easy even with a hard working EXCOM that I have been fortunate to have. As a result, some things got done and some things didn't and that's the way it is.

For years I kept hearing "nobody knows who we are" - and "the auxiliary is the best kept secret around." I wanted to make the auxiliary a household name. I'd like to take a moment to mention a few of our strategies - we've had blitzes at many of our lakes, been on TV in Philadelphia, Reading and Harrisburg many times and made a short TV segment that will be aired nationally on the discovery channel October 27 at 10 AM. We have been on the electronic billboard atop the Philadelphia electric building for the second year and the veterans stadium electronic billboard for five baseball games. We even have our message on Wawa milk cartons. Our division and district PA staff have done a first class job. *In 1993 we received the NARCO award for public relations. (That was 2nd place) last*

*week in Orlando I was proud to accept the 1994 national public relations award for the district. (That's 1st place) it don't get any better than that.*

To increase and maintain our membership, we adopted a slogan, *retaining through training*. Is it working? We will see. So far we have had instructor and vessel examiner schools. We have trained our it trainer instructors and have an it trainer school scheduled after this conference. We have an AUXLEA school scheduled for our AUXLAM instructors. This is just at the district level. From reports I've seen and heard, and the number of new AUXOPs we have had the past couple of years, our divisions and flotillas have also been busy teaching our specialty courses. As far as growth, over the past two years we have chartered two new flotillas in the western area and one in the central area.

Our operations department has been busy doing what they do best, patrols. This very weekend, they are engaged in a joint exercise with the navy. We have had several joint exercises with the navy, one of which was with the navy seals. We had a disaster drill for Harrisburg and assisted the off shore races in Atlantic City. We staff our four AUXSRDET stations on weekends during the season and three CG SARDETS during the off season. Currently we are looking into the feasibility of establishing an AUXSRDET on lake Wallenpaupac.

We produced a strategic plan for our district based upon my vision statement and the vision statement of the coast guard. We also produced a disaster plan for our district and should have it in operation by year end. Why, we even have a viable fishing vessel examination program in effect.

These were just a few of our accomplishments over the past two years.

The future holds some interesting challenges for all members of the coast guard family. I feel confident our newly elected leaders will have the ability to handle them. The winds of change are blowing fiercely in our organization, and also within the coast guard as we make as we make the necessary changes to respond to economic pressures. But as every sailor knows, the harder the wind blows, the faster we can move the ship.

We must ensure that our members are trained and developed to meet the needs of our organization both today and in the future. It is critical that we retain and motivate a diverse work force to their highest level of achievement and that we base reward and recognition on level of contribution to our efforts.

We are not an organization standing around while the world and our competitors rush by. We are confident about the future and we should remain committed to the continued success of the auxiliary.

We should start the new year with the coast guard auxiliary act of '93. The passage of this act will open many new avenues to us. As we face the budget cuts and downsizing, we must expect to fill more nontraditional positions. We Auxiliarists have a tremendous amount of experience and must not let it go to waste. We have all faced crisis at one time or another and survived. Let's prepare for the worst, expect the best and take what comes.

At this time I think it only proper to recognize and thank some of the members that made my watch and this weekend happen:

- The conference coordinators - Ira and Arline Dolich
- My aides, Lee Crossman & Bill Pierce - who kept me straight.
- My parliamentarian - John McIntosh
- All the workshop leaders and their teams
- Steve Lang & John Adams for putting together another great trade show.
- Our new DIRAUX - LCDR Bob Duld and his staff - without them we would not be here.
- My EXCOM - for all their cooperation and hard work.
- The hotel staff

And to all the members of the district who keep the torches burning - some times at both ends - and anybody else who has volunteered in any way, who's names I can't remember right now - I thank you all.

There is one more person who I would like to thank - and that is my wife Bette. Do you know, she is not a member! Through the years I've tried to convince her to join and she has always had the same answer - if I join, I'll just have to work.

Well, work she does. The hospitality rooms don't just happen. It takes a lot of preparation and planning. Bette also plays an important role in finding my way around the district. I'm sure she wouldn't have any problem passing the AUXNAV course. She should get an award for sitting through all those division meetings and the national meetings - but that's another story. The biggest injustice of all is that she hates the water! Through the years she has been my social secretary, proof reader, navigator, first mate (when we had our boats) and companion attending conferences and meetings for over twenty five years. She even reads my mail before I do! I think she deserves a medal for all this, how about you?

In closing, I want to congratulate the newly elected officers and wish them every success in their endeavors. Thank you all for the past two years and I'll see you in '95.

*Edward W. Rearick, DCO, 5NR*



# NASA EXPERIENCE

The writer, anticipating a trip to Florida, in February of this year, felt that it would be nice to meet Auxiliarists in the 7th Coast Guard District. I made contact with Commander Al Muccilli, our Director of the Auxiliary at the time, and he furnished the telephone number for the Director of the Auxiliary in Miami, Florida. I followed up and was referred to Flotilla Commander Callahan of Flotilla 49, Titusville, Florida. On discussing my forthcoming trip with Flotilla Commander Callahan he suggested that I might enjoy the experience of making a safety patrol during a shuttle launch which was scheduled for March 3, 1994. On my arrival in Florida on March 1, I contacted Commander Callahan and arrangements were made. The shuttle launch was canceled once and the launch was finally held on March 4, 1994.

The safety patrol is to help provide security to NASA by enforcement of a security zone, providing search and rescue coverage and contingency operations for search and rescue in continuing operations. The security zone encompasses an area of approximately 250 miles and includes the entire NASA area, the Merritt Island Wild Life Refuge as well as the port of Canaveral. The security zone enforcement and SAR support is accomplished through a network of Coast Guard vessels and aircraft which patrol both off-shore and the inland waters and are coordinated by Range Control Center personnel who work closely with NASA security and Eastern Space and Missile Center Surveillance Control office. All units are manned by active duty personnel, reserve members as well as Auxiliarists who are responsible for the security of spectators whose boats can number well in excess of several hundred, and for providing off-shore SAR coverage in case of an after-launch contingency should occur. Due to the unpredictable nature of shuttle launches, as described before, orders are accepted and involvement could be for a period of several hours, or weeks depending on the cancellations, standbys, etc.

The assigned hour to report for the missile launch was 0330 on March 4, 1994, as we were to be underway at least four hours prior to the launch which was scheduled for approximately 0806. (And I thought I came for relaxation!). Dick Fletcher, SO-MT, Division IV and Flotilla 1-1 and I acted as crew. The morning of this particular day at 0300 the temperature was 42 degrees with a brisk wind developing a chill factor in the mid-20s. Both Ed and Dick wore Mustang suits as they are Floridians, the writer had only a windbreaker and his PFD. Needless to say, I was quite chilled. It was almost as cold as New Jersey which was 16 degrees when I left.

We arrived at Bear Cove at approximately 0415 under rather frigid weather conditions as the air temperature was previously described. The Coast Guard fed us breakfast and we were entertained by Chief Lashley with several sea stories. We finished breakfast and continued to Mosquito Lagoon which is at the end of Haulover Canal approximately six miles from the launch pad with an unobstructed view and where the spectator boats congregate, and, of course, attempt to get a closer look. Two additional Auxiliary vessels were used and two 21-foot RHI vessels by the Coast Guard.

Our radio guard was with Bear Cove station which was operating under STS Coordinator Coast Guard Space Transportation Systems Project Office at CG Station, Port Canaveral. In addition, we had further radio operators listening directly to NASA Mission Control. The NASA radio was full of conversation with the astronauts and we were awaiting the final countdown which finally came shortly after 0800. Ed and Bill said, "Wait until you hear the final bang!" As I was making my camera ready. Suddenly there was a large ball of fire as a result of the booster rockets which can be seen for miles. Within seconds, the shuttle was traveling in excess of 1,000 miles per hour and a few seconds later it was about to enter the atmosphere and it was traveling in excess of 27,000 miles per hour. In the

meantime, my camera was clicking away. We saw the booster become disengaged and I still heard no "bang" as a result of the launch. The wind was blowing from the northeast which meant that the initial takeoff bank would be going against the wind and it took approximately four minutes for the sound to arrive at our location. On land windows in most of the homes surrounding the area were rattling.

The booster rockets are dropped into the ocean and are quite sizable. They are retrieved directly by NASA themselves and this time due to round seas and weather conditions, they were not able to do so for a couple of days.

Needless to say, the launch was a total success and it was only necessary that we turn away three spectator vessels. The vessel was released from the scene at approximately 1000 hours and we proceeded back to Titusville Marine in Titusville, Florida.

I must say that the mission was quite different from an ordinary safety patrol. You may have overlooked the fact that the word "security" was mentioned previously and you no doubt noted the hours are quite different.

Approximately one week after our patrol, I was invited to attend a Flotilla meeting by Commander Callahan and at that time I was presented with a letter of appreciation from the STS Coordinator, CG Station, Port Canaveral.

Several members of Flotilla 49, as well as others, were presented with the Coast Guard Special Operations Service Ribbon for their unselfish dedication to the principals and purposes of the USCG Auxiliary for their work involving the NASA missions; and, in addition, members of the CG Reserve and the Coast Guard itself were also presented with the same ribbons. This was for service performed over the past two years.

The fellows at Flotilla 49 in Titusville, are quite friendly and congenial and they asked me to pass the word along that should anyone desire to make a similar type mission with them when in the area, they should contact FC Callahan directly and if possible, it will be arranged. I recommend that you give it a try if possible.

Also, just a note. Later that same day at approximately 2 or 3 PM., the weather had warmed up to 78 degrees and I finally felt warm. I know that the launch itself costs the taxpayers millions of dollars, SAR and security preparations are also staggering in cost due to the number of people, vessels and aircraft involved, but it is such a spectacular and awesome event that none of this is noticed.

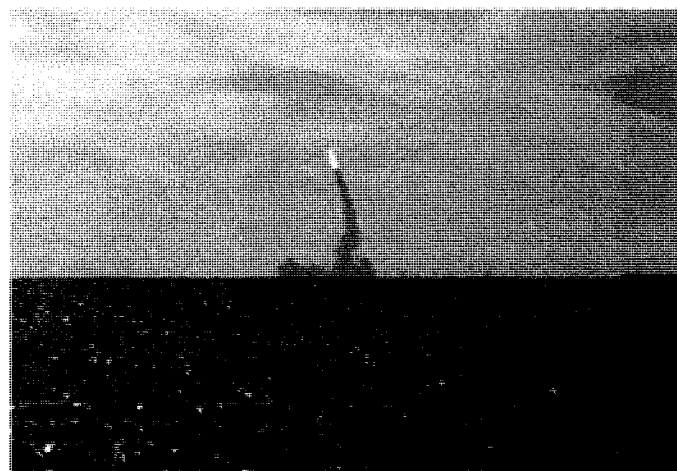


Photo of space shot from auxiliary patrol boat by Tom Cusack

Submitted by: Thomas F. Cusack, DSO-PA, 5NR



## 1995 WINTER CONFERENCE 5th District Northern Region - U. S. Coast Guard Auxiliary 20, 21, 22 January



The Sheraton Berkshire - Reading, Pennsylvania

### SCHEDULE OF EVENTS

FRIDAY	20 JANUARY 1995	SATURDAY	21 JANUARY 1995 (Continued)
1600 - 2000	Registration	1830 - 1930	Cocktail Reception (No Host Bar)
2000 - 2130	Captains Meeting	1930 - 2230	Banquet
2000 - 2130	District Staff Officers Meeting		
2030 - 2130	IS "Curb Service"	SUNDAY	22 JANUARY 1995
2130 - 2300	Welcome Aboard Reception (No Host)	0830 - 1000	Past Captains Association Breakfast (Members and Guests only)
		1030 - 1200	EXCOM Meeting
SATURDAY	21 JANUARY 1995	1030 - 1200	Workshops for SOs (Held by DSOs)
0730 - 1000	Registration Desk Open	1200 - 1300	LUNCH for DSOs and SOs
0800 - 1700	District Store Open	1300 -	Workshops for SOs (Continued)
0800 - 0945	IT Workshop		
0830 - 0930	OP Workshop		
0830 - 0930	VE Workshop		
0930 - 1100	Spouse/Guest Coffee & Program		
1015 - 1200	IT Workshop		
1015 - 1130	CC Workshop		
1030 - 1130	VE Workshop		
1030 - 1130	OP Workshop		
1130 - 1300	LUNCH (on your own)		
1300 - 1445	IT Workshop		
1315 - 1700	District Board (Reconvenes)		
1330 - 1430	OP Workshop		
1330 - 1430	VE Workshop		
1515 - 1700	IT Workshop		
1530 - 1630	OP Workshop		
1530 - 1630	VE Workshop		

### UNIFORM OF THE DAY

FRIDAY	Casual
SATURDAY	(Before 1800) Service Dress Blue or Appropriate Civilian Attire
	(After 1800) Dinner Dress Blue (White Shirt, Black Bow Tie, Miniature Medals) or Dinner Dress White or Appropriate Civilian Attire
SUNDAY	Casual

### BANQUET MENU



*Tortellini Alfredo*  
*Garden Salad*  
*Prime Rib of Beef*

or

*Broiled Flounder with Crabmeat*

or

*Roast Turkey with Dressing*  
*Green Beans Almondine*  
*Stuffed Baked Potato*



*Rolls and Butter*

*Carrot Cake*

*Beverage*

### Conference Registration Form

Use this portion of the form for your meal and Auxiliary Conference registration for the Fall Conference at the:

**Sheraton Berkshire - Reading, PA**

**20, 21, 22 January 1995**

Name #1: \_\_\_\_\_ Mem. # 1: \_\_\_\_\_  
Name #2: \_\_\_\_\_ Mem. # 2: \_\_\_\_\_

**Registrations - Fee for each person attending over 17 years @ \$5.00 per person # \_\_\_\_\_ \$ \_\_\_\_\_**

#### Saturday Night Banquet:

Prime Rib (\$23.00) # \_\_\_\_\_ \$ \_\_\_\_\_  
Stuffed Flounder (\$22.00) # \_\_\_\_\_ \$ \_\_\_\_\_  
Roast Turkey (\$17.00) # \_\_\_\_\_ \$ \_\_\_\_\_

#### Past Captains' Breakfast:

Member PCA # \_\_\_\_\_  
Guest (\$10.00) # \_\_\_\_\_ \$ \_\_\_\_\_

**Total Amount (Make checks payable to USCG AUX (5NR) \$ \_\_\_\_\_**

### Workshop Reservation Form

#### Workshop Reservations

I will attend the following workshops:

IT Early AM ☐ Late AM ☐ Early PM ☐ Late PM ☐

OP Early AM ☐ Late AM ☐ Early PM ☐ Late PM ☐

VE Early AM ☐ Late AM ☐ Early PM ☐ Late PM ☐

CC Workshop Late AM ☐

SPOUSE/GUEST Program

Free, but Check if Attending ☐

### REGISTRATION DEADLINE

**14 JANUARY 1995**

(Add \$5.00 after this date)

Make Checks Payable to U.S.C.G. Auxiliary (5NR)

Send this side of the form to:

Ira & Arline Dolich  
Conference Coordinators  
108 Mansfield Blvd., South  
Cherry Hill, NJ 08034-3613

### Hotel Reservation Form

**Sheraton Berkshire-Reading**  
**1741 Paper Mill Road**  
**Wyomissing (Reading), PA 19610**  
**Tel. (610) 376-3811**

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
Please reserve  
Single \_\_\_\_\_ Double \_\_\_\_\_ Non Smoking \_\_\_\_\_  
Arrival Date \_\_\_\_\_ Departure Date \_\_\_\_\_

#### Reservation Rates

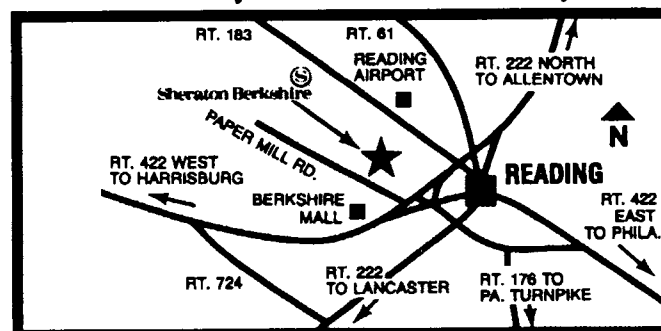
Single or double: \$59.00 per night  
Deadline for Reservations: 6 January 1995  
Check In Time: 1500

Require one night's deposit to guarantee room

**MAKE CHECKS PAYABLE AND MAIL TO:**  
**Sheraton Berkshire**

or

Phone with major credit card  
State that you are with the USCG Auxiliary



#### FROM PENNSYLVANIA TURNPIKE:

Take Exit 21. Get on 222 North - it will narrow to a divided highway at traffic light. Stay on 222 North approximately 9 miles. Make left onto 422 West/222 North toward Lebanon/Allentown. Stay on 422 West (Pay Attention to Signs. It veers off to the right in approximately 2 miles.) At stop sign, make a left at traffic light. Make a right (422 West Business). First exit is Paper Mill Road Sheraton is straight through traffic light.

#### FROM PITTSBURGH, HARRISBURG:

Follow directions from the Pennsylvania Turnpike.

#### FROM WASHINGTON, BALTIMORE:

Take Baltimore-Washington Parkway I-495 to I-95 to I-695 to I-83 North. At York pickup US 30 East to Lancaster. Pickup 422 North. (Follow Directions from Lancaster listed below).

#### FROM LANCASTER:

Follow 222 North - It will narrow to a divided highway. At traffic light stay on 222 North approximately 9 miles. Make left onto 422 West/222 North toward Lebanon/Allentown. (Follow directions from Pennsylvania Turnpike above).

#### FROM PHILADELPHIA/VALLEY FORGE:

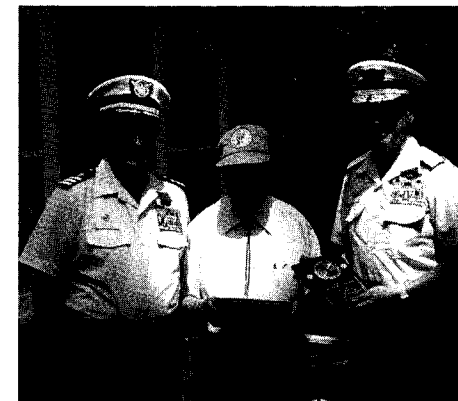
Take Schuylkill Expressway to PA Turnpike I-76 West. Follow to Exit 22 at Morgantown. Go left at toll both, then right at stop sign to I-178 North. Follow to 422 West. (Follow directions from Pennsylvania Turnpike above).

#### FROM DOVER/WILMINGTON:

Take Route 13 North to 141 North to 202 North (322 North). At King of Prussia, pickup PA Turnpike I-76 West to Exit 22 at Morgantown. Go left at toll both, then right at stop sign to I-176 North. (Follow directions from Pennsylvania Turnpike above).

# 150 Years of Service

**The following three members celebrated their 50th year in the Coast Guard Auxiliary during the past year.**



George Sawyer-Presentation of 50 Year Plaque and clock by Commodore Rearick and Division Captain Leonard Karter at Mr. Sawyer's home.



Art Herzog-Presentation of plaque and clock by Commodore Rearick and Division Captain Leonard Karter at Flotilla Headquarters, Westville, NJ.



John McIntosh-Plaque and clock presented by Commodore Rearick to John McIntosh at a surprise Anniversary dinner at Dutch Inn, Gibbstown, NJ. Submitted by T. F. Cusack, DSO-PA, 5NR

### George Sawyer

George entered the Auxiliary on April 2, 1943, Flotilla 27 of the 4th Naval District, Salem, NJ. This was subsequently changed to Flotilla 32, Westville, NJ. He performed security patrols in Delaware Bay and along the Jersey shore from Cape May to Bayhead. Small arms, namely rifles were carried on patrol boats. All government vessels at the time had been sent overseas and he utilized his own 35 ft Elco as a patrol vessel which, in accordance with government custom was painted navy gray. He has remained in the Auxiliary all these years. He is a past flotilla commander of Flotilla 27. He is presently retired and has not been real active for approximately 12 years due to an injured knee. He is a past director of Public Safety in Pitman, NJ, former General Manager of the G.R. Woods Bus Company of Pitman, NJ, as well as being a Director of a local bank.

During WWII he was also a civil defense director in his hometown of Pitman, NJ where he still presently resides with his wife.

### Arthur Herzog

Art joined the Auxiliary on July 18, 1943, and was utilized primarily for security patrols from Salem south to the Atlantic Ocean in Delaware Bay as well as north into the Delaware River. He also performed guard duty at the Coast Guard Base in Gloucester, NJ; as well as Fort Moot in Salem, NJ, where German prisoners of war were held in detention. He has been retired for 23 years from Mobil Oil Company where he worked in the research department. He has one daughter and two grandchildren.

He proceeded through the ranks of the Auxiliary and his highest office was that of Rear Commodore.

He is still active as a Flotilla member and holds the office of Finance Officer.



### John McIntosh

John entered the Auxiliary on June 13, 1944, and continues to be very active. Those of you who know John, know that he is most modest and was reluctant to give too much information regarding his activities during the end of WWII when he was a rather young man. John was employed for a number of years at Kimble Glass Company, Vineland, NJ where he was a production supervisor. He retired from Kimble in the late 80s and now devotes most of his time to Auxiliary business. He is also a volunteer at the Museum of American Glass in Wheaton Village, Millville, NJ.

John was Commodore in 1967 and 1968 and presently still holds many district level offices and is quite active in his Flotilla and seems to grow younger with the passing of each year.

It is certainly a great achievement that the above three individuals have been able to serve the government through the Auxiliary for so many years.

Commodore Rearick made the presentation of the 50 year plaques which are quite beautiful and in addition, John McIntosh was honored with a surprise dinner at the Dutch Inn, Gibbstown, NJ, close to his anniversary date. This was well attended from members throughout the District and John was quite surprised and we heard some good tales from his wife Helen.

*Submitted by: Thomas Cusack,  
DSO-PA, 5NR*

*If you have built castles in the air,  
your work need not be lost;  
That is where they should be.  
Now put the foundations under them.*

*—Henry David Thoreau*

# National Safe Boating Week 1994



## Safe Boating Salute:

The above photo appeared in *The Sentinel-Ledger* Newspaper in Ocean City, New Jersey on Tuesday 14 June 1994. It was taken on Saturday 11 June 1994 to proclaim "**National Safe Boating Week - 1994**"

Congressman Bill Hughes presents a National Safe Boating Week proclamation to John Locasale, Captain of Division VIII, United States Coast Guard Auxiliary, during brief ceremony at Great Egg Coast Guard Station, Saturday. This year's Safe Boating Week theme is Boat Smart, Boat Safe, Boat SOBER. Joining in the ceremony appearing left to right: Joe Ryan, Staff Officer of Public Affairs for Flotilla 8-1; E. H. (Ned) McDermott, Staff Officer of Public Affairs and Special Project Officer - National Safe Boating Week for Division VIII; Captain Locasale; Congressman Hughes, Bud Hopkin, Immediate Past Flotilla Commander for Flotilla 8-1; and BM2 Doyle Hardin of the U. S. Coast Guard Base, Great Egg.

*Photos and captions courtesy of  
E. H. (Ned) McDermott, SO-PA, Division 8, (5NR)*

# Activities of Interest 1994

The Photos shown below were taken by *The Sentinel-Ledger* Newspaper of Ocean City, New Jersey and published by them. These photos were taken of the USCG Burning Boat exercise that was part of the S&R demonstration provided us and the public that same day off the Ocean City Yacht Club in Great Egg Bay.





## VESSEL EXAMINATION

### H. William Schmitz DSO-VE, 5NR

Well here we are at the end of the boating season, and we are a long way from reaching the District and National goals. We really need a miracle and since I do believe in miracles, we will do it, won't we?

What happened to the over 33,000 CME decals that were given out to all the vessel examiners? According to the 23 September report 20,000 vessels have been examined with 12,695 having been awarded the CME decal. That means that over 20,000 CME decals are still out there.

The District Vessel Examiners staff want to thank those Flotillas and Divisions who have done their job. Some of the complaints that were sent to me in reference to "How CME's were performed" were very upsetting, such as:

1. Awarding a CME Decal to a member's boat is wrong.
2. Only spending 5 or 10 minutes in performing a CME on a vessel is wrong.
3. Wearing "Civilian clothes" at a CME Station is wrong. A trip to most local clothing stores and one can obtain the work uniform needed for ramp work.
4. There are times when members are at their Marina and are asked to perform a CME. This is okay, but you should take a few minutes to put on a shirt or something before going over to the vessel.
5. *Under no circumstances is a jet ski to be awarded a CME decal.* You can talk to the skier and make him/her aware of the rules of the road and let them know they are to abide by them just like everybody else.

We have made a recommendation that along with the district vessel examiner seminar, the divisions also conduct a seminar and at least two workshops during the season. Not all news is bad, the Marine Dealer Visitors have again done an outstanding job and have made their goals and are working on being number one - two years in a row.

All we have to say is,  
if you do not "do more in 94", then you  
better "come alive in 95"  
Let's Go Fifth Northern  
*H. William Schmitz, DSO-VE, 5NR*

## OPERATIONS

### William E. Pierce DSO-OP, 5NR

As I write this article it is still up in the air whether we will reach the Operations goal for 1994. There are still Mission Hour Cards that have to be sent in and there is still a little less than one month that the Coast Guard and Auxiliary SARDETS will be open. I guess we will have to wait and see. That said, I feel that most everyone has done a very fine job this year and I want to thank each and everyone of you for the fine effort.

TOP-PROP did not fair well this year, with only one entry. Please do not feel that this one entry was not disappointed, they were. It is very hard to prepare and practice when you know you have already won, but they did. I received many calls from Mike hoping with each call that they would have competition to prove that they were the best. Mike, I hope that next year there will be others giving you and yours that opportunity, maybe they are all afraid of you guys after all, you are the best in "94".

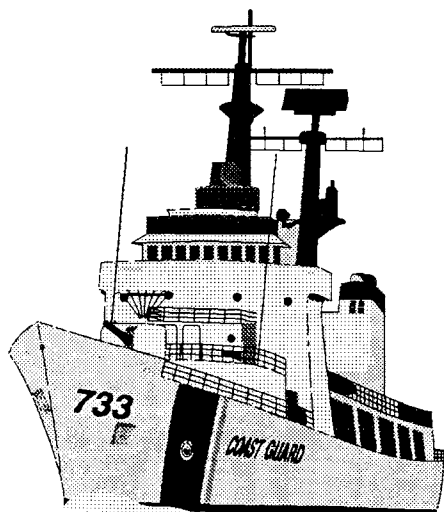
BOATS? The question has come up to me on many occasions about the need or desire for us to have boats given to us by people or lent to us by the Coast Guard. This is not an easy question to answer, but I'll give it a try. Boats that do not belong to an individual, but to a District, Division or Flotilla are expensive to maintain. That is a fact. This may be because they are not in the best of shape when we get them or because they are not ours. We may tend to perform limited maintenance on them, leaving the major stuff to the next shift, so to speak. We have a problem with insurance, winter storage, parts for various kinds of engines, etc. On the other hand these boats sit, during the season, at AUX-SARDETS where there is an excellent opportunity to go on patrol even if you do not have a boat at this time and are qualified as a crew or above. Many of you who are qualified in Boat Crew and do not have boats have asked me how am I going to stay qualified now that I've sold my boat, etc.?

Well my stock answer is the SARDETS, each and every one has a boat (at least at this time). They are always looking for support, your Flotilla and you will get the credit for the patrol. You will keep qualified or have

the opportunity to advance in Boat Crew and the SARDET will be manned and ready. Everybody wins! As I said in the beginning of this paragraph - it's not an easy question to answer. If you have a thought or two on the subject bring it to the attention of your FSO-OP, FC, or above and maybe together we can come up with the answer.

It has been a great pleasure for my staff and me to serve you all in the Operations Department for the last two years. It has had it's ups (all the help from the hardest working people in the Auxiliary) and it's downs (getting you guys and gals into TOP-PROP) but overall a wonderful experience for all of us. I have served this District for almost sixteen (16) years, 13 3/4 of those years as a voting member and the last two as your DSO-OP. I have been through many changes in those years. I have served on every District Planning Group, taught at every E.O.T., have made many wonderful friends and a few not so wonderful friends. But it has been one of the most rewarding experiences in my life. A new board will take over in January 1995, and they will need ALL of your help. Let us stand by their side and give all the support that they ask for. This is the best District in the Nation. Let us ALL HELP IN ANY WAY WE CAN TO PRE-SERVE IT. To the new board, good luck and remember we WILL be there for you.

*William Pierce, DSO-OP, 5NR*



## MATERIALS

### Jeanne Stretch DSO-MA, 5NR

Among the newer items to join the Inventory of the District Materials Center are Bronze, Silver and Gold Stars. As you know, these are the result of COMMANDANT NOTICE 1650 (Revision of Auxiliary Awards.)

Winter is a perfect time for indoor projects, so why not sit down with your Ribbons and change the Anchors, Letters and Numerals to STARS! The prices will be:

(3/16" Small BRONZE & SILVER .

.40 ea. . . \$4.00 per Dozen

(5/16" Larger GOLD & SILVER

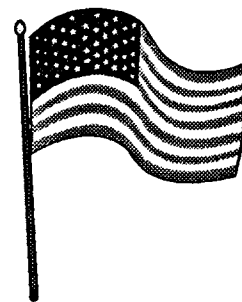
.50 ea. . . \$5.00 per Dozen

We suggest BULK ORDERING by Flotilla if possible to expedite distribution of the initial STARS needed by Members.

Since Anchors, etc. removed from Ribbons might damage same, The Materials Center will offer a SPECIAL SALE on ALL RIBBONS through February 15, 1995. REPLACEMENT RIBBONS . . . .50 ea.

Reminder — We will be happy to send you appropriate Change of Watch gifts of Appreciation and Christmas Gifts for those special "Persons who have Everything". The "Merchants" of 5NR are here to serve your MATERIAL needs; just give a call.

*Jeanne Stretch, DSO-MA, 5NR*



Next time you visit our Group Philadelphia on Sunday, or a holiday, note the large American flag flying from the top of the flag staff. You will note this flag is larger than the one flown on a daily basis. Why? Tradition on Coast Guard and Navy facilities.

This flag draped the coffin of Milton Gallup, Ltjg USNR who served during World War I, and died in 1982. The flag was presented to Group Philadelphia by his son, Dudley Gallup, DCPII, 5NR.

*Submitted by:  
Dudley Gallup, DCP II, 5NR*

## PUBLIC EDUCATION

### Barbara G. Cunningham DSO-PE, 5NR

#### *What's New in the District IT/T Program?*

The Public Education/Member Training team completed another training session for IT/Ts (Instructor/Trainers) in September. The District now has a total of 38 IT/Ts from all areas. We also have one honorary IT/T, CWO Ted Short, who completed the training with the Auxiliarists. The names of the IT/Ts should appear in the next column of this issue of *Topside*. Once the District has cut over to the new Instructor Qualification Course, prospective instructors will need to have their lesson plans and presentations signed off by an IT/T from a flotilla other than their own.

#### *What's New in PE from National?*

All FSO-PEs should have received the new *Auxiliary Public Education Officers' Guide*, which was distributed in May. It can also be ordered from ANSC, but is limited to one per flotilla.

Work continues on the 11th edition of *Boating Skills & Seamanship*, which may be available late in 1995. The new edition will focus more on smaller boats and include sections on personal watercraft and increased coverage of inland boating. All illustrations and photographs will be new. Study questions will be in the multiple-choice format.

Also in the works is a 1 1/2 to 2 hour "teaser" course, *Safety Is No Accident*, which can be presented to groups requesting a safe boating presentation.

Further down the road is a short video to accompany the Water 'n Kids and Boats 'n Kids courses.

The Department of Education will be using the Safety Seal character in many of its materials. He appears on the boating course announcement poster as illustrated below. This should soon be available from ANSC.



*Barbara G. Cunningham,  
DSO-PE, 5NR*

## *Instructor/Trainers (IT/Ts) in 5NR*

Instructors are listed by Division.

I Mary Clare Bowlus 302-453-1894 Nancy K. Davis 302-738-4935 Robert L. Turner 302-731-4116	VIII Edward H. (Ned) McDermott 609-390-9481 Marcellino (Bud) Troiano 609-729-9369
III Leonard E. Karter 609-582-1654 David A. Mellish 609-589-0565	IX Charles W. Birch, Jr. 814-535-2872 Clair E. Rager 814-266-3893
IV Linda S. Boice 610-783-0968 Ronald J. Bolce 610-783-0968 James J. Dempster 610-696-3643 Eric Pennell 215-696-2719	X David O. Becker 610-367-6676 Helen McCabe 215-855-7011 James J. McCabe 215-855-7011 Elsie Nichols 215-536-3871
V Henry W. Demler, Jr. 717-228-0952 Ernest Karlson 717-737-4774 Otis W. Littleton 717-761-7858 Richard L. Raudabaugh 717-795-7343	XI Doreen J. Egolf 610-929-1762 Richard S. Rothermel 610-779-6074 XII Robert P. Amort 302-697-8896 William E. Stumbers 302-945-7596
VI Barbara G. Cunningham 609-882-1087 Arlene L. Dolich 609-795-5491 Ira R. Dolich 609-795-5491 Isabel Jones 215-368-5471	XIII Daniel B. Charter 609-983-4171 William J. Riches 609-983-1537 Caroline Swelgart 609-654-6002 XIV Aline M. (Lindy) Harrison 717-741-1098 Ura Shumate 717-665-6631
VII Claire LoVol 201-836-5189 Valerian F. Podmolik 609-693-5738 Carolyn Royce 609-971-0665	XV Donald E. Bowes 717-523-7744



# TOPSIDE

U. S. COAST GUARD AUXILIARY  
FOURTH NAVAL DISTRICT

## DIRECTOR

H. E. ABBOTT, Lieut. Commander U.S.C.G.R.  
RICHARD W. NELMS Commodore  
HENRY L. SCHIMPF Chief-of-Staff

## EDITORIAL STAFF

MILT MEEDER Editor  
HAROLD A. RENNER DAVID GRIMES  
JOHN W. BROWN ALLAN M. LA SOR  
H. EARL HUSTON W. W. ROBINSON  
VICTOR LAZO

VOL. 1 MARCH, 1943 No. 1



TO Commodore Nelms goes the hand crocheted windlass for our new calling piece. After due consideration of all the fine names submitted by members throughout the district, until our staff was red in the pan, Mr. Nelms steps forward and in his usual chesty calm suggests that, "As we are boatmen we should have a ship, and every well founded ship has a deck. —On Deck—*Topside!*" Various colored chunks of flotsom will be awarded to member-contributors, upon request and proper identification, for those swell names that just missed the dock. Many of the names submitted were so good that other districts had already copped them.

So we built us a ship under "Topside". The staff has permitted its imagination plenty of scope to make your bulletin shipshape. We trust you are pleased.

Topside is entirely auxiliary manned and with the blessing of Lt. Commander Abbott, our director, the first issue has been launched. If your copy smells—slightly of champagne, it may be taken for granted that the launching was a success.

The staff urges you to throw us a line. The Editor will be happy to establish a column for airing them. We will hold on to the Bitter End.



Reprinted from March 1943

## TOPSIDE HISTORY

We thought you all might be interested in some of the history of *Topside*. On this page is a copy of the masthead of the very first issue in March of 1943 along with a cartoon that also appeared on the same page. It is still very fitting in the current times. (the cartoon that is)

Also on this page is a reproduction from a 1970 *Navigator* (which incidentally was journal size) indicating that *Topside* won National Award for the best publication in 1969. The editor at that time was Samuel H. Shipley, Jr.

Your ADSO PB has a complete file of all *Topside* issues from the years 1978 through the current date. I also have copies of many of the 40s, none of the 50s and only a few of the 60s.

I know there were times when *Topside* was not published, but would appreciate hearing from any of you who have copies of the years and issues I am missing and whether you would donate them for a library. I have a complete list of those I have and would be happy to go over it with you.

In addition I have a complete file of *Navigators* with only a few missing from 1978 to the current issue. The only old one I have is the one from 1970 referred to above.

In anticipation of receiving some of the old ones from some of you, am looking forward to hearing from you.

Submitted by: Elsie M. Nichols, ADSO-PB



Third District (SA) was awarded the Past Commodore's Association plaque for their district publication TOPSIDE. The quarterly periodical edited and published by Sam Shipley, DSO-PUBS, received the first award for the four (4) 1969 issues shown above.

Reprinted from a 1970 Navigator

# Welcome Aboard — New Members United States Coast Guard Auxiliary — 5th Northern

## 1994

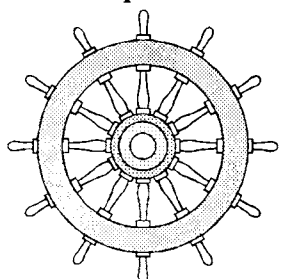
Robert A. Fineberg  
Lynne A. Appel  
William A. Wenker  
Stuart Abramson  
Susan Alpaugh  
Sidney Alpaugh  
Carol Anderson  
Charles Anderson  
Paul Antal  
Eugene Armistead  
David Babon  
Susal Babon  
Rita Badalamenti  
Michael Baker  
Joseph Barcelo  
Bruce Bateman  
Sarah Best  
Victor Best  
Clayton Borneman  
Melvyn Borofsky  
Harry Borst  
Robert Brackin  
Jennine Bradshaw  
Harold Bridger  
Howard Brown  
Melvin Buckman  
Gregg Burke  
Eugene Burton  
Lucille Bush  
William Bush  
Mark C. Johnston  
Mathew C. Samley  
Leroy Campbell  
Thomas Catola  
Rob Christensen, Jr.  
Lowis Christopher  
Michael Chromeck  
Jonathan Cirinciore  
John Collins  
Faith Creamer  
Lewis Creamer, Jr.  
Thomas Crowley  
Edward Crusey  
Nadine Culver  
David D. Schellenger  
Debra D. Dickovick  
John DeDomenico  
Robert DeGrange  
Andrienne DeGregorio  
Clayton DeGregorio

Darrell Dehtlefs  
George Delollis  
Joan Denney  
William Dethlefs  
Walter Deyerle  
Andrew DiAntonio  
Ralph Diller  
Michael Dineen  
John DiPietropolo  
Stanislaus Dmytrach  
Olsale E. Denny  
Rick Evertt  
Kayte Faux  
Anthony Fox  
Jesse Genevish, Jr.  
George Greeby  
James Greene  
Ralph Gregory  
James Gross  
William Gurreri  
Richard Hallowell, Jr.  
David Hammons  
Loraine Hammons  
Gregory Harding  
Kenneth Harrah  
Robert Harron  
Maureen Held  
Bruce Henry  
John Hoffmann  
Shirley Hoffnagle  
Robert Hoffnagle  
Edward Horahan  
Glenn Hulse  
Yuri Husiow  
Kristian Isaksen  
Nancy J. Samley  
Alfred J. Breslin  
M. Jane Crowley (Re-En.)  
William Janicko  
Leigh Jeavons  
Albert Johnson  
Maureen Johnson  
Michael Johnson  
Leonard Kacinski  
Alan Kamm  
Melvin Kays  
William Keen  
Susan Kennedy  
F. Kenneth DeSoo  
Robert Klersey

John Knauer  
James Koch, Sr.  
Robert Koppe  
Michal Kovacs  
Carol Kovacs  
John Krawchuk  
Gary L. Watson  
Joseph Lamb  
George Langdon  
Alfred Lashley  
Kenneth Leake  
Jeff Levine  
Hilmar Louis  
Barbara M. Bonalski  
Jack Malatich  
Robert Markle  
Greta Martocci  
Nicholas Martocci  
Dolores Maticchia  
Martha Matlack  
Ed McCarthy  
Craig McCarthy  
John McGrorty  
Neil Meyers  
Harold Molyneaux  
Albert Moretti  
Lesley Morris  
Connie Narehood  
Joseph Nastasi, Jr.  
Donald Nees, Jr.  
Robert Neill  
Thomas Parkinson  
Jeffrey Peplow  
Joseph Poe  
Thomas Price  
Michael Pulyk  
John Pyfer  
Richard Pyle  
Paul R. Lambert  
Keith R. Heckman  
Jacqueline Rabok  
Catalina Read  
Ruth Refinger  
Daryl Rohrbauch  
Robert Rose  
Carol Rose  
William Rose  
Seymour Roth  
Brinton S. Rutherford  
Eileen-Read Saxton

Keith Saxton  
Paul Schenberger  
Jack Schofield  
Charles Schomann, IV  
Jody Sebring  
Michael Selby  
Thomas Sharkey  
Barbara Sheffer  
Wayne Shuler  
Derek Shute  
Carmela Skulkitis  
Samuel Smith  
Gary Smith  
Donald Snyder  
Tammy Sperry  
Tad Stern  
David Stevenson  
John Stites  
Sylvia Stites  
Fred Templin  
Richard Tirimacco  
John Tough  
Alfred Trasatti  
Gary Trotta  
Elaine V. Cathcart  
William W. Boyd (Re-En)  
John W. Appel  
Robert Walley  
John Warrington  
Helen Watson  
Jeffrey Weaver  
Shawn Weaver  
Leonard Wenrich  
Richard Wharton  
William White  
Fred Willing  
Rita Wisniewski  
John Zaczek  
John Zubler

Submitted by: James J.  
Dempster - DSO-MR,





## In Memorium



The following members of the Fifth Northern Region have passed on from us during 1994:

Dennis Hafler  
Brenda R. Hill  
Christine A. Johnson  
Edward Lehman  
James McDade  
Earl J. Mitten  
Robert H. Nichols  
Eugene Peters  
James L. Russell  
Sir Smith  
Richard J. Stanley  
William O. Stevens  
Kenneth J. Stewart  
Donald R. Taggart, Jr.  
Beverlee E. Wachter

## Time Is

*Too slow for those who wait  
Too swift for those who fear  
Too long for those who grieve  
Too short for those who rejoice  
But for those who love,  
Time is Eternity*

Author Unknown  
Reprinted from the "Life Line"  
Flotilla 2-76, 5NR

## MEMBER RESOURCES

James J. Dempster  
DSO-MR, 5NR

Sometimes, it becomes necessary to "overstep" your area of responsibility in order to let everyone know of something, boating-wise, that would restore your faith in the boating public. True, some of our boating friends are unthinking and unaware of some of the things that they do that will ultimately be detrimental to the sport of recreational boating. Therefore, when you get hold of something that is very definitely a plus for the boater, let's put it in print, so everyone can appreciate it.

Some weeks back, I received a call from the owner of a famous historical Inn. He told me that he had purchased a boat for his and his employees use. He had never had any formal boating training, nor had his employees had any training.

He explained that he would be getting his boat a couple of weeks down the line and that neither he nor his employees would touch the boat until they had successfully completed the U. S. C. G. AUX course. Their problem was that they worked every night, Saturday and Sunday. The only time they could attend a class would be early in the morning 9:30 or 10:00 AM.

This was a small class four, but enthusiastic and in five weeks we had covered the appropriate chapters, given them their test and put, what we hope is, four conscientious, trained boaters on the water.

**Yes, Virginia, there is hope  
for the boaters!**

James J. Dempster, DSO-MR, 5NR



## September Conference Award Recipients

### MRRA Award:

Participation award to Flotilla 08-05, FC  
Joseph A. Warner

### COXSWAIN:

Albert J. Galene	Flotilla 07-12
William C. Lewullis	Flotilla 11-03
Donald E. Bowes	Flotilla 15-05
Marvin W. Johnson	Flotilla 15-05
James L. Ulrich	Flotilla 15-05

### AUXOP:

Janet K. College	Flotilla 14-03
Gerald E. Leinbach	Flotilla 14-03
Donale E. Bowes	Flotilla 15-05
James L. Ulrich	Flotilla 15-05

### MEMBERSHIP:

Alfred Coslet	Flotilla 04-08	25 Yrs.
Robert J. Berger	Flotilla 10-05	25 Yrs.
Thomas Connolly	Flotilla 07-10	30 Yrs.
Francis Carlin	Flotilla 09-05	30 Yrs.
Harold Haney,	Flotilla 01-04	35 Yrs.
PNACO		
William Young	Flotilla 11-02	40 Yrs.

### Award of Administrative Merit "C"

Lionel F. Crossman Flotilla 12-03

*Congratulations  
to Everyone!*



## FIFTH NORTHERN REGION AUXILIARY NOTES OF GENERAL INTEREST

### NEW AIM APPLICATION:

Career Counselors please do not use the Academy Introduction Mission (AIM) Application-CGAUX-10 dated 2-93 and destroy existing stock. Instead use the new form CGAUX-10 (4-94). If you do not have the new applications, request them from your FSO-MA.

### BOAT /US NOTIFICATION:

All flotillas should advise BOAT/US of their forthcoming Public Education class dates and schedules. If you are unaware of the procedures to follow, contact the DSO-PE.

### POSSIBLE LORAN-C PHASEOUT:

Budget reductions have forced the Coast Guard to consider phasing out the LORAN-C radio navigation system before year 2000, possibly in 1998, BOAT/US reports. The success of the Global Positioning System (GPS) has made it difficult to justify two federally funded navigation systems. The Department of Transportation is soliciting comments from the public on the operational and economic impact of LORAN being phased out in year 2000 or earlier. Comments should be sent to Elizabeth Carpenter, Volpe National Transportation Systems Center, DTS-51, 55 Broadway, Cambridge, MA 01741.

### AUXMIS REMINDERS:

All AUXMIS submittals must go through FSO-IS before it comes to DIRAUX for input. Inputs not going through the FSO-IS are being returned to the Flotilla Commander. Also, all address changes must be submitted on 09H-103 and given to FSO-IS to be sent to DIRAUX.

### EXERCISE ALLEGIANT SENTRY 95:

There is going to be a joint Coast Guard/Navy/Army/Marine Corps exercise in Cape May, New Jersey from April 23 to May 19, 1995. The Auxiliary has been asked to provide eight boats per day for that period to participate in the exercise. They are looking for vessels 25 to 40 feet in length. Mooring, per diem, and berthing will be provided. If you are interested in volunteering your time and resources for all or part of this exercise, contact Charles Maltbie at 609-461-9053 or Bill Pierce at 609-469-5393.

### TRAVEL CLAIMS SUBMISSIONS:

Travel claims for orders issued from the Directors of Auxiliary's office should be submitted within five (5) working days. Any claims over thirty (30) days old will be canceled and the money reobligated.

### ANNUAL CALENDAR REQUIRED REPORTS REMINDERS

Certification of Election- ADMIN-2	20 Dec
Staff Officer Appointments- ADMIN-3	20 Dec
Unit Officer Report Due (CGAUX15)	20 Dec
1995 5NR Telephone Directory to Print	27 Dec
1994 AUXMIS Activity Submission Deadline	29 Dec
Winter Conference Report Due at Diraux	29 Dec
Elected Officers Conference	6,7,8 Jan
Winter Conference	20, 21, 22 Jan

*Be sure to retain this issue of Topside  
as it contains your  
Spring Conference Information.  
Mark your calendars to attend  
the Spring Conference and Trade Show  
on 8 April 1995*

## Attitude

By Charles Swindoll

"The longer I live, the more I realize the impact of attitude on life. Attitude, to me, is more important than facts. It is more important than the past, than education, than money, than circumstances, than failures, than successes, than what other people think or say or do. It is more important than appearance, giftedness or skill. It will make or break a company...a church...a home. The remarkable thing is we have a choice every day regarding the attitude we will embrace for that day. We cannot change our past...we cannot change the fact that people will act in a certain way. We cannot change the inevitable. The only thing we can do is play on the string we have and that is our attitude...I am convinced that life is 10% what happens to me and 90% how I react to it. And so it is with you...we are in charge of our Attitudes."

*Submitted by: Annette R. Keating,  
DSO-PB, 5NR*

*The above writing appears on a wall in the Director of Auxiliary's office at Group Philadelphia. I happened to notice it while attending a meeting for the new District Staff Officers and thought you would enjoy it as well.*

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



### PRODUCTS AT SHOW

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





Above photo taken of Phillies Scoreboard, Veterans Stadium during National Safe Boating Week. It was shown several times during the week to both fans in attendance and the local and visiting team stations. This photo was taken during the St. Louis Cardinals game on Friday 10 June 1994.

Submitted by: T. Sack, DSO-PA, 5NR

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

BULK RATE  
POSTAGE & FEES PAID  
U. S. COAST GUARD  
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