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**1998**



this issue.....

Meet our new DIRAUX  
*and Director's Staff*





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

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**Winter Issue**  
**Topside**  
**NEXT DEADLINE**  
**31 December 1998**

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**On the Cover:** Auxiliarists from Division 7 and Regular Coast Guard personnel from Coast Guard Station Barnegat Light participating in helicopter training operations on Barnegat Bay, New Jersey. The helicopter and its crew are stationed at Group Air Station Atlantic City, New Jersey.

*Photo by Michael Stefanick, Flotilla 77*

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# Congratulations!

to our  
newly elected  
District 5NR Bridge Officers at



**District Commodore**  
**John A. Locasale**

Ocean City, New Jersey

**District Vice Commodore**  
**Robert J. Perrone, Sr.**

Hockessin, Delaware

**Rear Commodore-East**  
**George F. Leuck**

Toms River, New Jersey

**Rear Commodore-Central**  
**Eugene A. Bentley, Jr.**

Newtown Square, Pennsylvania

**Rear Commodore-West**  
**William E. Weihbrecht**

Harrisburg, Pennsylvania

## DIRECTOR OF AUXILIARY

Greetings from the new Director. I relieved LCdr Duld as Director of Auxiliary on 13 July. It's going to be hard to duplicate Bob's dedication and performance during his tour but I'm committed to doing the best possible job to support you. Bob recently visited the office and told me his fishing trip to Canada was a total success. He seems very comfortable in his new life of adventure and leisure and is already planning another trip to the Canadian wilderness. I wish him and his family the best of luck and hopefully we'll see him at the Fall District conference.



As the new guy on the block let me lean on my past a little and tell you where I've been. After graduating from Providence College, RI, I started my military career in 1977 as a Second Lieutenant in the U.S. Marine Corps. As a Marine I piloted UH-1N helicopters and was stationed in Camp Pendleton, CA and Okinawa, Japan. I left the Marines as a Captain in 1983 for a job as a commercial helicopter pilot in the Gulf of Mexico. While flying commercially I remained active with a Marine Corps Reserve squadron at NAS Belle Chase, LA. I entered the Coast Guard through the Direct Commission Aviator Program in April of 1985 and reported to Coast Guard Air Station Corpus Christi, TX as a Lieutenant Junior Grade. Subsequent tours of duty were CGAS Brooklyn, CGAS Cape May, and CGAS Brooklyn (again). In addition to duty standing pilot responsibilities I specialized in engineering and was the Aviation Engineering Officer during my tours at Air Stations Cape May and Brooklyn. As a Coast Guard pilot I have qualified in the HH-52 and HH-65 helicopters. A native of the Jersey Shore I am very happy to be stationed in the area and currently live in Ocean Township, NJ.

Although never assigned to work directly with the Auxiliary I have conducted numerous SAR cases and helicopter hoists with Auxiliary vessels. I have always been impressed with your professionalism and dedication to duty. As I settle into my new job and learn more about the Auxiliary I am even more impressed with the mission diversity, training, and time you devote to provide a valuable service for the Coast Guard. On behalf of all the staff at the Director's Office we look forward to working with you and meeting you at this year's Fall conference.

*LCdr Brian J. McCarthy, Director of Auxiliary 5NR  
Philadelphia, PA*

## DISTRICT COMMODORE

This is the article that I have looked forward to with mixed emotions. I am both happy for a break from this rigorous schedule and sad that this very special two years of my life is nearly ending. The time has gone by so fast! Things have changed. Many faces have changed. Opportunities have expanded. Yet much has remained constant, the faces of many of our seasoned and stalwart Auxiliarists are still here. Our four cornerstones remain our highest priority.



I recently attended the National Fall Conference at San Diego. We were informed of a new initiative about which I am excited. BOAT US is offering to all students who successfully complete our Public Education Courses both a one-year free membership and a ten percent discount on the purchase of any one item. An envelope with this information will be packaged with all new course books. For anyone using books already in your possession, simply have your Materials Officer contact AUXCEN for the quantity needed. For Auxiliary members, BOAT US is offering a ten percent discount on boat insurance. Coxswains will receive a twenty percent discount.

With our National Commodore, Everette Tucker, having been re-elected for another two-year term, his efforts to bring the Auxiliary back onto an even keel will doubtlessly continue. Great strides have already been made. There is more to be done. When we were offered a vast array of "opportunities" it perhaps became a bit overwhelming. I hope that every Auxiliarist will choose one or two programs and concentrate all efforts there, rather than spreading out too thinly. Remember that we are volunteers. When we no longer enjoy what we are doing our enthusiasm and willingness falters. Along these lines I believe that National should re-institute a goals and awards system to encourage efforts and to recognize and reward achievements.

Pennsylvania instructors and Public Education Officers prepare for a major boom in demand for boating safety courses. Mandatory boating safety education certification will be required by the year 2000.

Thank you very much for all we have experienced together as Auxiliarists and as friends. I will continue to do everything I can as your District Commodore right up to 1/1/99. I look forward to many more years with you in this our chosen organization. Let us continue to support our elected officers and the United States Coast Guard to ever make Fifth Northern more fabulous!

*Clyde E. College, District Commodore, 5NR  
Annville, PA*



**Above photo: DIRAUX & Bridge at NACON 98, San Diego, CA.**  
Seated at table (l to r) CWO3 Tim Donovan, Assistant Director of Auxiliary 5NR, John A. Locasale, Vice Commodore 5NR, LCdr Brian J. McCarthy, Director of Auxiliary 5NR, Clyde E. College, District Commodore 5NR

*Photo by Otis Littleton, Branch Chief, Newsletter Editor*

## VICE COMMODORE

By the time you receive this Fall/Winter Edition of Topside "election fever" will be on scene at all levels and significant at your Auxiliary meetings. We will range from a frenzied search for a willing and qualified candidate to sometimes-serious competition for a specific position on one of our district levels. This is a healthy situation in that more than one person is willing to compete for additional leadership responsibility, and have the interest and initiative to continue progressing within our organization.



Please take time and give serious concern to who you will honor and vote the privilege of leadership for 1999. Consider they be team players, have the time, willingness and ability to do the job. That they are active members, successful in their Auxiliary career, and continually make positive contributions to your unit and the organization. It is important they possess a good working knowledge of our Auxiliary and have voluntarily demonstrated leadership qualities. These are just a few considerations to ponder. Granted sometimes not an easy choice but a vitally important one to all of us. The success of our units and the future operation of the Auxiliary can very well be in the hands of the leadership you elect now.

Most importantly, be reminded when the elections are over the new officers will be dependent on your backing and cooperation to successfully do their jobs. Congratulations to all who participate. There are no winners or losers, just different times members may be given the opportunity to take their turn at the helm. Close ranks and enthusiastically support your new and incumbent leadership in "99". They will need your help. Maintaining the enviable leadership position of our 5NR District and working diligently to keep the Coast Guard Auxiliary "great" has always been one of our proudest traditions.

Good Luck to all and you do make us proud!

*John A. Locasale, Vice Commodore, 5NR  
Ocean City, NJ*

## REAR COMMODORE EAST

The Coast Guard Auxiliary is one of the most unique organizations in this country of ours. No other branch of the military receives the level of active support from a formal civilian organization with a membership that matches that of the parent service. Our support is the result of a dedication unequaled by any group of unpaid volunteers, a high degree of training as mandated by our parent service and a requirement to maintain and improve our skills on a fixed schedule. We are not fund raisers, canvassing neighborhoods for donations. We are active, contributing members of that service working in all areas of Coast Guard activity, except law enforcement.



When I assumed the RCO-E position, a little less than two years ago, I did so in anticipation of the opportunity to become more involved with the workings of this unique organization. I was not disappointed. The perspective gained of the contributions made by the Eastern Area, the amount of continuing training received by the members, the enjoyment and fellowship derived in participating in this training and the dedication of these Auxiliarists was far in excess of my expectations. Additionally, I am thankful for the friendships established. Friendships so meaningful that they withstood occasional disagreement that never became personnel and always resulted in improvements in the subject at hand.

Many times we become discouraged because our hard work and dedication seems to go unappreciated. Again, from this prospective, my eyes were opened. I witnessed or was made aware of many very sincere expressions of appreciation by the Gold Side. Some of these were made when comments by Auxiliarists indicated the service of the Auxiliary was not really needed. At Change of Command Ceremonies where outgoing officers publicly stated that the actions and assistance of the Auxiliary were major contributors to their success and by compliments made to Auxiliarists, by regulars, during actual SAR activities. Apparently, our real problem is that we do a poor job of spreading the word.

As I approach the end of my tour as RCO-E, I wish to express my gratitude to all for the many efforts to assist, educate and cooperate. We experienced some rather unique administrative and operational problems over the past two years that would not have been solved without the efforts of everyone. Again, my sincere thanks. I believe we contributed significantly to the safety of the boating public and the success of the U S Coast Guard.

*Harry P. Petersen, Jr., Rear Commodore-East 5NR  
Millville, NJ*

### Results of National Elections

NATIONAL COMMODORE  
Everette L. Tucker, Jr.

NATIONAL VICE-COMMODORE  
Viggo C. Bertelsen, Jr.

NATIONAL VICE-COMMODORE ATLANTIC EAST  
E. W. (Bill) Edgerton

NATIONAL VICE-COMMODORE ATLANTIC WEST  
Mortimer C. Johnson

NATIONAL VICE-COMMODORE PACIFIC  
Steve M. Budar

## REAR COMMODORE CENTRAL

### **The Secret has been Uncovered!**

I have firmly believed that every individual, family, and organizations have some secret where the word simply has not gotten out. With this in mind, what then is the big secret relative to the Auxiliary?

As I continue to serve the District and visit the various Divisions, attending their meetings and reading both the Division's and the Flotilla's reports, I think I have finally uncovered the secret of the Auxiliary. The secret must be the very existence of the District, Division and the Flotillas themselves! In a nutshell, most of our members do not appear to know that they exist and what they do.

If this were not the case, why is it that very few members ever attend a District Board Meeting, an Area open meeting, certainly Division meetings and yes, even their own Flotilla meetings? They must not know that they are always welcome and encouraged to attend.

I see meetings being canceled for lack of a quorum at an ever increasing and alarming rate and unfortunately, I attribute this specifically to a lack of leadership.

All of our members should have joined the Auxiliary for reasons other than to pay dues. Our elected officers should have run for that office for the purpose of supporting the Auxiliary programs and not because "there was no one else who would run" or "it's your turn". Staff officers should have been appointed for their ability and willingness to properly and effectively run their programs and not because we needed a name to fill that particular position on the roster.

***Our members who elect their officers should hold these "leaders" at all levels accountable!!***

Each of us should take a moment to step back and look at what is happening to the organization, meetings canceled for lack of a quorum, no staff reports, failure to respond to communications and directives, continued decrease and decline in our overall performance.

Now that the secret has been uncovered, let's all make a concerted and meaningful effort to get all of our members involved, first with their Flotilla and Division and then with the District. Let's tell them the secret that these levels of organization exist and encourage every member to attend the meetings at all levels and see what is going on and how the organization functions. Let's ask them to provide input as to how they think things could be improved. Remember, any organization must have effective leadership, both elected and appointed, as well as effective communication at all levels to survive.

*Robert J. Perrone Rear Commodore-Central (5NR)  
Hockessin, DE*



## REAR COMMODORE WEST

### **Time Flies When You're Having Fun!**

It hardly seems possible that twenty months of my two year service as Rear Commodore, Western Area, has expired. We have seen many changes, some good and some not so good. Our job is to carry on doing the best we can with what we have. I want to thank all those I was involved with during this time and encourage each member to do their utmost to farther the aims and principles of the Coast Guard Auxiliary in the coming months.

I would like to congratulate all those who were, or will be, elected to serve as elected officers. Strive to better the Auxiliary and be as helpful as you possibly can to the Officers and Staff above and below you. The success of your position and the Auxiliary depends on your actions. It is a time for straight forwardness on the part of all, with a dedication to the offices of your choosing.

Again in closing, my heartfelt "Thank You" to all those who I had contact with and my many new friends acquired as a result of my duties as Rear Commodore West.

*Kenneth M. Bashore, Rear Commodore-West 5NR  
Annville, PA*



### **WHAT'S THE WEATHER LIKE??**

An important question for any member involved in Auxiliary operations. To assist in making better informed decisions, an expanded weather resource is now available at:

[http://luscgaux.nrlssc.navy.mil/uscgauxlnav\\_weather.html](http://luscgaux.nrlssc.navy.mil/uscgauxlnav_weather.html)

You'll find a host of weather sites for not only marine weather sources, but aviation weather for AUXAir operations as well. There are real time offshore weather buoy links, live Doppler regional and local radar, the latest satellite images, tropical storm tracking, and much more available on demand, 24 hours a day. "Know before you go" is now made a little easier.

If you haven't already done so, take a moment and enroll in the National Team Coast Guard E-mail Directory at: <http://luscgaux.nrlssc.navy.mil/uscgauxldirectory.html>

**Check it out today!**

***Submitted by Jeff Mahl, Division Chief, Electronic Media  
St. James, FL  
JeffMahl@aol.com***

# NATIONAL COMMODORE'S MESSAGE

*Ed. note: The following is a transcription of the National Commodore's message as delivered at the National Convention in San Diego, CA (NACON98) on 5 September 1998.*

Admiral Casto, Admiral-Select Sirois, Distinguished Guests, Friends of the Coast Guard Auxiliary and Fellow Members.

Once again we are meeting to recognize the achievements of our members and to exchange ideas for further progress toward our common goals of assisting the United States Coast Guard and enhancing recreational boating safety.



Over the past several years we have placed renewed emphasis on recruiting and retaining the members needed to accomplish our multiple missions. This has been identified as JOB ONE, our most important mission. I am very pleased to note your progress in meeting the goals of JOB ONE, but much still remains to be done to meet the challenge of ensuring a vibrant organization for today and the future.

The average age of Auxiliarists continues to creep up. Looking through our publications the photographs reveal that all too many of the doers look like me! Many are in their sixties and seventies. These fine members are a great strength, but inevitably they will become less active and they will pass on. We need to take steps to ensure that we are recruiting their replacements now. It is essential to recruit and retain folks in their forties and fifties and younger too, who are fit and interested in serving and participating in our programs.

Moreover, as we leaf through the Auxiliary publications it's easy to note that we must emphasize making the Auxiliary more attractive to women and to the growing segments of the American population which we have not always reached - African-Americans, Hispanics, and other ethnic groups. These groups represent a rich pool of talent and expertise that we cannot afford to overlook.

The first challenge is to make ourselves better known. People in general just are not going to join something they do not know about; that they do not picture as an active group doing something beneficial for their local community or area. Why don't we appear more in the boating press? I realize that our public affairs staffs are working on this issue and having some successes, but more effort is needed by everyone, at all levels. It's worth doing something positive about.

Increasingly the active duty public affairs people are giving us a hand. We must keep in mind sending them good articles and photos for their in-house and other publications. And most of all we must establish ongoing personal contact with them.

The second challenge is to put together a structure of dedicated recruiters people WHOM see recruiting for the Auxiliary as their primary mission. Here we can learn a lot from the United States Coast Guard. The Coast Guard and Coast Guard Reserve have established a well-trained, professional recruiting force. They also utilize our members, especially our career counselor staff officers, in support of

Regular and Reserve recruiting. These people are serious about recruiting.

Are we as serious?

Our recruiting specialists must first be people with unquestioned integrity who are well informed, energetic, articulate and present the image we seek. Here again we need as diverse a recruiting force as possible.

How many truly dedicated recruiters for the Auxiliary do we have? Yes, all members are recruiters, but when we recruit at public education classes and other large groups, we need a very capable recruiter to get our message across in the short time available. Do all flotillas have this type of recruiter? If so, do they have adequate publicity materials, pamphlets, and posters? Do these items relate to today's Auxiliary showing the diverse support now being provided the Coast Guard and the exciting opportunities for service now available? This deserves our priority support.

We must be serious about this effort.

And remember our Auxiliary members along with our outstanding force of career counselor staff officers can help the Coast Guard recruiting effort for the active force and the Reserve. In today's extremely competitive environment in which lots of jobs are available in the business world, the Coast Guard needs assistance from ALL Auxiliarists in promoting the career opportunities that exist in the Coast Guard. We must place more emphasis in supporting Coast Guard recruiting as well as continuing our GREAT work in the AIM Program. We can and should help each other!

A visible Auxiliary motivated recruiters, excellent publicity materials. That's the right approach to successful recruiting. That's what we must do as well as successfully retaining a larger number of our current members to maintain a 35,000-person membership. This, however, may well not be large enough a membership to cover our mission requirements in all the areas where we should have a presence ready to assist the Coast Guard and the states.

The third challenge is retention. The key to retaining good people is simple to state but far more difficult to execute. It is excellent training for, and participation in, interesting activities. Activities from which Auxiliarists can derive pride in accomplishment. Essential is careful planning. As Admiral Loy, our Commandant, correctly states, excellent preparation equals excellent performance!

Additionally, we need to respect and value our members who are no longer active in our programs, but continue to support the Auxiliary with their dues, good wishes, and positive attitude.

People also tend to stay with a group where they are respected and feel that they are full members. Put-downs of fellow Auxiliarists, undo criticism of those who are doing their best, disdain and public ridicule these are not appropriate! They are the sorts of things that spoil flotilla and division meetings and exchanges on the Internet. They must not and will not be tolerated! We Auxiliarists must always think before we speak. Many of you may remember the maxim "Engage brain before setting mouth in motion" -humorous, yes, but a good precept. One form of respect is to listen carefully to others' ideas and opinions and learn from them, even if you disagree

*(Continued on page 8)*

# NATIONAL COMMODORE'S MESSAGE

with what they are saying. This builds good feeling and comradeship. It is comradeship that makes excellent, effective organizations. Unpleasant put-downs to other Auxiliarists are wrong and must not be tolerated.

There are many important things going on. You have heard about these here in the various sessions. Let me mention several important developments that I think are especially noteworthy. In the past few months, the Coast Guard Auxiliary National Board, Inc. has established strategic alliances with four major players on the recreational boating scene: the American Sailing Association, BOAT/U.S., Boater's World, and most recently West Marine. These alliances will significantly increase our visibility to the boating public, provide resources and incentives to support our PE and CME programs, and provide specific financial benefits to our members. These alliances are examples of what we can achieve if we put our minds to it. We have established a close working relationship or partnership with the other major volunteer boating organizations in North America, the United States Power Squadrons, Canadian Coast Guard Auxiliary, and Canadian Power and Sail Squadrons, to jointly work together in promoting safety on our waters.

I would like to issue a challenge to each and every member: think creatively about how we can get our organization more widely known, how we can perform our core missions more effectively, how we can recruit and retain more members. And share your ideas - let us hear about them through the chain, at local and national conferences such as this one, and on the Internet. Speak up and be heard - we need your ideas!

I wanted to use these minutes to talk about matters that relate to people. It is people that are our greatest asset. They are the lifeblood of the Auxiliary. We need them; dedicated to service, properly trained and equipped, active in our programs, and satisfied with their Auxiliary membership. We must honor and respect them all. We in turn will be rewarded by having willing, effective, loyal colleagues who will be long

remembered. And, whom we can call as our friends with pleasure.

Let me close by saying that I am proud to be an Auxiliarist and I believe you are equally proud. Sometimes we get too close to our problems and concerns so that we fail to see the big picture - the good that we are providing the nation and its Coast Guard. In my view, any organization that saves almost 500 lives a year and assists over 11,000 persons in distress has reason enough for its members to be proud. Let us focus on the good things while we work together to fix those areas that are in need of improvement. My personal thanks and appreciation to each of you for your dedicated service and contributions.

Thank you.

*Everette Tucker, NACO  
Yorktown, VA*

## BOAT/U.S. FOUNDATION GRANTS

The Boat/US Foundation is offering grants up to \$5,000 for local boating safety projects. Applications from nonprofit, volunteer organizations must be received by 2 November 1998. The grants will be awarded in January 1999.

Flotilla or Division units wishing to receive a Grassroots Grant application packet can call Michelle Sarna at 703-823-9550-x3016 or request a packet through the Boat/US website, [www.boatus.com/foundation](http://www.boatus.com/foundation).

With the deadline so near, any units that intend to submit a grant request should notify their DCO, as they begin to work on the grant. Next the unit should contact COMO Gordon Scholz, DC-Bd, for instructions on routing and approval procedures.

Auxiliary units may not submit requests directly to Boat/US. After approval by the DCO grant requests will be forwarded to the NBI Grants Coordinator who in turn will forward the request to Boat/US. Time is short, use email and fax to expedite work on requests.

*Warren McAdams, Chief, Department of Boating  
Cincinnati, OH*

## PUBLICATIONS

Hello Topsiders,

Much thanks to all of our talented writers and photographers in 5NR. Your efforts have made *TOPSIDE* a first class publication that is providing our readers a great overview of the people and activities that make up our District. Keep up the great work. Our "Press Card" and gift certificate program will continue through 1999. I am proud to announce that we have over 80 card carrying Auxiliarists in 5NR.

As most are aware, *TOPSIDE*, starting with this issue, will now be published three times per year. There are two primary reasons for this change. Number one reason is the physical size of *TOPSIDE*. We have grown from a 20 page magazine to our current size of 50 to 60 pages. This has increased the costs of printing and distribution many fold. Rather than downsize our magazine, by selecting and choosing articles to publish, we have decided to continue our pattern of printing anything submitted that is AUXILIARY oriented and, of course, anything of interest, educational or otherwise, to the Auxiliary.

The second reason is the advent of user friendly, desktop publishing software. The publications of our flotillas and divisions are professional and timely. We have decided to let the distribution of day to day and week to week news and announcements to these publications. They are localized and their content will thereby serve their readership with up to date info, as required. *TOPSIDE* will continue to be the *overview* publication of 5NR. We will continue to bring you news from around our divisions and flotillas and allow you some quick peeks at the goings on in other areas. We will continue to bring you announcements from the District and National sources. We, of course, are the pipeline for our Bridge and District Staff Officers to speak directly to each member of 5NR.

Well, there you have it. I am looking forward to an exciting new year and the continued support of the talented members of 5NR. Keep those articles and photos rolling in.

*Melvyn A. Borofsky, DSO-PB  
Little Egg Harbor, NJ*

## ASSISTANT DIRAUX

Well I have spent many a day transiting from my office at Marine Safety Office/Group Philadelphia to the Director of Auxiliary office for the 5th District Northern Region and I can say that I am happy to be aboard. I reported 17 July 98 to the office to assume the duties as the Assistant Director of Auxiliary and Operations Training Officer. I am looking forward to working with your great organization, this is my second time working as the Assistant Director of Auxiliary and the Operations Training Officer. I hope that I can be up to speed on the Auxiliary Program very quickly and that the membership will not see a decline in the customer services that you received from LCDR Duld, CWO Ted Short, P0 Harris, P0 Shaeffer, Shirley Carter and Mr Crossman. The Director's office has almost a complete new staff with the exception of Shirley and Mr Crossman.

My previous assignments included 3 tours on 3 78' cutters (MELLON, RUSH and GALLATIN), a tour at Vessel Traffic Center Houston/Galveston, a tour at Support Center New York, 2 tours at Group New York, a tour at MSO/Group Philadelphia and my previous tour working with the outstanding Auxiliary members of the SUPER SEVENTH. The tours above may seem like a lot of years, well I can tell you that they were. I went into Coast Guard Boot Camp on 10 July 1972, I also had a short break in serve back during the middle 70s.

I know I mentioned above that I worked with the SUPER SEVENTH, I want everyone in the 5th NORTHERN REGION to know that all members of the Coast Guard family are super and I look forward to meeting and, working with all of you.

Please remember one thing, the Director's office is here to provide the best services we can. If we are not doing our duties in any way, you the members will have to let us know. If your elected officers can resolve issues, fine. If not, we are here to serve.

*CWO3 Tim Donovan, Assistant Director of Auxiliary, 5NR  
Philadelphia, PA*

CONGRATULATIONS

to

**GLEN BLOUGH**

SO-PA Division 9

for HONORABLE MENTION

National Public Affairs Award (Division)

Glen received this award for developing  
a media contact data base for flotillas that  
included 65 publishers, television

if, for any reason, you have to write to  
**our Director's office.....**

Director of Auxiliary (5NR)  
c/o US Coast Guard Base  
1 Washington Avenue  
Philadelphia, PA 19147-4393

## COMMUNICATIONS

Hello all stations. Hello all stations. This is US Coast Guard Philadelphia Pennsylvania Group, US Coast Guard Philadelphia Pennsylvania Group

These words have been heard all over the 5th District Northern Region many times on the marine radio. Until March 8, 1998, they weren't spoken recently by an Auxiliarist. On that eventful day, two Auxiliarists started Communications Watches at Group Philadelphia's Communications Center. I have been working closely with the CWO William Benning, immediate past Communications Officer of MSO Philadelphia and the current Communications Officer, CWO Will Cantrell. It has taken three years to develop a workable program that allows specially selected individuals to work at the Group Communications Center. The trial program consisted of Andy Kratzer, Division 6, and myself, Joe Rzucidlo, Division 4. The program is so well accepted by the regulars that there is a need for three more Auxiliarists. Don't get me wrong, it's not an easy task to undertake. It's more than pushing a button and talking on the radio. The training is intense!

The most important qualification is dedication. Two twelve-hour shifts per month are required to maintain your qualifications. You must be AUXCOM qualified. Some type of experience is required, whether it is at a SARDET or Station, or, as is the case of Andy Kratzer, an active fixed facility. A security clearance is necessary to work with classified documents and equipment. Because it is costly to run a security clearance, only people who have the time to meet the specified requirements will be accepted.

Training, training, training! When I reported for duty the first day, I read communications manuals for twelve hours. Then I was quizzed by the TCOW (telecommunicator on watch) as to what I read. The TCOW works with you during your training period. There are Communications Standing Orders to memorize which deal with what you do in specific situations. You must be familiar with the check sheets for each emergency situation. Last, and probably the most difficult, the "dreaded computer". All messages for the Group filter through the Comm Center. The Watchstander on duty is responsible for ensuring all messages get routed to the proper department within the Group. A constant vigilance is required for weather and safety messages, which have to be broadcast to the marine population. Of course the radio log is also kept on the computer. All of this prepares the Auxiliarist to stand watch on his own, with no one else to hold your hand. The responsibility is immense. So if you're interested, have the time and qualifications, contact any member of the 5th District Northern Region Communications Team (DSO-CM, ADSO-CM (Central) or ADSO-CM (Eastern). Do not contact the Group directly. The selection process is based on selection by the Comms Team with the approval of the DIRAUX and Comms Officer.

This is US Coast Guard Philadelphia Pennsylvania Group..... OUT.

*Submitted by Joseph A. Rzucidlo, ADSO-CM (Central)  
Trainor, PA*

## AIDS TO NAVIGATION



The boating season for 1998 is coming to a close and as of this writing I have not yet received all the folders I distributed in the Spring of this year. If you remember at the time I gave them out I asked that they be returned to me by July 1, of this year. If for any reason you have not been able to get them verified please send them back as is. I will try to have someone in a nearby Division verify them. It is very important

that they all be returned so next year we will be able to start the season with a clean slate.

All in all, the program is going very well. Most of the folders have been returned and we have found very few mistakes. If we can get all the Private Aids verified that we have applications on, next year we will be able to concentrate on the ones that do not, and from my observation there are quite a few out there.

As I see it, this program is a very worthwhile one. It relieves the Coast Guard of the painstaking task of getting the Private Aids up and running.

I would especially like to thank every one who participated in the program this year for their help and cooperation. Let's make next year even more productive.

*Submitted by George F. Leuck, DSO-AN  
Toms River, NJ*



## PFD PANDA TAKES A BOAT RIDE



**PFD Panda Aboard USCGC Cleat**  
Part of Flotilla 2-76's National Safe Boating Week activities.  
*Photo submitted by Muriel G. Lewis, SPO NSBW 5NR*

# INFORMATION SYSTEMS

My last article discussed the IS department's search for trouble. Although I must admit that I was worried that I might be overwhelmed by a multitude of complaints and requests for correction, this did not happen. As a result of the very few requests for assistance, I must conclude that in general; (1) everyone is satisfied that the information contained in our AUXMIS reports is correct; (2) apathy reigns; (3) those that care take steps to ensure correct data and are therefore satisfied; or (4) all of the above.

My message today is directed at those who don't care, or who have given up on AUXMIS due to past problems, real or perceived.

**Myth #1:** *AUXMIS data is incorrect. Nothing adds up properly.* AUXMIS is only a single part of our information system, a system that involves many other steps. Each step invites errors and interruption in the proper flow of our data. We must look at the entire process to ensure the proper recording of our data. AUXMIS data properly entered into the system by the SO-IS, ASO-IS and DIRAUX does add up and total on the AUXMIS reports correctly. (There are minor, known problems, which are being addressed.) To date, I have not found a single instance where a Member's data is not properly totaled for missions, preparation, and travel. Don't get the idea that I am not continuing my search for potential problems. As a CPA and former auditor, I will always be a "friendly skeptic".

**Myth #2:** *Everyone is dissatisfied with the AUXMIS system.* A recent, informal survey by yours truly, at the request of National, surprised me. The 5NR Information Systems staff report a generally favorable view of AUXMIS (6-7 on a scale of 10). A much better opinion than I had expected.

**Myth #3:** *I don't care about my hours, it only affects me.* Members who take a negative approach and do not submit their hours timely or completely are cheating themselves of proper recognition for their contributions. But just as importantly, they are misleading others who may make decisions impacting the Flotilla, Division, District, or Auxiliary as a whole.

Let's stop grumbling and do something about it. AUXMIS has its problems, for sure, but these need not be your problems. Let the IS staff contend with AUXMIS and work with it to get the data right. Your responsibility should be to get the data to the IS officer and check your Flotilla reports to insure that you (and the Auxiliary) receive proper credit.

For the great majority of you, who are working with the system, submitting your hours, checking to verify that your hours are correct, and working with your FSO-IS and the chain of communication to get your problems and concerns resolved, I applaud you. Keep up the good work.

We are very interested in your comments, concerns and suggestions. Please send them to me via the chain of communications.

*Submitted by Jan Robert Munroe, DSO-IS  
Wayne, PA*

# LEGAL

## COAST GUARD AUXILIARY ACT OF 1994

In a nutshell, here is what the new legislation means to you:

**A. SECURITY.** Several years ago Auxiliarists were informed they were not necessarily protected by the United States while undergoing missions which did not have a specific tie to recreational boating safety; The new legislation provides security for the members by making clear the following:



1. The Auxiliary and all of its component units are deemed to be instrumentalities of the United States for liability purposes, provided they are acting within the scope of their authorized purpose and assigned duties.

2. Auxiliarists while assigned to duty for which they are qualified to perform are deemed Federal employees only for the purpose of liability protection and compensation for work injuries suffered while carrying out authorized Auxiliary duties.

3. Auxiliarists, while assigned to duty, are also provided the same protection as other members of the Coast Guard in the event they are charged with a state or municipal violation while in the performance of their official duties (i.e. creating a wake or exceeding posted speed limits while on an emergency SAR case at the direction of the Coast Guard).

4. In addition, Auxiliarists will be eligible for reimbursement for loss or damage to personal property which occurs while in the performance of authorized activities, such as glasses, watches, and other personal property lost or damaged while on patrol which are not deemed to be part of vessel equipment.

5. The status of Auxiliary vessels and aircraft while under orders has been clarified to ensure they will be treated as public vessels, Coast Guard vessels, and Coast Guard aircraft for liability protection purposes. For aircraft, on authorized missions, this includes benefits of various FAA rulings and exemptions which apply to Coast Guard aircraft while on search and rescue missions.

**B. CHALLENGE.** The new legislation has now made it possible for the Auxiliary to have a closer relationship with the Active Duty Coast Guard. Again the new legislation has made this possible:

1. The mission of the Auxiliary has been expanded to permit the Auxiliary to assist the Coast Guard in any of its roles and missions (except combat and the exercise of law enforcement authority) as authorized by the Commandant.

2. The Coast Guard may now, when so requested by proper authority, use members of the Auxiliary and their facilities, to assist any Federal agency, State, Territory, possession, or political subdivision thereof, including the District of Columbia, to perform any activity for which Auxiliarists are especially qualified.

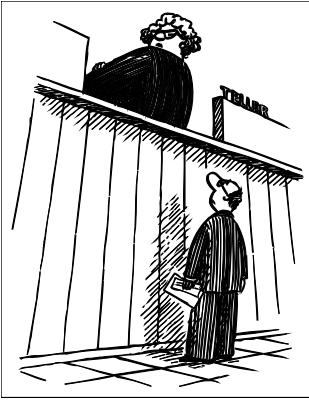
**IT IS IMPORTANT TO REALIZE AND UNDERSTAND** that though the Auxiliary Act of 1994 is currently law, we as

*(Continued on page 12)*

## LEGAL

(Continued from page 11)

individual Auxiliarists or Auxiliary Units cannot on our own simply "expand" our roles in Coast Guard operations as authorized in the new Act. This fact is not entirely understood by Auxiliarists and some of our regular Coast Guard counterparts. Though the current law allows for an expanded role for the Auxiliary, the extent and manner of implementation



of any "new" role is still governed by the Commandant through his directives and instructions. Auxiliarists cannot engage in any such "expanded" missions or activities until proper guidelines and training programs are established and Auxiliary members trained for any of their new roles. Though the authorizing new law is in place, the parameters, guidelines, directives and commandant's instructions necessary to implement the new roles are still being developed.

The Act simply gave the Auxiliary a "key" to open new doors in terms of how we can assist the Coast Guard; it remains the prerogative of the Commandant to determine which doors he wishes to open for us using that "key."

*Submitted by John A. Bellenzeni, DSO-L  
Media, PA*

## MATERIALS

As we approach the final quarter of the year, Materials presents its Holiday Wish List to our customers:

1) That our SO-MA's & FSO-MA's would attend Division & Flotilla Meetings with the 5NR District Price List and familiarize Auxiliarists of the many items available from "The Merchants of 5NR".

2) That New Members not be given our phone number and be told, "Just call. They will tell you what you need".

3) That inquiries stop coming asking the price of shipping on Books. In June, all Divisions were notified that there no longer is shipping on our Educational Materials, i.e. # 10015 through #20170.

4) That labels sent with Book Orders be Avery Labels, three or four typed lines so that these labels can be imposed on the shipping labels shipped from The Materials Center, St. Louis.

5) That requests do not come in saying: "Send me some stamps."

6) That FSO-PSs & FSO-MAs present the District Store to New Members as a viable and dependable partner, which will serve them for as many years as they remain an Auxiliarist. The "Store" is not only a source for innumerable items, both required and optional, but support of the "Store" subsidizes the many valuable programs of 5NR.

7) That the District Store be considered at special giving times, i.e., Change of Watch, Division & Flotilla Awards. Special discounts can be arranged for quantity items.

The "Merchant's List" should not be too long. Please, Santa, just these wishes would be great for 1999!

*Submitted by Sue Wade, DSO-MA  
Brigantine, NJ*

## topsides lifetime

How long do you keep TOPSIDE? How long does it take you to read it? Then, what happens? It goes on the magazine pile in your house until Spring-cleaning. Or, more positively, you scan the magazine with a magnifying glass to see if the half dozen or so photographers at the last conference caught your image and the editor published it. Or, most positively, you use your TOPSIDE in MT or PB classes or at your next PA booth. Well, that's all well and good, no matter how you, the member use your magazine. But for heaven's sake, DON'T THROW IT AWAY!

If the TOPSIDE is less than a couple months old and you are finished with it, why not take it down to your local library? Today, more than ever, the general public uses libraries more than ever before. They can go into their local book depository to read, do research, listen to a CD, or surf the Internet on the public computer. Some people go to the library "on a mission" or to complete schoolwork, but millions of Americans go when they are bored, or curious, or just looking for general information. TOPSIDE can fit the bill for any of these "searches". Rather than fill the landfill with old TOPSIDES, let's give this valuable magazine a second chance. Put a new label on the cover with you name and telephone number so people interested in the Auxiliary can contact you. Make a deal with the librarian. Tell them that you will provide FREE TOPSIDES to your local institution for the next year, 2 years or 3 years, if the library will give a designated periodical space to TOPSIDE.

This is another great service you can provide for your community and it won't cost the District or you any money. TOPSIDE will be used and eventually filed in the periodical collections of the library and can be used for years to attract people to the Coast Guard Auxiliary. No extra cost AND you save tax money by not filling the landfill. Some people might call this a bargain and others might just think its genius at work. Maybe someday this will qualify as a PA mission. Ask your unit IS officer.

*Submitted by Michael J. Ripton, DSO-VE  
Mechanicsburg, PA*

# MARINE SAFETY

There are many facts about petroleum products that are obvious to us. We know that oil gives us relatively inexpensive energy in which to carry out a wide range of activities. We know that oil comes from the ground and is the fossil remains of prehistoric plants and animals buried in layers of sediment before they could fully decompose. We also know that oil, while being great for our cars and boats, is not so great for marine life and water in general when spilled or used carelessly. I would like to give you some very interesting and relatively unknown facts about oil. All factual information was taken from "Oil, Water and Chocolate Mousse" by Environment Canada and the Canadian Coast Guard. 1994.

Oil is 100% organic. It is made up of complex hydrocarbon compounds that range from light gasses to heavier tars and waxes. No two crude oils are exactly alike because they are made up of thousands of compounds in varying quantities. Because of these differences, each oil slick or spill needs to be handled in different ways. Some oils are far more harmful to the environment and more toxic than others are.

Not all oil in the ocean was put there by people. For millions of years oil has been seeping into the ocean through

DSO-MS Linda Boice (L) and DSO-MT Mary Claire Bowlus demonstrating water testing techniques to the first Marine Safety Workshop at the '98 Fall Conference.

*Photo by Mel Borofsky, DSO-PB*

wait that long. Until the natural processes become effective, marine life must struggle to breathe, eat and move in a sticky, slimy environment. Fish and birds that swim through the oil lying on top of the water succumb to suffocation within a very short time. The oil clogs their pores and gills making their bodies unable to absorb or give off oxygen. Large marine mammals may be poisoned when licking oil from their fur or ingesting coated vegetation. All animals suffer from the effects of oil around their eyes and nostrils.

Oil spills can be cleaned, but time becomes crucial. Commercial shipping has come a long way in improving hull designs for tankers and adhering to strict standards and regulations. Do recreational boaters really add to the problem of oil spills? Every little bit escaping from the fuel nozzle or running over the side from a topped-off tank multiplied by the hundreds of thousands of boaters in our Country alone does make a difference. Please be conscious when fueling your boats; or when you work on your engine; or clean your bilge. As Auxiliaries, we should be a part of the solution.... Not the problem.

*Submitted by Linda Boice, DSO-MS  
King of Prussia, PA*

## Marine Safety Display at Fall Conference '98

*Photo by Mel Borofsky, DSO-PB*

natural fissures in the ocean floor. Although this accounts for only a very small fraction of the oil in our waters, it becomes compounded when enhanced by man-made oil spills.

Several processes may occur when oil is spilled in water. A small percentage of the oil may dissolve because the water-soluble components in it break down into the surrounding water. Some of the oil may travel through the water and settle to the bottom due to the force of gravity. A larger percentage will be acted upon by temperature, wind and wave action. If the temperature of the oil and water mixture is right, certain marine bacteria, fungi and yeasts will feed on the oil causing biodegradation. Some of the oil may be transferred to the atmosphere through evaporation, dispersed throughout the upper layers of the water by wave action or oxidized when enough oxygen becomes mixed with the hydrocarbons.

All of these processes take time. It may seem that the best thing to do for an oil spill is to leave it alone and let nature take its course. Unfortunately, marine plants and animals can not



## MARINE VISITORS

So much is said, offered and discussed regarding the Marine Dealer Visitor Program, with less than ratable performance comprehension. We have experienced a decline in the number of people who have requalified for the program from the beginning of the year by almost a third, yet there seems to be an overwhelming positiveness among those Marine Dealer Visitors who work the program as it should be worked. I have encouraged those individuals not to make their job harder, but work with the program and not let it work you over. So often times this happens to all of us and we find and add burdens to our role that truly don't exist. We are one of the premier Districts in the country and we show it each year in our performances, and in the many hats we wear, as with this year to date 5th Northern is in the third position slot in the National MDV statistics.

This has been done by dedicated people who value the MV Program for the value to the Dealers they serve, the public at large and the Auxiliary itself. How do they serve the program?

- \* They present themselves in a totally professional manner.

- \* They make their calls in the proper uniforms at all time when visiting.

- \* They have, and provide the supply side of informational needs.

- \* Keeping their knowledge base at the level one should have as MDV.

- \* By realizing the importance of what it is they do and transmitting that to their Dealers in the form of advising them of the many programs we have to offer, both to them and their customers.

- \* Being the point person and helping to arrange with other Staff Officers any services they feel might be of benefit, i.e.; Vessel Safety Check Setup at the Dealer site, Informational Training of store personnel in Safety Equipment required by C.G. and the Auxiliary, etc.

- \* Maintain a friendly and pleasant personality, as that of a friend.

Submitted by Chuck J. Packlaian, DSO-MV  
Bordentown, NJ

## PUBLIC EDUCATION

The boating season is winding down and once again it is time to turn our attention to our Public Education programs.

There is little information concerning the new Sailing and Seamanship course. I have promised to forward information as soon as it becomes available, but as of this date I have nothing new to send.

The newest information on the horizon is a brand new youth program. The program is entitled Boats, Water, and Kids. It consolidates and supersedes the former Water 'N Kids and Boats 'N Kids courses. It is designed for Kindergarten through sixth grade. The course is intended to be taught by Auxiliary instructors and/or teachers in public and private schools. The course can be tailored to the age group you are teaching, without losing anything from the text. All of the information necessary, complete with stock numbers and ordering information can be found in "PE Speed-gram" number 2-98, dated 1 June 1998. I have not personally seen the program but correspondence from Betty Oakley, DVC-EY indicates the program is moving along very well. I would hope those instructors that were active in teaching our former youth courses will adapt to the new format. I'm sure it will require some new planning. There is an instructor guide listed with the ordering information.

Intent to Teach forms show an increase in the last District list of classes scheduled. The list should have been distributed by the time this issue hits the streets. The list is mailed to approximately one hundred addresses, from our Bridge, to local Coast Guard installations, Local Notice to Mariners, web sites, Boat U/S Foundation, District Staff Officers and Division Captains. If you do not receive a copy see one of the people or places listed above and I'm sure you can make your own copy. Cost prohibits enlarging the present mailing list.

Just a reminder, don't forget to complete your course completion reports and submit to your IS Officer. I have no way of knowing if that paperwork is completed.

In closing let me remind you that your presentation, both yourself, and the subject matter you are teaching, are important to a successful class. Good luck!

*Submitted by Larry C. Whiskeyman, DSO-PE  
Shillington, PA*

## WEAR IT WITHPRIDE

With the conference season fast approaching, it seems appropriate to discuss the Dinner Dress White Jacket uniform. This uniform may be prescribed for formal evening occasions, such as a conference banquet.

The coat is the standard Coast Guard (Navy) white mess jacket with silver buttons added and a silver chain closure. Hard shoulder boards are worn on this jacket. Men's trousers are Coast Guard blue, high waisted and without back pockets. Women may wear a floor length or conventional length skirt. A full description of this uniform can be found in the Auxiliary Manual on pages 10-23 and 10-35. The 1998 Uniform Procurement Guide provides information on ordering. Cummerbunds can be ordered through your DSO-MA.

*by Gloria Tobin, Uniform Division Chief  
St. Louis, MO*

# OPERATIONS

So far, so good! As I write this early in the patrol season, I'm receiving a lot of positive reports about our patrol coverage and boat crew performance. Most of the time our work is routine, but there are occasions when unusual events provide a real challenge. Training, of course, plays an important part in our ability to respond appropriately, adequately and safely to any event that comes our way. We seldom act alone in operations because we normally function as part of a crew which has its own dynamics. And this brings several things to mind, most notably TCT (Team Coordination Training) and TRISAR (Tri-State Search and Rescue).



TCT, as you will recall, is mandated for all operational Coast Guard personnel. Active duty and reservists require 16 hours every two years, and Auxiliarists eight hours every five years. This training was recently given at the QE School and will soon be presented to all coxswains and crew in the operations program. The training focuses on behavior that reduces mishaps and, therefore, enhances our personal safety and effectiveness. Since it has relevance in our private lives, as well, I know you'll benefit from it and appreciate the course. Schedule information will follow.



The TRISAR training has ballooned into a larger undertaking than initially envisioned. While especially pertinent to members who patrol the Delaware River and Bay, others are likely to find the course content useful in their areas as well. It was initiated by Group Philadelphia to coordinate shore-side responders when dealing with aircraft and ship disasters on the river and bay.

The auxiliary's special role warrants separate training in the plan itself, special SAR activity, handling hazardous materials, triage (involving human life), and risk management in dealing with all aspects of such operations. A live drill is being planned on the river and bay early next year, part table-top and part real, possibly involving one of the Cape May ferries. Our first training class is being planned for this Fall and training will also be provided to shoreside responders with auxiliary participation. I'm working with the staff of the Group Philadelphia Planning and Operations Departments and hope to have a more definitive schedule in the very near future.

On another note, at a recent TRISAR meeting I found a presentation on Swift Water Rescue very illuminating and particularly applicable to our Western Area patrollers, and those covering other river areas with dams and occasional flooding. I'd like to work this into some of our training also, if possible, to guide boat crews in what to do and not-to-do when confronted with swift water situations.

Finally, there undoubtedly are many deserving of accolades for their devotion and performance of duty, but I don't always hear about them and their experiences. Recently, however, I came across a couple of things worthy of mention. First, SARDET (Search & Rescue Detachment) Wilmington is rebounding. They are scheduling more patrols with more vessels and crew available, and they've been providing a lot of training lately with assistance from the Area MUTT (Mobile Training Team) team. All units should make full use of their MUTT teams; they're there and willing to serve. Secondly, the members at SARDET Fortescue had an interesting case recently (or was it cases?) when they towed in two boats at the same time. Now how often do we practice that?



Finally, finally, you'll be please to know that I've just received the new Boat Crew Seamanship Manual for review. It will be distributed on a limited basis (because of its size and cost) after all district reviews have been completed in about 45 days. Based on a quick perusal, I believe you'll like it when you try it.

Finally, finally, for real, while we don't have auxiliary rescue swimmers authorized to enter the water, it's something that trained swift water rescue personnel do as a last resort. As a reminder to try everything else first, they have a thoughtful saying: "Reach, throw, row, go!" Stay dry....

*Submitted by Ivan E. Levin, DSO-OP  
Laurel Springs, NJ*



District Vice Commodore John Locasale (L) with Captain Dale Goodreu, Commander Group Air Station Atlantic City on the occasion of the grand opening of the Station.  
*Photo by Mel Borofsky, DSO-PB*

# PERSONNEL SERVICES

In March of this year, a Recruiting and Retention Plan was distributed throughout the 5th Northern District. It contained suggestions and guidelines for setting up recruiting and retention teams at all levels. It tasked staff members, both elected and appointed, with the responsibility to see that the plan was carried out. The Division Captains and Flotilla Commanders were also tasked with the responsibility of writing a plan for their area and submitting it to the Executive Committee (EXCOM) for review. Was this important - you bet your life, or should I say, you bet the Auxiliary's life!



Determining needs should be the top priority mission for the Staff Officers to complete and should be a major part of the unit's planning process. Recruitment and Retention Plans should be written at local levels to fulfill the needs of each specific area. These plans should include specific activities, dates, locations and the work force needed. The progress in determining needs and the planned activities should also be a line item on the agenda of each staff meeting at all levels. The elected officers need to track progress and/or problems.

By now, all the plans should be in place and working and we should be seeing the fruits of our labor, new members. Have we all written a plan and followed it? The present listing of the new members answers my question. Before we look at where we stand at this time as a district, let's review a few points.

WHERE ARE YOU AS A FLOTILLA? (What did your flotilla do last year? What are your capabilities?) How many instructors? How many Public Education classes can you handle per year? How many Coxswains do you have? How many patrols can you do each year? How many Search And Rescue assists were performed last year? How many Courtesy Marine Exams did you give last year? How many Vessel Examiners and Marine Dealer Visitors do you have? How many specialty courses did you offer last year?

WHAT IS THE LOCAL SITUATION/NEED? How many registered boaters are in your area? How many yacht clubs and major marinas are in your area? How many significant numbers of cruising boats are on your lake/river? How many regatta and boat shows did you participate in last year? What needs did you fulfill for your local CG unit? What new needs could you fulfill with the appropriate volunteer force available?

KEY RESULT AREAS: (The directions you want to go after assessing your capabilities and the needs.) We need to offer more Boating Skills & Seamanship (BS&S) and Sailing

Skills and Seamanship (S&S) classes. Should we offer an Advanced Coastal Navigation (ACN) course (at least basic) because of the number of cruisers in your area? Do we need to stress heavy weather safety and boat handling? Do we need to increase course attendance? We definitely need to advertise more on TV and radio. We also need to help the CG recruiting office.

MEASUREMENT: (A way to know if you are moving in the right direction.) Recruit experienced people from the yacht clubs to assist in teaching. Recruit teachers from local schools who are boaters. Train coxswains to teach ACN. Recruit a local meteorologist to teach the Weather course.

GOALS: (are we there yet!). In the 5th District Plan, we had suggested a modest attainable goal for 1998 of 2 X the number of Divisions (16) or a stretch goal of 2 X the number of flotillas (102). As I write this, the district has recruited one hundred and seventy (170) new members and disenrolled/retired/transferred 90 members. Let's concentrate on retaining our current members. It is a proven fact that it is easier to keep a old member than recruit a new member. We can make our "Stretch Goal" if we retain our present membership and continue our recruiting.

Ladies & gentlemen: The time is NOW for us to set the wheels in motion. Be it shampoo, hamburgers or automobiles, success starts with a workable plan. Lady Clairol, McDonald's and General Motors can forecast and launch gigantic ad campaigns but unless merchandising in the local store is carried out effectively, the promotion will not be a success. To be sure, continued success depends on the quality of the product and our BS&S, S&S & ACN courses are quality courses. The classrooms still offer the greatest opportunity to recruit members. Let's get the word out, fill the classrooms and get those members. You can do it!



So what's in it for you, the member? The Auxiliarist who recruits the most new members in both '97 & '98 will be presented with the Top Recruiter Trip! They will be the honored guests of the National Commodore at the Auxiliary's 60th anniversary celebration. The trip is fully funded including airfare, hotel and meals. The 1999 National Convention will be held 26-28 Aug. at the Omni Rosen Hotel in Orlando Florida.

*Submitted by COMO Edward W. Rearick, DSO-PS  
Marlton, NJ*

# PERSONNEL SERVICES

SOON TO BE SEEN MILLIONS OF TIMES



# U.S. COAST GUARD AUXILIARY



During the next 24 months, decals like that pictured above, will be seen in Auxiliary members' vehicle rear windows an estimated 5.5 million times.

It's part of the effort by the District Personnel Services Staff to recruit new members by publicizing the US Coast Guard Auxiliary. We hope to increase the public's awareness of our existence. In turn this should increase enrollments in our Public Education classes, a number one source of new members.

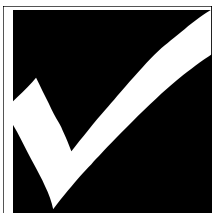
The plan itself, as approved by the District Executive Committee (EXCOM), is to present each new member a decal (see above) to be mounted in the rear window of the member's vehicle. If each rear window is seen by just 20 people a day for only 300 days a year (to be conservative), that's 6,000 "hits" a year. With an average of, say, 300 new members for each of the next two years, the math works out to a potential total of 5,400,000 times people will see these decals during that time

alone.

District Personnel Services staff is arranging for distribution of the decals to all who have become members since January 1, 1998 as well as to future new members. Decals for all other members may be ordered through your Flotilla's Materials Staff Office (FSO-MA).

Hopefully, within a relatively short period of time, the U.S. Coast Guard Auxiliary will no longer be one of the country's "best kept secrets"---at least among the citizens of Central and Eastern Pennsylvania, Central and Eastern New Jersey and the entire State of Delaware.

*Submitted by William E. Reimer, Jr., ADSO-PS  
Berwyn, PA*



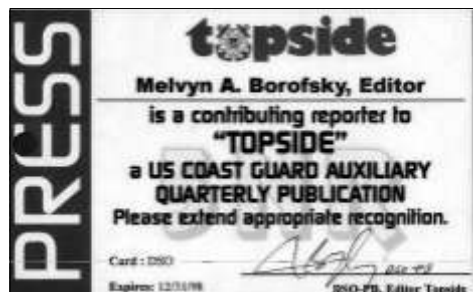
**Join the topside presscorps!**

You can be an official card holding  
member of the

## topside presscorps

by submitting a story, article and/or captioned photo that has interest for our readers. Action articles are best, but human interest, personal or group achievement and just plain old nautical stuff will work.

**Every submitted article, story or photo will earn a press card!**



# PUBLIC AFFAIRS

The other day, while waiting for my wife to come out of the grocery store, I noticed a gentleman looking at the bulletin board with public notices on it. As I watched, he appeared very interested in a poster advertising a boating safety class. The poster was very nicely done in bright colors and graphics with all the basic information of who, when, where, how much, contact names and numbers all very professionally printed. After reading the poster, he started to search his pockets for a pencil or pen and a piece of paper. Unfortunately, he had nothing with him. His wife then came out of the store, frantically searched for a pencil in her purse, found one with no point, and similarly discarded a pen that didn't work. After a few more moments of looking, the couple walked away without writing any of the information down. I heard him say that maybe he had something in the car to write with or maybe he could just remember the number. I just wondered if he did.

This is a prime example of what happens when we don't provide interested people with something to take with them. Most of us have enough more important things going on to try and remember everything we read, or worse, try to remember phone numbers that we don't use on a regular basis. With a small amount of effort, we can give them something to take with them. I have devised several solutions to this problem and have discussed them at my PA-Workshops. One of these solutions is the use of a brochure box. This is inexpensive and easy to make with the following directions.

Determine which of the ANSC brochures that you want to use. It should be appropriate to the content of the poster, i.e., boating safety courses, joining the Auxiliary, CME station etc. Now you need to personalize it with your name and phone number or an appropriate flotilla contact. It is much better to use a stamp or a typed mailing label. Hand written information can look very unprofessional to the public.

Tools and Materials needed: Poster Board, Tacky Glue, Ruler, Pencil, X-acto Knife, a 2' X 2' piece of thick cardboard to use as a cutting surface.

For an example, use the brochure "Getting Help on the Water" Comdtpub P16101.3. The height and width should measure  $8\frac{1}{2}"$  X  $3\frac{3}{4}"$ . Take your large sheet of poster board and measure in from the top right side  $5\frac{3}{4}"$ . Now, measure down along the right side  $13\frac{3}{4}"$ . This becomes the overall dimensions for your brochure box. Using your X-acto knife and ruler cut the poster board so that you have a rectangle measuring  $13\frac{3}{4}"$  high by  $5\frac{3}{4}"$  wide. Set aside the remaining poster board. Place the rectangle on your work surface so that the  $5\frac{3}{4}"$  edges are along the top and bottom. From the right hand side, measure in 1" along the top and bottom edge and place a pencil mark. Label both of these marks "A". From point 'A' measure over an additional  $3\frac{3}{4}"$  again, along the top and bottom edge, and label these points "B". There should be an additional 1" remaining between point "B" and the left-hand edge of your rectangle. Now, connect the two points "A" with a light pencil line (from top to bottom) and do the same for the two points "B".

From the bottom measure up along the right hand edge half the height of your brochure ( $4\frac{1}{4}"$ ). Place a pencil mark and label this point "C". From point "C" measure up an additional 1" and mark this point "D". From point "D" measure up an additional  $4\frac{1}{4}"$  and label point "E". Now repeat these measurements and marks along the left hand edge. Draw light pencil lines between "C" and "C'", "D" and "D'" (from the right hand edge to the left-hand edge.) These lines now become your reference points. Locate where line "A" intersects with line "C" and label this point "AC". Locate where line "B" intersects with

line "C" and label this point "BC". Locate the intersections of "AD" and "BD" and mark them as such. With your X-acto knife and ruler make a cut from point 'AD' out to the right hand edge along line "D". Do the same from point 'AC' along line "C". Make similar cuts from point "BC" out to the left-hand edge and from point "BD". These cuts will form two 1" x 1" tabs. Label the right hand tab "1" and the left hand tab "2". The last two cuts that you will make will contour the top half of the brochure box. Place your ruler at an angle connecting the top point "A" and the right hand side point "E". Draw a light line. Repeat this angled line between the top point "B" and the left-hand side point "E". Use your X-acto knife and cut along these two lines.

Next, you will prefold your box. Using your ruler as a guide, place it along the entire length of line "A" making sure that your ruler extends beyond the top and bottom of your box, and fold the right hand edge inward. Repeat this fold along line "B" and fold the left-hand edge inward. Now place your ruler along line "C". Fold upward from the bottom edge along line "C" and downward from the top edge along lines "D". You will now have two more tabs along the right and left-hand sides from line "D" up to the top. Label the right hand tab "3" and the left hand tab "4". Similarly from line "C" to the bottom along the right and left hand sides you will have two more tabs. Label the bottom right tab "5" and the bottom left tab "6". Place a small amount of glue on tabs "1" and "2" covering the entire 1" x 1" square. Fold the top half of your box (along line "D") so that it is perpendicular to your work surface. Glue tab "1" to the backside (or outside edge) of tab "3" and do the same by gluing tab "2" to the backside of tab "4". Allow glue to dry. Now place glue along tabs "5" and "6" (on the surface facing you) and fold the bottom of the brochure box up along line "C". Glue tab "5" to the outside edge of tab "3" (tab "1" will be sandwiched in between). Do the same for tab "6" and glue it to the outside edge of tab "4". Allow the glue to dry.

Now, using press on letters put the words "TAKE ONE" in the center of the bottom half of the box. This box can now be mounted to the poster you are using or tacked up beside it. This not only gives the interested people something to take with them, but it also helps you to determine how effective your poster and location are by the number of times that you have to refill it. If after several weeks, you find that no brochures have been taken, you might want to try another location or a different style of poster.

Have fun creating this "tool" and stay tuned for additional ideas in the next issue.

*Submitted by Ronald J. Boice, DSO-PA  
King of Prussia, PA*

## VESSEL EXAMINATIONS

It is always difficult to write an autumn article for a dynamic program like VESSEL EXAMINATIONS, when the summer is only half over. Will we make the goal by the time the article is released? Or will it be a last minute "recount" on 31 December? Only the VEs know this in their hearts, while I am tapping the keys of my computer this evening. But as a leader in this organization, you have to have a certain amount of faith in your teammates; and I do. We have had decent boating weather of late and the vessels are out there to work with. Just today, at Blue Marsh Lake, near Reading, PA., I witnessed over fifty boats and a dozen PWCs plying the waters with over a hundred swimmers in the swim areas, and this is only a mid-week day. Our essential mission today was to complete "currency maintenance", but we did manage to examine four PWCs and one standard vessel.

If you and your flotilla have not completed your goal for 1998, please don't give up! It is amazing to me how many boats are available to examine AFTER Labor Day. If you don't find many unwrapped in your neighborhood, take a weekend trip down to Maryland and finish up your numbers down there. Boaters there do not take their vessels inside as quickly as they do in our three working states. Virginia is not that far away and their boats are out even longer. Remember your members who go south for the winter. They can do CMEs and PWCs for you well into November and December and relay the paperwork to you by E-mail.

Maybe it's only a change of your mind that will put us over the top. If your unit has 150 exams to do, get Ten examiners to do 15 exams. Keep breaking that number down until it works for you and you get the job done that you promised you would do last spring. You win and we win! Don't you feel good about a job well done? That's the job that YOU did well. Congratulations and thank you to all Vessel Examiners who did the job and made the grade this year. My ballcap is off to you.

*Submitted by Michael J. Ripton, DSO-VE  
Mechanicsburg, PA.*



### New Elected Officers:

Elected Officers Training  
Academy will convene...  
January 8-9-10, 1999  
Frazer, PA

Watch for further info.....

## NATIONAL SAFE BOATING WEEK

My congratulations to all who sent me copies of their reports on activities for National Safe Boating Week. You have all done such an outstanding job of putting NSBW to good use, and from what I gather, you are continuing to do that throughout the rest of the summer.

Please fill out the survey sheet that came in your kit. This is the best way to make sure the National Safe Boating Council can make changes to improve their program.

To all of you who have sent me such great reports - please know that your efforts have not gone unnoticed. It would take too much time to write to every person who sent in the reports. You do deserve answers - but paper work has snowed me, and I cannot take the time to acknowledge you all individually. But please know that your efforts have been noticed! And they are fabulous.

For you who have either lost or misplaced the address where to send your reports, they should go to:

National Safe Boating Council

P.O. Box 8510

Lexington, KY 40533

or

Fax to: 606-231-6403

Again, you are superb! Fifth Northern should be at the top of the list! Thanks again! It has been a privilege to work with all of you.

*Submitted by Muriel G. Lewis, SPO NSBW  
Havertown, PA*

## NATIONAL SAFE BOATING WEEK FESTIVITIES IN PHILLY



SPO-NSBW Muriel G. Lewis (L) with Philadelphia Mayor Ed Rendell aboard the USCGC Matinicus. The Mayor presented a proclamation for National Safe Boating Week at Penns Landing.

*Photo submitted by Muriel G. Lewis, SPO NSBW*

# NATIONAL MEMBERSHIP GROWTH AWARD

These awards were designed to recognize individual members, flotillas, divisions and districts for their contributions to membership growth. For the year 1997, 238 members and 22 divisions and flotillas received certificates. At N-Train, the 1997 District Membership Growth Award was presented to District 14 for having the highest percentage growth from 11/1/97 to 12/31/97. Congratulations to all these individuals and units who have worked so hard to promote the growth of the Auxiliary.

It is now time to concentrate on earning these certificates for 1998 by recruiting and retaining your members. The criteria for each award are listed below. The Auxiliarist who recruits the greatest number of new members in 1997 and 1998 (combined total) will win the Top Recruiter Award and be the National Commodore's guest at NACON '99 in Orlando, Florida.

**Individual Membership Growth Award.** This award consists of a certificate issued by the National Commodore and is presented to any member of the Auxiliary who recruits three (3) or more members within one calendar year. The new members must have completed the New Member Course and have been assigned a member number. The Flotilla Commander must submit the Application for NACO Membership Growth Award for the individual member who has recruited three (3) or more members. A member can receive multiple awards: one every time he or she recruits 3 or more members. The deadline for application is 31 December 1998, but may be submitted at any time during the year.

**Top Recruiter Award.** The individual member who recruits the greatest number of new members in the two-year period from 1/1/97 to 12/31/98, will be the National Commodore's honored guest at NACON '99. The individual applications for the NACO Membership Growth Award certificates will be the basis for recording the number of new members recruited by each applicant in that two year period.

**Flotilla Membership Growth Award.** This award consists of a certificate issued by the National Commodore to be

presented to the Flotilla Commander of any flotilla showing a NET gain of two (2) members during the calendar year as shown in AUXMIS. Transfers and deaths do not count. The Flotilla Commander must submit the application for the NACO Membership Growth Award to the District Personnel Services Officer, via the Division Captain, by 15 January 1999.

**Division Membership Growth Award.** This award consists of a certificate issued by the National Commodore to be presented to the Division Captain of any division with a NET gain of members during the calendar year that equals or exceeds the number of flotillas times two (2) as shown in AUXMIS. It is not necessary for every flotilla to have a two member net gain; only that the total division net gain be equal to or exceed the number of its flotillas times two. Transfers and deaths do not count. The Division Captain must submit the application for the NACO Membership Growth Award for the division to the District Personnel Services Officer by 15 January 1999.

**District Membership Growth Award.** This award consists of NACO JOB ONE Plaques issued by the National Commodore and presented to the District Commodore and the Personnel Services Officer of the district with the greatest percentage NET increase in membership during the award year, from 1 January to 31 December 1998. Transfers and deaths do not count. The membership numbers shown in AUXMIS data will determine the winner(s). District Commodores must submit the application for this award to the Chief, Personnel Department by 15 January 1999. Special applications for this award will be mailed directly to each DCO by the DC-P.



Division 8 Captain Jeanne Stretch receiving the Cape-Atlantic Safe Boating Week proclamation from Atlantic City Mayor James Whelan on June 6, 1998.

*Photo by Rita Wade, Flotilla 85  
Brigantine, NJ0*



Division 8 Vice Captain Gil Finkelstein and Division Captain Jeanne Stretch check out one of the attractions on public display at Air Station Atlantic City during Cape-Atlantic Safe Boating Week.

*Photo by Rita Wade, Flotilla 85*

# WELCOME TO 5NR

## The Bridge and membership of District 5NR welcome the following men and women to the United States Coast Guard Auxiliary.

Alderiso, Richard J.	74
Allen, Fred E.	36
Allen, Jennifer A.	36
Ames, Harry W.	10-6
Anderson, Bayard D.	42
Anderson, William W.	56
Anstine, Terry L.	16-1
Bailey, Oscar D.	12-3
Barrow, Jack	18
Bennett, Kathleen M.	16-1
Bergen, John V.	42
Bishop, Robert G.	12-1
Blum, Robert R.	11-8
Botson, Bernard W. Jr.	32
Braddick, Jane Ann	11-8
Brown, Kenneth E. Jr.	14-5
Brown, Kenneth E. Sr.	
Butler, Susan L.	77
Callahan, James M. III	
Carnell, Donald L.	15-4
Carnell, Janet K.	15-4
Carr, John G.	36
Carr, Warren H.	36
Causser, Martin, T.	15-6
Chalot, Leonard E.	15-6
Choppy, Fred J.	16-8
Christopoylos, Tomas	66
Ciancarelli, Barbara	13-10
Cifelli, Marie	16-7
Citsay, Mark D.	34
Clark, Patrick N.	12-9
Connors, Francis N.	13-10
Cornell, David E.	61
Cornell, Lynn A.	61
Davison, Stephen G.	24
DeAngelo, Vincent, Jr.	
DeFillipo, Ralph A.	16-1
DeLarme, Diane L.	15-6
DiDaniele, Rinaldo	12-9
DiMauro, Anthony G.	12-2
DiTaranto, Angela	16-7
Domico, Robert G.	32
Doriguzzi, Anthony M.	15-6
Dunham, Angela S.	66
Dunn, Clifford G.	24
Dzubak, Joseph D.	16-6
Erp, Philip L.	14-2
Ewasko, Florence A.	12-2
Ewasko, Robert	12-2
Fensick, Shannon L.	12-1
Filosa, Joseph G.	16-1
Fitzgerald, Susan	10-8
Folz, John M.	24
Fregeolle, Condly R.	16-1
Fregeolle, Ronald H.	16-1
Frencer, John C.	16-8
Georgia, Dennis J.	16-7
Giangiordano, Philip	2-76
Gonsalves, Edward P.	16-1
Gundersen, Rhonda L.	
Haller, Ted F.	12-1
Harker, Kenneth J.	11-9
Hassall, Kevin M.	32
Haughney, Hugh A.	11-1
Henkel, Harry W.	12-1
Henninger, Craig W.	54
Herr, Anne M.	14-1
High, Bill N.	32
Hildebrand, Troy E.	14-4
Hinkle, Beverly A.	14-1

### Listings as of January 1, 1998

14-5

24

15-4

13-3

Hinkle, Miachel S.	14-1
Houseman, Diane K.	14-2
Hrycak, Eugene G.	16-1
Huelsensbeck, Allen J.	15
Iglio, Joseph A.	15-2
Inglis, Carolyn L.	14-4
Inglis, David L. Sr.	14-4
Ivanicki, Ronald J.	16-7
Jackey, Raymond C.	79
Jaggers, Jeffrey P.	14-5
James, Gregory	2-76
Jarrell, Winvert J.	12-1
Kearney, Thomas L.	14-2
Keller, Linda M.	21
Kemmerer, Randal T.	18
Kopenski, William J.	14
Krempe, John F.	12-2
Kuehne, Robert W.	13-1
Kulyk, Janet D.	2-76
Lamanteer, Paul C.	36
Langdon, Thomas P.	42
Lincoln, Richard V.	15-3
Loughlin, John A.	10-6
Machunze, Gary E.	61
Magnuson, C. Dale	11-3
Marsich, Michael T.	15
Martin, James D.	69
Martin, John E.	51
Martin, Shirley A.	51
Mason, John J.	13-3
Matt F. Wilson	34
Mauiro, Anthony J.	84
Mauk, Michael E.	91
McComsey, Donald L.	14-1
McComsey, Mark J.	14-1
McComsey, Wendy J.	14-1
McGlinn, James F.	15-4
McGowan, Joyce A.	79
McGowan, Kenneth T.	79
McKernan, Patricia T.	82
McSweeney, Robert F.	16-1
McVey, John A.	7-11
Melo, Tony J.	16-1
Mendelson, Edward L.	66
Meyer, Raymond B.	14-2
Mical, Agnes K.	12-1
Michalski, William A.	7-12
Micsion, Stanley A.	21
Moffett, John H.	15-6
Molnar, John	16-1
Monter, Michael L.	16-1
Montesano, Deborah M.	16-1
Montesano, Louis F.	16-1
Montoy, Norman L.	56
Morgan, Troy A.	12-1
Morrison, Matthew R.	10-5
Mostyn, Kenneth E.	15-6
Nelson, Steven S.	15-6
Nicholson, Harry A, Jr.	12-1
Norton, Arthur J.	77
Notorfrancesco, Joseph	82
O'Brien, Christopher	52
O'Brien, John F.	44
Odborn, William F.	16-1
Palaka, Stanley A. Jr.	16-1
Pascucci, Joseph F.	15-4
Paulsen, Frederik B. Jr.	15-5
Peffer, Diane C.	51
Peffer, Ronald D.	51
Pendola, Peter F.	34
Perez, Norberto J.	61
Pinchot, Charles M.	12-2

### Listings as of January 1, 1998

Pont, Joseph III	18
Pont, Elizabeth A.	18
Porter, Henry A.	65
Rafine, Martin J. Jr.	34
Reed, Diane N.	15-5
Reed, Lester L. Jr.	15-5
Reid, Robert J.	12-2
Robertson, Phi-Lan D.	14-7
Robinson, Earl	34
Robinson, Harold T.	49
Robinson, Judy C.	34
Roman, George J. Jr.	18
Ropka, Vernon E.	12-3
Rossmann, Lonnie H.	16-1
Rudolph, Paul R.	84
Rusnak, Martin S.	91
Rutkowski, Robert J.	16-1
Rzucidlo, Michael F.	47
Savidge, David B.	54
Schade, Judy A.	12-2
Schade, Robert W.	12-2
Scheidt, Elaine M.	11-8
Schmelzle, Christine	7-11
Schmelzle, John A.	7-11
Schmidt, Robert J.	16-1
Schutzki, Edward S.	16-1
Shanebrook, Charlie	14-2
Shea, William J.	12-5
Shippey, Jane F.	15-3
Shreve, Collene S.	14-2
Shreve, Todd J.	14-2
Silverio, James	16-1
Silvio, Timothy A.	36
Sims, Raymond T.	42
Skrzenski, Edward M.	16-8
Smith, Dennis J.	66
Smith, Robert Kenneth III	16-1
Soliman, Joseph S.	15-4
Steiner, Dominic A.	12-1
Sterner, Jeffrey L.	11-3
Stoutzenberger, Kay D.	14-2
Strauss, Perry R.	21
Strohl, Bonnie L.	11-3
Strohl, Peter J.	11-3
Swigon, Charles T.	16-1
Tacovelli, Francine	13-3
Trainer, John F.	14-7
Vargas, Robert F.	11-3
Wallar, Don K.	61
Walunas, Joseph 5.	18
Watkins, Phil A.	14-5
Welker, Donald E.	16-1
Welsh, Michael C.	11-3
Werst, Vicki D.	11-4
Widmer, Barry E.	12-1
Wienszak, Cherie T.	47
Wienszak, Francis G.	47
Williams, Paul J.	15-4
Winterbottom, Margaret	18
Wolfe, Randall S.	36
Wood, Fay	15-6
Yoder, Leonard B.	16-1

Prepared by Linda Spayd, DSO-FN  
Reading PA

## NEW MEMBER INFORMATION

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in Archive

# BOATING SAFETY

## TRANSIENT DOCK LINES

What, exactly, are dock lines? There are really two types, those that you use to secure your boat to your home slip, or someplace for an extended stay when you won't be constantly around to check. The other type (which we'll call TRANSIENT lines) are those that you will carry with you to moor at a public landing, the yacht club, a friends pier, rafting with friends or for cruises where you will tie up at different docks or marinas.

You should carry at least six lines with you at all times for safely mooring your boat. They need to be 10% longer than your boat (a 30' boat will need 33' lines, measured from the tip of the eye to the bitter end). If you decide that all of the lines don't have to be that long, you may decide that four of the lines can be slightly shorter to be used for bow and stern lines (spring lines must be longer). The advantage to having all of the lines long enough for springs is that you don't have to search for the proper length. Why four bow and stern lines? If you are lucky enough to get a slip at your next overnight stop, you will need four and you will need one or more spring lines to control forward and aft motion.



What size (diameter) line do you need? We show below suggested sizes recommended by WEST MARINE, a reliable marine supplier. But first, before selecting your chosen diameter, consider the size of your cleats. It is fruitless to select lines too large for the cleats on your boat. Cleats should measure 1 inch in length (measured from tip to tip) for each 1/16th inch of line diameter. For example, a 1/2 inch line (8/16 inch) requires an 8 inch cleat. If your cleats are too small for the line recommended, consider replacing them.

Boat length:	0-27'	28-36'	37-45'	46-54'
Line diameter	3/8"	7/16"	1/2"	5/8"

Although there are a number of different materials used for lines, we will only consider the two main types used for this purpose. For purposes of transient docking, nylon is generally the preferred material. Nylon comes in three strand twisted and braided construction. Three strand is cheaper, size for size, has more stretch (desireable for this purpose) but is rougher on the hands. On the other hand, braided lines tend to snag on rough pilings and other abrasive materials and generally have a shorter life when used for dock lines.

Each transient line should have an eye splice on one end. It is desirable that the eye be large enough to slip easily over the size piling you expect to encounter. Splicing the eye may affect your choice of construction material depending on who is going to do the splicing. Most people find splicing three strand more to their liking than splicing double braided line.

*Charles Ford, Branch Chief, Surface Operations Safety  
Queenstown, MD*



It is with profound regret  
that we report that the  
following members of the  
US Coast Guard Auxiliary,  
District Fifth Northern,  
have passed over the bar and have  
embarked on their final voyage.

Rest in Peace.

Note: This list was compiled at the 1998 Fall Conference and may not be complete. If you know of an Auxiliarist who passed over the bar after January 1, 1998, please advise the editor.

John D'Annunzio

Clay Dorsey

William Grube

Roger Haines

Arthur Herzog

Clifford Hevalow

Ray Irvin

James McCabe

Andrew Meighan

Andrew Nopp

Connie Paul

Winifred Pope

William Reinhart

George Rickenbach

Joseph Roop

David M. Rosen

Carson Shephard

George J. Smyth

Howard Walker

## CONFERENCE COORDINATOR

### SPRING '99 AWARDS CONFERENCE

In our attempt to change the venue of the Conferences, the April 1999 Awards Conference will return to the Eden Resort Inn in Lancaster PA, by popular request. Many of the "old timers" will remember the conferences that were held here and the good times we had. After the Saturday Banquet we will have a pool party, watch for the announcement of its theme.

At this Conference there will be the annual "New Members



Conference Coordinator Jean David with her able "assistant" COMO Harry L. David, IPDCO 5NR, at the registration desk for Fall Conference '98.

Workshop" for members who have joined the Auxiliary during the past year. Watch for the announcement of this and submit new members' names.

Also at the April Conference we will conduct the three mandatory workshops for Operations. Instructor, and Vessel Examiner/Marine Visitor for 1999. In order to retain qualification in these fields, you must have received a workshop either at the Conference or at your local level. Any one conducting one of the workshops at a local level (1e) Division or Flotilla must attend the District conducted workshop. Whether these three workshops will be required by National or not, they WILL be required in our District.

The reservation states that each of the three workshops will be conducted three times each. You will need to check the appropriate box and when you arrive at the conference, you will receive a ticket for the times that you wish. The times of each workshop will be 0800, 1000, and 1330 on Saturday 17 April 1999. As we can only seat 150 for each, it will be on a first come basis. Each member will have to present his or her Conference registration card in order to sign up for each workshop.

*Submitted by Jean David, Conference Coordinator  
Doylestown, PA*

## SPRING AWARDS CONFERENCE

**16-18 APRIL 1999**  
**EDEN RESORT INN, Lancaster, PA**

### Schedule of Events

#### FRIDAY, 16 APRIL 1999

1600-2100	Registration
1800-2000	Commodore's Dinner (Invitation Only)
2000-2130	Division Captain's Caucus
2000-2130	District Staff Officer Meeting
2100-	District Materials Center
2130-2400	Welcome Aboard

#### SATURDAY, 17 APRIL 1999

0730-1100	Registration
0800-1600	District Material Center
0800-1130	District Board Meeting
0800-1600	Trade Show
0800-1600	Training Aids Contest
0800-0930	Mandatory Workshops (3)
0830-1600	New Member Workshop (by reservation)
0900-1100	Spouse Program
0945-1000	Board Coffee Break
1000-1130	Mandatory Workshops (3)
1145-1330	Awards Luncheon
1330-	Board reconvenes (if necessary)
1330-1500	Mandatory Workshops (3)
1730-1830	Cocktails
1830-2130	Awards Banquet
2200-2400	Pool Party (look for theme)

#### SUNDAY, 18 APRIL 1999

0830-1000	Past Captains Breakfast (Past Captains & their guests only)
1000-	EXCOM Meeting

### LUNCHEON MENU \$15.00

Deli Buffet		
Coffee	Tea	Assorted Deserts

### AWARDS BANQUET MENU \$27.00

	Pineapple Quantro	Tossed Salad
	Potatoes and Chef Choice of Vegetables	
Choice of	Stuffed Breast of Chicken	
	Poached Salmon	
	Petite Filet and Baked Chicken Breast	
Rolls	Beverage	Chocolate Mouse

### UNIFORM OF THE DAY

<b>Friday</b>	Casual
<b>Saturday</b>	(before 1800) Tropical Blue Long or appropriate Civilian Attire. (after 1800) Dinner Dress White Jacket or Dinner Dress Blue (White Shirt, Bow Tie, Miniature Medals) or Appropriate Civilian Attire
<b>Sunday</b>	Casual

U.S. Coast Guard Auxiliary  
Spring Awards Conference  
16 - 18 April 1999  
Room Reservation Form

**Eden Resort Inn**  
**222 Eden Road, Lancaster, PA 17601**  
Phone (717) 569-6444 Fax (717) 569-4208

Name: \_\_\_\_\_

Address: \_\_\_\_\_

—

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Please reserve: ☐ Single ☐ Double ☐ Non-Smoking

Rate: \$74.00 Single or Double  
Check in time: 1500

**Deadline for Reservations: 23 March 1999**

One night deposit required to guarantee room

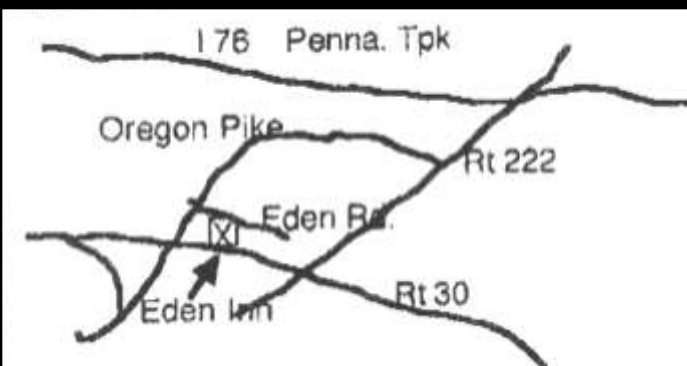
**Make check payable and mail to:**  
**Eden Reort Inn at above address**  
**or call with Major Credit Card.**

State that you are with the U.S. Coast Guard Auxiliary

Arrive Date: \_\_\_\_\_ Depart

Date: \_\_\_\_\_

Credit Card: A/E \_\_\_\_\_ DISC \_\_\_\_\_ MC \_\_\_\_\_ VISA \_\_\_\_\_



**Directions:** The Eden Inn is located just off of US Rt. 30 in Lancaster, PA. **From the North and East**, take any Route to US Rt. 30W and exit at Oregon Pike (PA Rt. 272N), at STOP sign turn right, at traffic light, turn right on to Eden Rd., you are there....

**From the South and West**, follow to US Rt. 30E. Follow Rt. 30E to exit for Littiz/Oregon Pike Exit, at 1st traffic light, go straight, at 2nd light turn left, procede to next light and turn right, you are there...

U.S. Coast Guard Auxiliary  
Spring Awards Conference  
16 - 18 April 1999  
Eden Resort Inn 22 Eden Road  
Lancaster, PA

**Use this portion to make your Conference and meal reservation.**

Name: \_\_\_\_\_ Mem. #  
053 \_\_\_\_\_

Name: \_\_\_\_\_ Mem. #  
053 \_\_\_\_\_

**Registration Fee** (for each person over 17 years) @ \$5.00 per person # \_\_\_\_\_ \$ \_\_\_\_\_

**Awards Lunch @ \$15.00** # \_\_\_\_\_ \$ \_\_\_\_\_

**Saturday Night Awards Banquet**

Beef @ \$27.00 # \_\_\_\_\_ \$ \_\_\_\_\_

Chicken @ \$27.00 # \_\_\_\_\_ \$ \_\_\_\_\_

Fish @ \$27.00 # \_\_\_\_\_ \$ \_\_\_\_\_

**Past Captain's Breakfast**

Members of PCA or Guests # \_\_\_\_\_ \$ \_\_\_\_\_  
(Must be made by PCA member)

**TOTAL AMOUNT** \$ \_\_\_\_\_

**WORKSHOP RESERVATIONS**

Please indicate the number of people that will be attending each workshop.

☐ New Member Workshop- - - *Must have a letter of acceptance from the DSO-MT.*

☐ Operations Workshop

☒ Instructor Workshop

☐ Vessel Examiner/Marine Visitor Workshop  
*Each workshop will be conducted 3 times during the day - - Times will be assigned at the Conference.*

☐ Spouse Program

**REGISTRATION DEADLINE**

**10 APRIL 1999**

Reservation requests arriving after this date will be returned.

**SEND THIS FORM AND A CHECK PAYABLE TO USGCA 5NR TO:**

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

# THE MAKING OF A MONUMENT

## BEACH HAVEN, NJ CG 44355 WAS UP FOR SCRAP

Peter L. Murphy, a Beach Haven, NJ Township Commissioner, retired as a Captain from the Coast Guard, was visiting the United States Coast Guard Training Center at Cape May, NJ. He noticed this 15 ton, steel hull, white boat with red Coast Guard identification strip, registration number 44355 resting on wooden blocks. He also noticed "Beach Haven" lettered on it's stern. Investigating, he found this 30 year old boat had been decommissioned about two years ago in favor of newer, larger and speedier rescue craft. The vessel was destined to be scrapped. At that moment a light lit in his mind. This boat would be a tremendous attraction in their "Bay View Park" located at 68th Street on Long Beach Island. This would also save a memento of the now closed Beach Haven Coast Guard Station.

Now began the long and tedious task of obtaining the boat. First Mr. Murphy organized a group to be known as "The Coast Guard Rescue Boat Association of Long Beach Island". He and his group, which included Auxiliarists Randolph Waterfield, IPFC 74 and Mel Borofsky, VFC 7, worked tirelessly and finally was granted to have the boat for display in the park.

Early in August the boat was towed and delivered to the Barnegat Light Coast Guard Station by vessels from Coast Guard Station Cape May. It was then towed to Morrison's Marina where it would be removed from the water and made ready for transport to the park on a flat bed truck.

September 3rd it started it's final water voyage to the marina. At 0825 the boat was on it's way with Barnegat Light vessel 41360 in the lead towing position. The sea was calm, the weather hot. Auxiliarist Mary Louise Cassell was the communications Watchstander at Station Barnegat Light. We passed the tow in our Auxiliary Operational Facility and took up position as forward escort. Our vessel, a 29 foot cabin cruiser, under the command of Coxswain/Owner Thomas Horan, Jr., FSO-OP 7-12, was crewed by Inge Swenson, FSO-AN 7-12, Victor Krygowski, FSO-IS 7-12, and Frank McDonald, SO-MA 7. It should be noted that the youngest person on the Auxiliary vessel was 77 years young, while the eldest was 88 years young. This adds up to approx. 300 years of total experience assisting in this venture.

The responsibility of the escort boat was to protect the tow. We slowed approaching boats and made them aware of the tow as we passed down our course. We were constantly checking water depth, making sure our prized possession had sufficient water to clear her keel.

We proceeded down Oyster Creek to the ICW and followed south. We arrived at our destination at 1230. The lead tow boat, Vessel 41360, changed from a rear to a side tow, and in the best tradition of the Coast Guard, maneuvered the 44355 to the back of the marina and positioned the boat to be lifted out of the water.

*Article and photos by Frank McDonald, SO-MA 7  
Manahawkin, NJ*



CG Vessel 44355 in the surf during the height of her heyday.

*Photo by CPO Jack Joffe, St. Beach Haven (circa 1994)*



Lead vessel 41360, the honored tow 44355, and the Auxiliary escort vessel in Barnegat Bay



CG Vessel 44355 out of the water for her last time.  
She will be trucked to her final place of honor in  
Bay View Park, Long Beach Island, New Jersey

*Ed. note: The lead tow vessel, 41360, is also destined for decommissioning. She will be replaced in October 1998 with a new 47 footer. The 47 is faster, with state of the art communication and navigation equipment. The 41360 escaped the scrap heap.... she was sold to Uruguay as a drug interdiction vessel. Though her colors may change, she will still be on the water protecting the citizens of her new country and upholding our motto "Semper Paratus".... ALWAYS PREPARED.*

*Godspeed to 41360*

# A QUIET DAY ON DELAWARE BAY

22 August 1998 promised to be an easy day as days go on the bay. There was hardly a breeze and the forecast was for more of the same. With no significant wind, there was little probability of the three to four foot seas normally experienced when the wind and tidal currents are from opposite directions or when the wind has the twenty five mile wide bay in which to develop these wave heights. Miriam Compton, FSO-MDV, was the third crewmember aboard OPFAC 221460 for what proved to be anything but a quiet Safety Patrol.

The first call of the day, at approximately 0930, was from a vessel fishing on the bay with a person having a heart attack. They requested an ambulance meet them at the AA



Marina. We met them on the way in and provided an escort. The ambulance was waiting when we arrived and the victim was transported to a hospital.

Our second call happened at about 1030. Station Fortescue received a call from a boat of the New Jersey State Police reporting an apparent heart

attack victim on a disabled vessel. Arriving at about the same time as the stations rigid hull inflatable, the condition of the victim prompted a request to the station for EMT assistance. We were dispatched to meet the EMTs and bring them and members of the Fortescue Rescue Squad to the victim. An examination by the EMTs determined an airlift would be advisable. The call for helicopter assistance was placed by the station to Air Station Atlantic City while the victim was treated by the EMTs. When the helicopter arrived, the crowded conditions on the victims boat precluded a direct transfer of the



rescue swimmer to the boat and we were , therefore, instructed to pick up the swimmer from the water. When the swimmer advised the helicopter crew of the victim's condition, the pilot requested an EMT ride in the helicopter during transport to the hospital. The swimmer then supervised the basket lift of an EMT

and the victim to the helicopter. While the helicopter transported the victim to the hospital, the swimmer rode with us to the station to return the remaining EMTs and rescue squad members to shore. When the helicopter returned, it was determined that the rescue swimmer would be picked up from the water, just off shore. Once in the water, the swimmer set off smoke to indicate wind direction to the helicopter and was lifted via sling.

During this operation, the swimmer said that, watching us work, most people aren't aware of how much we do or how

well we do it. This compliment, from a SAR professional, was greatly appreciated.



The third call of the twenty four hour period requesting assistance for a victim of a heart attack was received at about 0200 on Sunday morning from a tug off Miah Maull Light. The 41 foot UTB responded with a member of the Fortescue Rescue Squad and brought the victim to a waiting ambulance in Fortescue for transport to a hospital. At last report, all are doing well.

There are some valuable lessons to be learned from these experiences. First, the vessel disabled in the second call attempted to attract attention by hoisting a PFD on his antenna. It would not, however, stay at the top but slid down to the gunnel. They

were fortunate to have attracted attention. A life could have been lost for the lack of a \$6 distress flag. This would be a good talking point during CMEs or in PB courses. Second, learning how to function under a rotor blade should not be done under actual emergency conditions. Members should take advantage of helicopter training opportunities when available.



*Submitted by Jack Kennard, Captain, Division 3 and  
Bud Compton, FSO-AN 34  
Photos by Bud Compton, FSO-AN 34  
Millville, NJ*

*Ed. Note: This article was originally published in "Compass Rose"*

# SAILING FUNDAMENTALS

## Sailing Fundamentals Now Available

By the time you receive this message, the Sailing Fundamentals (SF) course successor to the Sailing & Seamanship (S&S)-will be available through the normal distribution system. SF course materials include the SF text (with laminated card summarizing the buoyage system), and Instructor Guide (IG), the pamphlet Federal Requirements and Safety Tips for Recreational Boats, a final examination, course completion certificate, and wallet card. When you order textbooks, you will receive an identical number of laminated cards, Federal Requirements and Safety Tips for Recreational Boats, examinations, course completion certificates, and wallet cards. Because student study questions are included in the SF text, there is no separate student study guide. Don't forget to order relevant pamphlets on environmentally safe boating to be discussed and distributed with the course. For each textbook ordered you will also receive three certificates from Boat/U.S.. These certificates are good for discounts on merchandise purchased from Boat/U.S. A free one year subscription to Seaworthy for students who enroll in any of our multi-lesson courses, and a free one-year membership in Boat/U.S. for all students who successfully complete the course. Three additional reasons to take the SF course. Indeed, the combined value of these incentives could well be greater than the cost of the SF course.

To help control costs the IG for SF is deliberately brief. However, it contains essential information required for effective presentation of the course and should be read by every instructor who intends to teach this new course. The SF course is quite different from the S&S course and the text should also be studied thoroughly to prepare for presentation. Instructors are responsible for preparing lesson plans for the new course.

The SF course is one element of a larger cooperative effort between the United States Coast Guard Auxiliary (USCGAUX) and the American Sailing Association (ASA). Students who successfully complete the USCGAUX course have a head start (they will be credited with the "ashore knowledge" portion of the course) if they wish to enroll in a program of on-the-water instruction offered by sailing schools that are affiliated with the ASA. Properly promoted, this is a very attractive feature of the course and should attract additional students to the USCGAUX sailing course. Certified ASA instructors may be used as "guest lecturers" in USCGAUX courses-which

may prove helpful to flotillas with few instructors qualified to teach sailing. In the event that ASA instructors are used, an

Auxiliary instructor should also be present to provide continuity for students and to handle necessary paperwork. Team teaching with ASA instructors may be an ideal solution. The attached letter from Harvey Munns provides a brief introduction to ASA.

The SF course is approved by the National Association of State Boating Law Administrators (NASBLA) and, provided state-specific material is presented in the course, should qualify as an approved course in those states with mandatory education requirements. The SF course consists of seven lessons; each designed to be presented in two hours. Flotillas may wish to include a review session and/or include one-session presentations at the end of the SF course. Flotillas presenting the SF course should consider scheduling the Basic Coastal Navigation (BCN) or Advanced Coastal Navigation (ACN) as an immediate follow-on for interested SF graduates. In our experience, sailors are often interested in further study-particularly in the area of navigation.

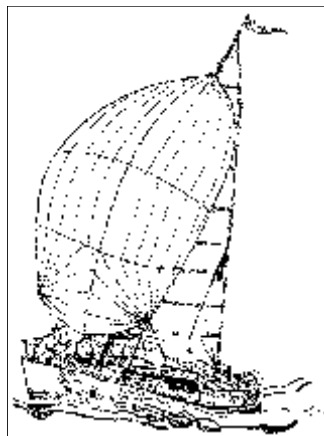
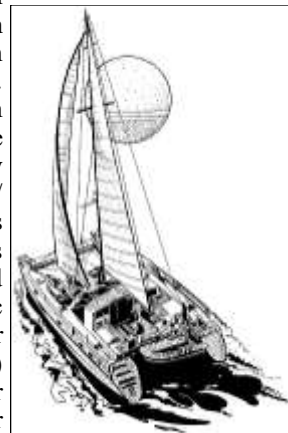
The SF course has a different outline than the Boating Skills and Seamanship (BS&S) course, so that it is not feasible to combine these two classes in their entirety. Moreover, sailors generally have different interests than power boaters and courses which are specifically tailored to sailors (or at least recognize this diversity) are likely to be more effective. Nonetheless, flotillas may find it advantageous to invite SF

students to attend one or more portions of the BS&S class if schedules converge. For example, students may be advantageously combined for a portion of the marlinespike class or listen in on a portion of the radiotelephone lecture. This practice is authorized.

The new SF text is attractive and well illustrated. The Boat/U.S. incentives, opportunities to lower the costs of ASA certification and the basic course design have created a very attractive and competitive product. Teach the

course and find out for yourself!

*Reprinted from PE Speedgram  
L. Daniel Maxim, Department Chief, Education  
Cranbury, NJ*



# VOLUNTEERISM

## VOLUNTEERISM AT ITS BEST

This year has been designated the Year of the Volunteer by President Clinton and General Collin Powell.

For nearly sixty years a unique organization of volunteers has served America selflessly, sometimes risking their lives and their property, to help others. Created in 1939 by an Act of Congress to provide support to the United States Coast Guard to aid them in promoting recreational boating safety, the United States Coast Guard Auxiliary, now more than 34,000 members strong, has grown to become a major force of trained volunteers, an integral part of "Team Coast Guard", that supports the United States Coast Guard in its missions of boating safety including public education, environmental protection, search and rescue, recruitment and many other activities.

During World War II, members of the Auxiliary helped the Coast Guard in providing port security, manning coastal beach patrols and using their wooden sailboats to assist the Navy and the Coast Guard in hunting German wolf pack submarines attacking shipping along the Atlantic Coast from Maine to Florida.

In 1997, official records show that members of the United States Coast Guard Auxiliary saved 481 lives of persons at risk on the water. Probably the one incident receiving the greatest recognition is the effort of Auxiliarist Frank Mauro who, while on patrol with the Coast Guard from Coast Guard Station Fort Lauderdale, participated in the dramatic rescue of nine of eleven persons who were placed in grave jeopardy when their recreational boat was swamped. Mr. Mauro personally saved four of the eleven persons and was awarded the Gold Lifesaving Medal, and the active duty personnel, Boat coxswain, Boatswains Mate 3rd class Matt Goodnow, was awarded the Coast Guard Commendation Medal and Seaman Apprentice Dwight Hagins was awarded the Meritorious Service Medal, Seaman Apprentice Keith Young, and Fireman Tammy McLendon were awarded the Coast Guard Achievement medal. Their greatest reward were the words spoken by Kristen Kalnow, one of the eleven rescued, "They're the most wonderful human beings on the face of the earth. They gave me my family back."

Other examples of the contributions made by the Coast Guard Auxiliary include emergency flood relief operations along the Red River in North Dakota. Auxiliarists provided the Coast Guard with mobile communications and enhanced command capability. Aircraft owned by Auxiliary members were used to provide essential reconnaissance flights and for transporting personnel and supplies into areas not accessible by land vehicles. Auxiliarists supplanted active duty Coast Guard as they moved with the flood down river without any degradation in the support of the flood victims. The on scene Coast Guard Commander stated, "We could not have maintained efficient and effective command and control without the Auxiliary. We had no VHF (radio) Comms up north until the Auxiliary provided it. We had no means of getting the "On Scene Commander" on scene until the Auxiliary provided it---"

Support of the Coast Guard by Auxiliarists has become an almost routine event. The Auxiliary has been working closely with the active duty Coast Guard to develop and implement programs to assist the Coast Guard in communications, safety patrols and security patrols, remote area inspections, uninspected passenger vessel safety examinations, commercial fishing vessel safety examinations, licensing exam administration, pollution spill reconnaissance and public affairs.

Members of the Auxiliary undergo extensive education and training, often with active duty Coast Guard, to prepare themselves for the missions assigned to them.

In 1997, members of the Auxiliary volunteered 5,921 boats, 114 aircraft and 2,336 radio stations to provide operational support to various Coast Guard missions in addition to other federal and state agency requested missions with

15,910 boat crew and coxswains, 337 aircraft pilots and 561 air observers who participate in safety patrols, search and rescue and other maritime support missions.

Volunteer Auxiliary members have also instructed more than 250,000 students in boating safety courses, performed courtesy safety examinations on more than 175,000 recreational boats including 9,352 personal watercraft. Members of the Auxiliary volunteered more than 460,000 hours patrolling the nation's waterways in 1997 and in addition to the 481 lives saved, assisted 11,352 persons and more than \$500 million worth of property assisted or saved.

As an integral part of "Team Coast Guard", the Auxiliary has contributed significantly to the downward trend in boating fatalities, and has established itself as a cost effective resource for the United States Coast Guard.

What's it like to be a volunteer? Ask any member of the Coast Guard Auxiliary. Membership in the Auxiliary is open to men and women age 17 and older who have an interest in marine safety. Eligibility requirements no longer require the aspiring member to be at least a 25% owner of a boat or an aircraft. The Auxiliary, with its 34,000 volunteer members is always looking for good men and women who desire to contribute their skills, talents and time to make the World's Premier Safe Volunteer Safe Boating organization even better. More information about the United States Coast Guard Auxiliary can be found on it's Web Site at <http://www.cgaux.org> or call 1-800-GET-USCG.

*Otis W. Littleton, National Public Affairs Officer  
Mechanicsburg, PA*



## Mississippi 'Mosquitoes' Kept the River Safe

***This volunteer fleet fought  
World War II on the Mississippi  
—and kept out the U-boats.***

*By George Coolidge (as told to Carolyn Cohn of Bridgeton, Missouri)*

THE "MOSQUITO FLEET" might have been the only 100% successful outfit in World War II—we kept the Mississippi River absolutely free of U-boats!

I was a proud member of the Coast Guard Auxiliary's Temporary Reserve, a group of civilians too old to serve in the regular military.

For a minimum of 24 hours a month—and using our own boats, which we'd painted gray for the duration—we patrolled the Mississippi in search of German submarines, working diligently to protect bridges, dams and locks from sabotage.

We envied our counterparts on the East Coast, the "Cockleshell Fleet". They'd actually encountered U-boats on

***"We guarded locks,  
dams and bridges  
on the Mississippi..."***

patrol and were becoming famous.

The Mosquito Fleet got few newspaper write-ups. We did our jobs in St. Louis Flotilla 38, patrolling the river from the Jefferson Barracks bridge, south of the city, to the Chain of Rocks bridge, north of the city near the water plant.

Uniforms were a source of pride to us in the Temporary Reserve. Ours resembled those worn by regular Chief Petty Officers, except the buttons were changed to the silver Coast Guard Auxiliary style.

On each shoulder, I wore a snappy red shield with a gold Roman numeral "III" in the center (indicating my Division) and a "38" designating my flotilla.

To those in the regular military, especially officers still a little green, our unique uniforms were a puzzlement.

We often took full advantage of this and played "The Saluting Game". In full regalia, we would stroll pompously through the lobby of a local hotel, like the Jefferson or Chase. It was a contest to see if a hard look would make the regular military officers salute first.

### **High-Ranking High Jinks**

We scored one point for a lieutenant and up to 25 points for "bird" colonels. Most of the time, the regular military officers broke down and saluted first, except Seabees of any rank—they saluted no one.

Beyond the fun, there was work to be done. We guarded locks, dams and other structures on the Mississippi and made sure military river traffic moved smoothly.

For instance, submarines being built on the Great Lakes drew too much water to navigate the river to New Orleans on their own. Instead, they were floated downriver on a dry dock.

There was only one such dry dock on the Mississippi, and there was a constant worry that if anything happened to it, our subs would be trapped in the Great Lakes for the duration of the war.

When a new sub was floated through our section, we were in charge of closing off

**FLAG-WAVERS.** Patriotic sailors who served in the Coast Guard Auxiliary told their stories in the publication *Upstream* (right).

the bridges to traffic. No one was allowed near a bridge without a pass, and cameras were strictly forbidden.

One summer I witnessed a near-catastrophe. Minutes after the dry dock cleared the bridge at Thebes, Illinois, a tornado blew in and destroyed the bridge!

### **Fill 'Er Up**

Eventually the Coast Guard supplied us with 38-foot picket boats powered by gas-guzzling 200-hp engines. I hated the nightly gassing of those monsters because we had to haul 200 gallons of gasoline from a tank truck all the way down to the levee using 5-gallon jerry cans!

It was on a picket boat that we engaged in our one and only naval battle. One night we were out on our weekly "sneak patrol", moving along the banks without running lights near the Cahokia, Illinois power plant.

An overzealous guard, seeing us moving slowly along in the dark, fired on our boat! A sleeping crewman came within inches of earning a Purple Heart.

In response to the shot, our irate skipper promptly established a "beach-head" at Cahokia to secure the "sniper". We held him under arrest until the plant security chief came from Belleville and apologized for the incident.

All in all, the Mosquito Fleet was great duty. And you couldn't beat the pay—zero for enlisted grades and double-zero for officers! \*



*Submitted by Stanley Becker, FC 7-11  
Bayville, NJ*

*Reprinted in it's entirety from "Reminisce" Magazine, Reiman Publications*

# MARINE SAFETY WORKSHOP

Over 20 members participated in the Marine Safety (MS) Workshop held 19 Sep 98, during the U.S. Coast Guard Auxiliary, 5<sup>th</sup> Northern Region Fall Conference. Linda Boice, DSO-MS, with the District Training Team (Mary Clare Bowlus DSO-MT, Ronald Boice DSO-PA, Henry Demler DSO-CM, Alexandria Laird ADSO-MT, and Weldon C. Harris ADSO-MT) had a full schedule planned, which began at 0800 and ended at 1700. As MS is a new program for the Auxiliary, the workshop was designed to train-the-trainer. Members trained at the workshop can return to their flotillas and give the training to other potential instructors.

The goal of MS is to educate people of all ages on Marine Environmental Protection. The course is structured to give visual and hands-on training to students ranging from age 5 years to adult. Various curriculums were presented and demonstrated to the workshop attendees. Experiments were performed to show PH levels and the amount of ammonia in the water. A demonstration was given to show oil slicks and the best method of cleanup. Games were devised for use in classrooms that would give students a better understanding of the results of littering. A demonstration was also given on environmentally safe cleaning products.

A complete reference workbook describing all the curriculums presented was distributed to the students at the end of the session. The District Training Team has again completed another excellent training workshop.

*Submitted by Jeannie Brenner, ADSO-PB (W)  
Chambersburg, PA*

Students during a break in the instruction at MS Workshop

Instructor Mary Clare Bowlus, DSO-MT, making a point about water pollution at the MS Workshop.  
*All photos by Mel Borofsky, DSO-PB*

Instructor Hank Demler, DSO-CM demonstrating a water test technique to the students at the MS Workshop, Fall Conference '98.

Pictured above leading student participation during the MS Workshop at Frazer, PA during 1998 Fall Conference are instructors Sandy Laird, ADSO-MT and Hank Demler, DSO-CM. The hands-on approach to learning about the marine environment and water management was the "modus operandi" for the workshop. DSO-MS Linda Boice and her group of instructors made the first ever MS workshop in 5NR a smashing success. Hopefully this is just the start of the Marine Safety program in 5NR. A fine standard was set by this first workshop.

# AIM RECOGNITION



DIRECTOR OF ADMISSIONS

February 17, 1998

Mrs. Helen M. McCabe  
160 Hillside Court  
North Wales, PA 19454

Dear Mrs. McCabe,

Thank you for your long-standing support of the United States Coast Guard Academy. As a member of the Coast Guard Auxiliary, working as a Career Counselor officer, you have served admirably for over nineteen years. Your support of the Coast Guard Academy has been an example to us all.

Countless young students have benefited from your assistance, encouragement, and wise counsel. You have "discovered" many talented students, and enlightened them to the opportunities that the Coast Guard and the Coast Guard Academy have to offer. More significantly, you have been an active supporter of the Academy Introduction Mission (AIM). Through your efforts as Branch Chief, District Staff Officer and Assistant District Staff Officer, you have given hundreds of students an introduction to Academy life. You have graciously spent your precious time to help each student personally with their application package and to track down answers to their questions. Through your counsel, you have helped these same students make one of the most important decisions of their lives.

On behalf of the faculty, staff, and cadets of the Coast Guard Academy, I heartily congratulate you on your distinguished service to Team Coast Guard and the nation. A true volunteer, you are a credit to the Coast Guard Academy Team Eagle (CGATE) organization. Again, thank you. Please accept this CGATE jacket. You are one of the founding members of this organization, and deserve this token of our appreciation to wear in good health for years to come. God bless you!

With my very best wishes,

ROBERT W. THORNE  
Captain, United States Coast Guard

The United States Coast Guard Academy New London, Connecticut 06320 1-800-883-8724



Helen McCabe receiving her letter of recognition and award jacket from Austin McGuire, DSO-CC

# LEGION OF HONOR

On June 7, 1998, Sam Pascarello, VFC 13-05 & his wife Dolly along with COMO. Ed Rearick, DSO-PS & his wife Bette attended the Legion of Honor Award Ceremony held at Group Philadelphia. This award is given in recognition of exceptional selfless service on the part of an individual which contributes to the well-being of his or her community, and to the spirit of interfaith cooperation.

There were ten awards given to members of the Coast Guard family and sixteen given to members of the Knights of Columbus. Listed below are the members of the CG family: Recognize anyone?

Lt. Bruce D. Cheney, Sr.  
**Cdr. Lionel F. Crossman**  
**Mr. Emanuel Greenwald**  
LCDR. Robert Hennessy  
SK3 Kevin T. Hurst  
MKCS Robert A. Montague  
LCDR. Bruce Rice  
**CWO2 Theodore D. Short**  
P0 Patrick J. Welsh  
DCC Paul CT. Werth

Congratulations to all, and especially to our friends - Manny Greenwald, Lee Crossman and Ted Short.



Manny and Carol Ann Greenwald

The festivities ended with refreshments in the galley. The Knights of Columbus presented Capt. Veentjer with a large framed portrait of Columbus in appreciation for his involvement and for providing the facility for the ceremony.

For those not familiar, I have taken the liberty of adding the story of "The Four Chaplains".

## The Four Chaplains

It was 55 years ago on February 3 when the USS Dorchester was on its way to Greenland. It was an old, small freighter that had been converted to a troopship. In mid-

January, 904 men were being loaded aboard the Dorchester. Bare light bulbs were hanging in the passageways so the men could find their bunks, which had been hastily built four tiers high in the bowels of the ship. Their destination was contained in a sealed envelope.

Among the troops walked four chaplains: George Fox, Methodist; Alexander Goode, Jewish; Clark Poling, Reformed Church of America; and John Washington, Catholic. They bunked, talked and bantered with the troops, and gave them spiritual comfort to help them face the unknown.

On February 3, the ship's bells sounded for the last time--it was one o'clock. A minute later, a torpedo crashed through the side of the ship and exploded in the engine room. Panic set in. Some men cursed and others wept as they struggled with the lifeboats. Only three or four were launched. Some of the men ran below decks to get forgotten life jackets, but they never returned. Suddenly, the ship quivered and shook, and the men cried out "She's going down!" The chaplains rushed to the railing, which was almost at water level. As they helped the troops get off, they shouted "Get away from the ship before she pulls you under!" One man (more boy than man) approached the group and said "Padre, I've lost my life jacket! I can't swim! I'll..." One of the chaplains ripped off his life jacket and put it around the soldier as he said "Take this, I'm staying, I won't need it." The other chaplains followed immediately and gave their life jackets to three others who were facing certain death. The four chaplains stood in prayer with their arms linked together as the ship's bow came up and then slid beneath the raging sea. It was all over in thirteen minutes. Only 200 men lived to tell the story of The Four Chaplains.

*Articles submitted by COMO Edward Rearick, DSO-PS  
Marlton, NJ*

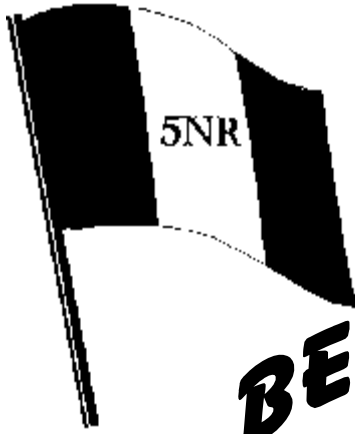
*Photos by Dolly Pascarello  
Atco, NJ*



At the award ceremony, (l to r) VFC 13-5 Sam Pascarello, Manny Greenwald and COMO Edward Rearick

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# FLAG DESIGN CONTEST



**COULD YOU BE  
THE NEXT  
BETSY (OR BILLY) ROSS?**

## PAGEANTRY FOR OUR

Over the centuries, the use of flags and banners to provide organizational identity and "esprit d' corps" in groups and organizations have been widespread. The use of banners, crests, patches and other devices is well established in civilian and military organizations, including the Coast Guard.

We all have our identification with the "Blue Ensign". More and more, we can be proud of seeing it flying at Coast Guard units and where we are active participants.

Now, in recognition of our sixty years of service, can we go a step further? Each of our Districts has its own history and its own significant accomplishments. Let's recognize the 60th anniversary of the Auxiliary by having each District create its own distinctive flag.

The flags would be unveiled at NACON '99. Imagine the pageantry of each flag being presented at the Board Meeting and used to identify that District's place at the Conference. Visualize a display of all the Districts' flags "en masse" the Banquet. It should be an impressive sight!

After NACON, the flags would be prominent at all District affairs. Possibly the logo from the flag would lend itself to a patch, window or bumper sticker, possibly an identifier on District publications. Each District will create an emblem reflecting the pride and the spirit of its members.

Once selected, a drawing or picture shall be provided to the National Legal Staff to ensure the design is appropriate and does not infringe on any copyrights.

To ensure uniformity the flags will all adhere to the same specifications:

48" on the fly - 30" on the hoist ,design visible on both sides.

Canvas binding (header) with grommets on the pole side of the flag.

2" fringe on the other three sides of the flag.

Pole: 88" tall, a spear for the top of the pole

Material - your choice, but nylon might give the best service

Each District Commodore would provide flag, pole and suitable stand for NACON '99

Design phase: September 1998 - February 1999

Deadline for submission of flag designs to DC-L: 1 March 1999

Manufacture Phase: April - August 1999

Additional details are forthcoming from 60th Anniversary Coordinator Ron Boice.

All flag design inquiries should be directed to Ron at 610-783-0968

**JOIN IN THE FUN AND BE CREATIVE!**

## SAFETY PROTECTION FOR PATROLS

When on patrol you never know if a disabled boat has an injured person aboard. If they do, you maybe called upon to provide emergency First Aid.

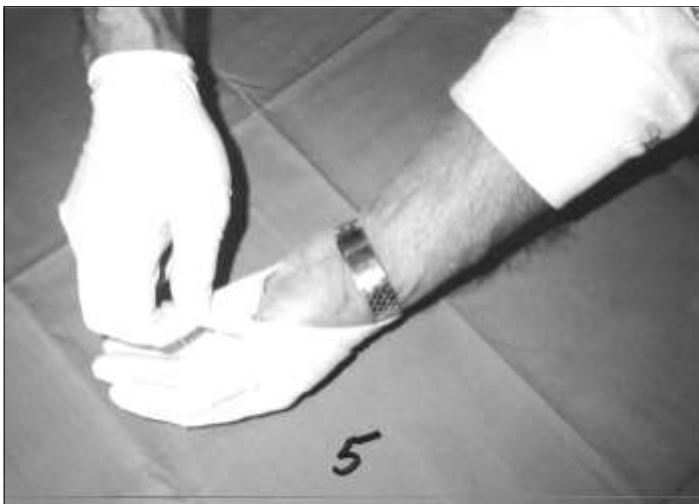
We are all aware that you should never touch a bleeding person without using rubber gloves. Here is a method of carrying rubber gloves with you in your P.F.D.

Take an empty 35 mm film holder, which is waterproof. #1



Take two disposable rubber gloves #2, and fold them in thirds the long way #3; then roll gloves from the finger tips to the cuff and insert into the film holder and then cap #4. Place holder into the pocket of your Auxiliary P.F.D.

When used, you must be careful on removing the gloves



otherwise you will contaminate yourself. Grasp the cuff of the left glove with the fingers of the right gloved hand #5. Pull off glove inside out and discard. With bare left hand, grasp the right glove inside the cuff and pull off inside out and discard.

This method is an easy way of providing safety protection for yourself.

*Article and photos submitted by Dr. Leon E. Kehr, IPDCP 10 Souderton, PA*

*Ed. note: Dr. Kehr is a Diplomat, American Board of Podiatric Surgery*

## UNIFORM TOPICS

### SEW-ON COXSWAIN DEVICE

The sew-on coxswain insignia has been approved for wear on the working blue uniform. You can obtain the sew-on coxswain devices from the same vendors that have been previously listed for the collar insignia as well as other sources that supply CG bases and training centers.



On 5 August COMDTNOTE 1020 was distributed via e-mail to all CG units on the subject of Uniform Regulations. This notice reports the results of Uniform Board #36, has been approved by the Commandant and been published.

The notice has been posted on the What's New page of our Auxiliary Website and includes a list of items that have been approved, approved for further development or have been disapproved.

#### COMDTNOTE 1020:

Item "12 A. Embroidered Qualification Insignia. This uniform program was directed to prepare designs and specifications for sew-on embroidered qualification insignias for wear on the utility uniform. Until embroidered qualification insignias as available, CG PERSONNEL MAY WEAR SEW-ON EMBROIDERED INSIGNIA WHICH CLOSELY RESEMBLE THE METAL VERSIONS OF THE EQUIVALENT INSIGNIA. Local commands shall ensure that members do not wear poor quality interim insignia. Local commands have the authority to not allow wear of sew-on qualification insignia at their discretion."

*Submitted by Carol Urgola, Department Chief, Personnel Hilton, NY*

### WOMEN'S SERVICE DRESS UNIFORMS UPDATE

James Locutson, Distribution Center, announced that the new Dress Blue jacket, new placket and new tab ties limited quantities. They do new Service Dress skirt or to receive them sometime notice will be sent out these items become list will accompany the



Manager, Uniform Woodbine, NJ, has women's Service shirts with button are available in not as yet have the pants, but expect in October. A immediately when available. A price notice.

*Submitted by Gloria Division Chief St. Louis, MO*

*Tobin, Uniform*

## THE HURRICANE PROBLEM

It's been over 50 years since we had a major hurricane in New Jersey. Many of us still remember the 1944 hurricane that devastated the New Jersey Shore. Today there are thousands of new residents living in coastal regions that have never experienced the savage forces of a major hurricane. Many of these people have been through weaker storms and the result is a false impression of a hurricane's damage potential. This often leads to complacency and delayed actions, which could result in the loss of many lives.

Over the past several years, the warning system has provided adequate time for people living on the barrier islands and immediate coastline to move inland, but this is becoming more difficult as our roads have not kept pace with the rapid population growth.

All hurricanes are dangerous, but some are more so than others. The way storm surge, wind, and other factors combine determines the hurricane's destructive power. The National Oceanic and Atmospheric Administration weather forecasters use a disaster-potential scale which assigns storms to five categories. Category 1 is a minimum hurricane: category 5 is the worst case.

Storm Surge is a large dome of water often 50 to 100 miles wide that sweeps across a coastline near where a hurricane makes landfall. The surge of high water topped by waves is devastating. The stronger the hurricane and the shallower the off shore water, the higher the surge will be. Along the immediate coast, the storm surge is the greatest threat to life and property.

On August 16-28, 1992 Hurricane Andrew hit the East Coast with wind gusts in South Florida clocked about 175 MPH. Damage was estimated to be at 25 billion dollars.

Hurricane Camille in 1969 produced a 25 foot storm surge of water in Mississippi.

Hurricane Hugo in 1989 generated a 20foot storm surge in South Carolina.

Hurricane-force winds, 74 MPH or more can destroy poorly constructed buildings and mobile homes. Debris, such as signs, roofing material, siding, and small items left outside in the storm, become flying missiles in the hurricane. Winds often stay above hurricane strength even well inland.

In the final analysis, the only real defense against hurricanes is the informed readiness of the community by the NOAA early warning system; having good emergency disaster planning, and educating the public before hand.

Hurricane Bonnie at this writing is in the Caribbean as a category 3 and possibly becoming a category 4 storm. Now is the time for the Auxiliary to check the reality of their Emergency Contingency Plans and check out their Communication capabilities.

*Article submitted by Gil Finkelstein, VCP 8  
Linwood, NJ*

## TEAM COAST GUARD

### TEAM COAST GUARD WORKS!

This was a typical Sunday morning doing Watchstanding at CG Great Egg with the normal calls on VHF 16, of boats breaking down and minor problems. It was getting close to lunch and the crews were getting hungry. They had been out for six hours on patrols covering the events of the morning.

Bang!, 1315 hours, VHF channel 16, vessel reports taking on water 3 miles off Atlantic City. "Captain what is your position?" "I am off the casinos". "Captain please put on your PFD's at this time".

Communications were not optimal, and this person sounded in real trouble, besides the fact he really didn't know where he was. Both Station Atlantic City and Station Great Egg had the vessel on the radio trying to get an accurate position. His transmissions were much louder in Great Egg. Both stations had boats under way by now, a 41ft out of Atlantic City, a 21ft from Great Egg. Just to cover all the bases, Auxiliary vessel, 282394, Coxswain Marc Brody, Flotilla 85, came out of Great Egg. The transmissions were getting louder and clearer as the boats entered the cut around the Longport jetty. Finally another boater spotted the distressed vessel and gave his position. As expected he was not off Atlantic City, but off the Margate/Longport area. AUXFAC 394 was just minutes away and now had a visual on the sinking vessel not knowing the events to follow. "Station Great Egg, Auxiliary vessel has sinking vessel in sight, and will be on scene in one minute, vessel is off Margate not Atlantic City". "Station Great Egg, Auxiliary Vessel on scene, Eight P.O.B. and vessel going down fast". "We need assistance at once, taking 3 children off at this time"

The seas were 4 to 5 foot and winds 15 to 20 knots, not the best conditions. As the Auxiliary Vessel was just making it's fourth effort to get more people off the sinking vessel, the roar of the 41ft was off the stern and the 21ft off of the starboard side. Just in time to start pumping operations and rescue the balance of the people.

Minutes later a rescue helicopter was over head, dropping another pump to help out. The helo stood by just in case it was needed. One other Auxiliarist, Bob Balke, who was not on patrol at the time, also gave his time to help take two of the people back to shore.

What could have been a disaster turned out to be eight lives saved. The USCG and the Auxiliary working together not only saving lives but also saving the boat from sinking.

TEAM WORK doesn't get better than this.

*Article submitted by Gil Finkelstein, VCP 8  
Linwood, NJ*

**HAND IN HAND...**



TO MEET THE NEEDS OF THE BOATING PUBLIC

# SPO Web Needed

The District 5NR website has been designed and is up and running on the Internet.



**Read the job description on the preceeding page.**

**Do you have a couple of free hours a week to monitor our website?**

**Would you enjoy serving the Auxiliary in this capacity?**

***The successful applicant will receive training to perform the task at hand. This is a priority mission that will receive the full backing of the District Board and Staff.***

**If you are interested in this Special Projects Officer (SPO) position, please respond to Vice Commodore, John Locasale and please include the following information:**

**Member Name and Number**

**Computer Experience (if any)**

**Why you would like the position (optional)**

**Send to: John A. Locasale, VCO 5NR  
2 East 35th Street  
Ocean City, New Jersey 08226**

# SPO WEB - JOB DESCRIPTION

The SPO-WEB is a unique new position, which combines Public Affairs, Publications and Information & Communication Services ability into one single source.

1. The SPO-WEB must interface closely with the Webmaster, who controls the web site text and graphics, communicates with the Internet Service Provider (ISP). He is the Internet technical person. While Internet and computer experience is very helpful, the SPO-WEB is not required to be computer literate. He/she only need to know what is possible, not how to do it. His/her imagination and energy is more important than his/her technical knowledge.

2. The SPO-WEB should be assertive and diligent. He/she should have the ability to extract ideas and data from the various District Elected Officers, Division Captains, DSOs, Topside and many other District sources. The possibilities are endless. The SPO-WEB is the "Editor" who needs to decide what data will be presented and how.

3. The SPO-WEB, along with the Webmaster is responsible for adherence to the published National Web Policy and the Privacy Act of 1974. This is easy, but both should know the rules and keep the site legitimate.

4. The SPO-WEB should monitor the web site often and assure compliance with District guidelines as promulgated by the Commodore in conjunction with the Internet Website

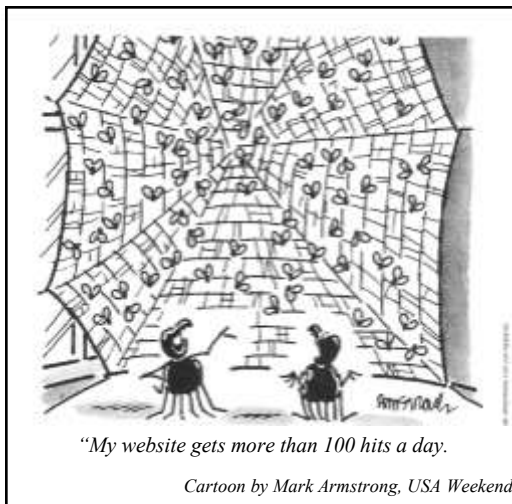
Committee.

5. The SPO-WEB needs to be someone who will take the 5th Northern Website and make it fun to work with as well as to visit. This position is not one for the timid or those who expect to dabble with it or spend a limited amount of time. Especially during its initial stages, I expect it to be a lot of work with some

very frustrating moments. It has the propensity to be either one giant pain in the butt or the best job in the Auxiliary. It all depends on the individual who is appointed to it. (You can't have a 1st Class Website and not enjoy it, but the opposite is also true.)

I will be happy to answer any questions. Give it some thought. If you decide to apply, write to John Locasale, VCO, and let him know of your interest.

*Submitted by Jan Robert Munroe, DSO-  
IS  
Jan@5NR.org  
Wayne, PA*



## 5NR CAN USE YOUR SKILLS

IF YOU HAVE SOME TIME to invest in 5nr  
we can put your talents to good use

**TO: John A. Locasale**, Vice Commodore 5NR, c/o DIRAUX, 1 Washington Ave., Phila., PA 19147-4393

FROM: \_\_\_\_\_ Member

Number: \_\_\_\_\_

CURRENT QUALIFICATIONS: ☐ COXSWAIN ☐ CREW ☐ IT ☐ MIT ☐ VE ☐ MV ☐ AUXOP

YEARS IN THE AUXILIARY: \_\_\_\_\_ OFFICES HELD: \_\_\_\_\_

Dear Commodore Locasale: I have the following interests in the Auxiliary. I also have the time and desire to serve.

USE A SEPERATE SHEET OF PAPER FOR ADDITIONAL COMMENTS

## HISTORIAN

To ease the staffs' burden of sorting and classification Auxiliary material sent to the J.Y. Joyner Library, Districts are requested to collect (via the District Historian), sort and send their material in the month assigned to that District. This prevents the daily arrival of material from all over the nation at the Library and allows for a more focused approach to the work of storing our history. February is the month district 5NR historical records are to be shipped to the 5NR Historian.

Ten years ago there was no such permanent place to safeguard our history. Valuable documents were disappearing rapidly. But now thanks to the hard work of Division and Flotilla Historians, such as yourself, there is a large and very useful archives awaiting those who want to research our past.

### 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 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 so 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. Furthermore, while it is obvious that major events have taken place and important changes have occurred, there is nothing about these events to be found. The moral of the story: Public Affairs Officers, Publication Officers and Historians must team up to be sure that Auxiliary history is recorded and preserved for posterity. Working together they can do it. This has been said before. It needs repeating until it becomes a habit.

*Submitted by John "Jake" Lincoln, Historian  
North Cape May, NJ*

## Happy 59th Birthday USCG Auxiliary



Cutting the birthday cake presented to the Auxiliary from Air Station Atlantic City, (l to r) Capt. Dale Goodreau, Station Commander, COMO John McIntosh, COMO Ed Rearick, DSO-PS, Harry Petersen, Jr. RCO-E.

## SUSTAINED AUXILIARY



When the Sustained Auxiliary Service Award ("SSA" herein) was introduced in 1996, everyone here thought the AUXMIS system could easily be adapted to handle the discovery, confirmation and history of these awards. Awards were requested, prepared and presented under that assumption, and accordingly, not recorded elsewhere. AUXMIS, unfortunately, has not been a reliable source of information regarding the SSA. No report is readily available to the district and data entry into the system has been problematic. Fortunately, records have always been kept in each Auxiliarists file in the Director's Office. It is the responsibility of the DIRAUX to document and prepare this award.

The 5NR solution:

The DIRAUX has added a new staff position. This new civilian staff member will research past awards by reviewing the file of each Auxiliarist with over 750 reported SSA hours.

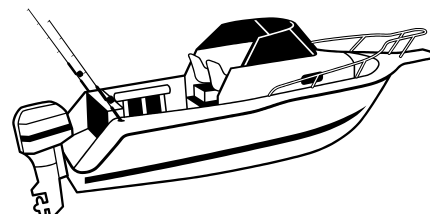
Headquarters provides a quarterly AUXMIS report to the DIRAUX listing all Auxiliarists who are eligible for the award and their total SSA hours. Upon receipt, these awards will be generated.

With a current SSA database, the DIRAUX will easily monitor these awards and, quarterly, produce all awards which have been earned. We expect all Sustained Auxiliary Service Awards will be current by the Fall Conference.

Since DIRAUX will be using AUXMIS reports in order to document the eligibility for this award, the current 5NR Sustained Auxiliary Services Award Form no longer needs to be completed and its use is discontinued.

We thank all those Auxiliarists who have so patiently waited for their first, or subsequent Sustained Auxiliary Services Award and are confident that they will be pleased with this new system. You may be assured that all future awards will be processed efficiently and reliably. You have my sincere thanks for all your efforts.

*Jan Robert Munroe, DSO-IS  
Wayne, PA*



# TEAM COORDINATION TRAINING (TCT)

## THERE IS SOMETHING NEW IN OPERATIONS TRAINING, AND IT INVOLVES TEAMWORK, WOW!

Well with the long title out of the way I can, hopefully, start to excite you to what is coming. It's called Team Coordination Training, (TCT).

As the title indicates, it is interactive training to help improve you and your crews. It is a reminder (hopefully) of how a crew should work from start to finish. And, it is a reminder that the leader is also part of the crew.

As a Qualification Examiner (QE), I was part of the first large class of Auxiliarists to receive this training. It is eight (8) hours long, but I'm sure, due to our instructors, seemed about two. Our instructors or as they liked to be called, facilitators, were Mel Borofsky (Mel, "Borofsky" has one "f") and Dave Becker. Dave, I have known for years and is a great trainer. Mel, I have only recently met, but he has enough enthusiasm, spirit, and knowledge of the subject that he could bottle and sell it for a good price.

The training involves several training tools that we have all had at one time or another but it gets you to thinking in a team way. It helps you, as a team leader, to recognize your strengths and, I'm sorry to say, your weaknesses. There is interaction with your classmates that was both fun and a great learning tool. There were individual quizzes (you grade your own) to group activities. All were aimed at getting a better working relationship between you and your crew, or, if you are a crew person, to make sure your ideas are listened to by the leader. It helps in overall decision making, and leads to a safer mission

for all concerned.

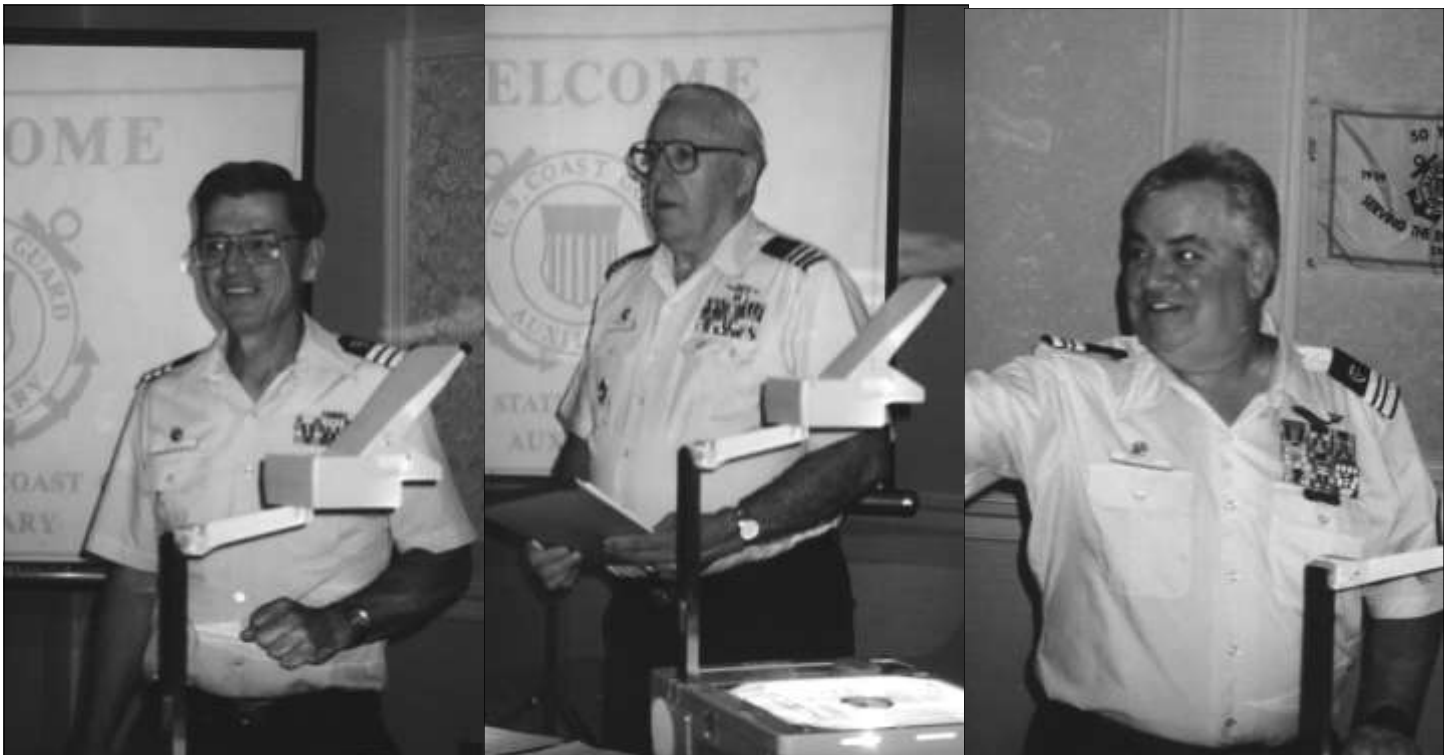
I'm afraid that TCT is going to be mandatory for all boat crew people in the near future. You will have time to get it so don't be overly concerned. You will have to be updated every five years to stay qualified, but again, not to worry, I found it fun and I'm sure you will too. If I could have changed anything it would have been the time of year I had to take it. but you will be getting choices of dates, I'm sure.

There is a textbook and it's own study guide (I'm not sure when it will be available, but soon).

I know how some of you feel about one more mandatory task to do for operations. BUT it looks like this one was designed for safety first for you and the whole crew, by teaching us how to interact with each other in a very productive way. So what is this old war-horse trying to tell you-

## TRY IT, YOU MAY WELL LIKE IT!

*Submitted by COMO William E. Pierce, PDCO 5NR  
Mantua, NJ*



TCT Facilitators (L) Dave Becker, DCP 10, and (R) Mel Borofsky, VCP 7, with BCQP Coordinator (C) Lee Crossman at the first 5NR Qualification Examiner TCT Workshop. The weekend session was held in Frazer, PA.

# AROUND THE DISTRICT

## DIVISION 1

### NORTHERN DELAWARE

#### FROM AUXILIARY POWER-DRIVEN VESSEL TO A LIVING HISTORY MUSEUM SAILING VESSEL

On patrol with the Auxiliary Search and Rescue Detachment Wilmington which is located at the Kalmar Nyckel Shipyard. The shipyard is operated by the Kalmar Nyckel Foundation a non profit educational corporation of the State of Delaware. I became curious and then interested at watching the building of a strange looking wooden vessel. Talking to people who were doing the work and learning that they needed help such as tour guides, was my starting point. Next was a nine-week volunteer crew class every Saturday and Sunday. We learned the history of this sailing vessel and many facts of the ship, including the over 8 miles of lines used aboard. Then the big test! Yes, I did pass. Wow! I would be one of the crew, as a trained volunteer member, by completing the sail training course. My first tour of



Cordia Kellam in costume for the movie.

duty was for 3 weeks, including a part in a movie film in the waters off Lewes, DE. (I, as other members of the crew, was one of the actors.) Monday May 11, 1998 at 1200 we departed our port with 50 crewmembers heading down the Delaware River. We spent our first night at anchor off Artificial Island, due to a weather forecasting a chance of storm. All crewmembers slept in a sleeping bag on the floor or in bunks, which we call the Salon room. Next morning, at 0500, galley duty started. All other crews would be ready to start duty at 0630 working on the port or starboard sides, hosing down the deck and all other necessary work with everybody rotating every day. At 1000 we set sail for our journey down the Delaware River. As we reached Ship John Light a storm came up with the wind blowing at 45 miles per hour and 6 to 8 feet high waves, causing some of the crew to become sick. As a retired nurse this was the day I earned my keep. From passing out plastic bags, on and below deck, and holding on to crewmembers. At one point when the ship pitched I lost my balance and fell but recovered uninjured. At no time did I feel in danger. The ship was seaworthy, even Tool Box our cat slept like a baby through the storm, which continued until we reached Break Water off Lewes.

I never missed a meal, although I lost 12 lbs. I returned home feeling better mentally and physically for all the experience of the teamwork, trust and respect for the forces of nature and the peacefulness that sailing and sharing produced.

My deepest appreciation and admiration for those who had a dream and worked so hard to make this journey a reality and also to Captain David W. Hiott and the 4 paid crew for their leadership and guidance. I am awaiting my next tour of duty in with excitement.

There are so many stories to tell but due to limited space I can only advise you that if interested please contact Kalmar Nyckel Foundation at 1124 E. Seventh St., Wilmington, DE 19801. Telephone 302-429-7447 or email [kalnyc@ka1nyc.org](mailto:kalnyc@ka1nyc.org) or on the web [www.kalnyc.org](http://www.kalnyc.org).

*Photos and article by Cordia Kellam, FSO-SR 15*

*Wilmington, DE*

*Submitted by Roz Schwebel, FSO-IS 15*

*New Castle, DE*

Ed. note: The Kalmar Nyckel was featured in "Around the District", *TOPSIDE, Issue 1, Vol. 98, Spring, 1998*

# AROUND THE DISTRICT

## DIVISION 1

### NORTHERN DELAWARE

#### CREWING FOR THE WHITBREAD

After a hard day of work, I wasn't looking forward to a quiet evening at home. With a quick stop home to say "See ya Sunday evening", and to meet my traveling companion, I was enroute to Annapolis, MD to crew on a patrol during the *Whitbread Race*.

After picking up Carol Owens, Flotilla 14, we headed down Route 301/50 stopping only for dinner. Following excellent directions faxed to us by our host and coxswain, Stuart Schoenburg, we safely arrived at the Naval Academy Boat Basin, on the north shore of the Severn River.

We checked into a two story barracks recently cleaned up, just for us, by the Coast Guard Reserve. We found that the term *SNAFU* is still valid. Carol Owens was assigned to a "Male Only" room while I was to stay in the "Woman's" section. The



helpful Reservist Desk Clerk quickly rectified these "little" errors by placing Carol and her two female companions in the old laundry room. This room came complete with a noisy ice machine and a leaking ironer. I fared much better, my new roommates were both male, from Virginia and Pennsylvania.

A 2 hour briefing gave us a clue to the enormity of this endeavor. We were in the company of the Regular and Reserve Coast Guard, US Power Squadron, Fire-Rescue and Maryland DNR Police. When told that our breakfast slot was from 0520-0540, it was time to bed down. Some of us had regular beds, while others had cots that creaked in the night.

Up at 0445, to shower, shave and shovel down some food. We left the dock at 0730 playing "follow the leader" to our assigned AOR (area of responsibility), just below the Route 50 bridge on the west side of the channel. We inserted the coordinates into our GPS and practiced our patrol route. Tomorrow would be for real, but today was practice day, easier with fewer boats.

Returning to our berth at the boat basin, we napped or ate our box lunches. Carol and I helped the other vessels get fueled up for the "main event". The rest of the afternoon was free time so we toured the Academy and viewed it's "fleet".

Evening brought rain and fireworks. While others trekked out in the rain to view the fireworks, we enjoyed the spectacle from the dry comfort of the dining hall patio. The aerial show from across the Severn river was a beautiful way to end the evening. Early to be and early to rise was the order of the evening.

Arising on the "real" day at 0445, we followed the normal routine and made our way to our berth for departure at 0730. Arriving on scene, we assumed our position for the great race. Our objective was to establish a wall of anchored spectator boats and keep an open safety zone between them and the racers. Most of the fleet was appreciative of our efforts as it ensured a good view for everyone. As we waited for the starting gun, we patrolled our zone, taking turns with other crew members, eating, greeting other boaters and picture taking.

Tacking back and forth for starting position, the racers got the final gun. Assisted by several helicopters, they were off to merry old England. When the racers passed our position, the spectators pulled up anchor and made a mad dash to follow the sails. We were able to maintain our safety zone. The spectator vessels ranged from the smallest of kayaks to the Liberty Ship *John Brown* laden with several hundred well-wishers.

When finally relieved of our assignment, we threaded our way through the crowd and made our way back to home berth.

We would like to thank the 5th Southern District for their southern hospitality and a special thanks to the Regulars and Reservists for their hard work during our stay. A great team effort paid off with a mission accomplished.

*Photos and article by Paul Eldridge, VFC 15  
Newark, DE*



Paul Eldridge, VFC 15 and Carol Owens, ADSO-OP (C)

# AROUND THE DISTRICT

## DIVISION 2

### PHILADELPHIA, PA

#### DIVISION 2 AUXILIARIST OF THE YEAR



Eugene C. Henderson, FSO-OP 24 at a public affairs booth. Mr. Henderson, of Jamison, PA, was named Division 2's Auxiliarist of the year 1997.

*Photo by Martha Frank, IPFC 24  
Warminster, PA*



PFD Panda and Muriel G. Lewis, FC 2-76 at Penns Landing in Philadelphia, celebrating National Safe Boating Week.

#### AUXILIARY APPRECIATION DAY



On 20 June 1998 Group Air Station, Atlantic City, N.J. hosted an "AUXILIARY APPRECIATION DAY" at their new facility and their Commanding Officer, Captain D. E. Goodreau, was visible as seen pictured with (Rev.) John C. Hackney, an instructor in Flotilla 2-76 based at Washington Avenue in Philadelphia PA. Mrs. Muriel Lewis is Flotilla Commander.

Auxiliarists and their families who came to both celebrate the 59th year of the Auxiliary, and to celebrate Group Air Station's new location, were permitted to tour the Air Station guided by several elite Coast Guard Officers and other personnel. A helicopter gave a demonstration of several of its capabilities and a Hercules "Big Bird" was on hand. Refreshments, including a special "Tribute" cake for the Auxiliary, made the day, and caused all to appreciate "Auxiliary Appreciation Day 1998".

*Photo and article by Muriel G. Lewis, FC 2-76  
Havertown, PA*



Helicopter crew who performed air/sea rescue demo at Penns Landing, (l to r) LT Bryan Dever, AD Jeff King and LCdr Brian Sanborn.

# AROUND THE DISTRICT

## DIVISION 2

### PHILADELPHIA, PA

#### FLOTILLA 2-76 OBSERVES NSBW

Despite the heat, rain, and gale winds, National Safe Boating Weekend was observed at Penn's Landing the last weekend of May 1998. The exhibitors turned out en masse, and provided lots of good information for those who stopped by.

We had several informative booths. The Delaware River and Main Line US Power Squadrons were well represented, with good data on their classes, life jackets, etc.

Our delightful and fascinating TASK FORCE 100 intrigued everyone with their radio-controlled models of U.S. warships, built on a scale of 1:100. They included an aircraft carrier with model planes, which was excellent, as well as several other warships. This is a fabulous group, and they take their boats all over for shows, etc. The YMCA talked about their water safety classes, and reached out to the young people who attended. The Atlantic Strike Team brought up two of the boats they use when they go out on oil spills.

The USCGC RED WOOD had a booth set up on land, since the RED WOOD was not able to make it to Penn's Landing (undergoing repairs, etc.), and the coasties who were there had lots of good information concerning the buoy tender, and the kind of work it does.

As hot as it was, our hypothermia booth brought many people over, to put their hands in the cold water - not only to see how cold affects someone, but also to cool off! We all took advantage of this!

The Philadelphia Boat Supply Co. brought a boat fully equipped to pass a courtesy examination, and had it on display for all to see. The Pennsylvania Fish and Game Commission also had a boat present, and this was fitted out to pass the Fish and Game Commission requirements.

The youngsters at Penn's Landing had a good time with PFD PANDA, who gave them useful hints on the importance of wearing life jackets when in or on the water. PANDA is a great guy, and he fascinated all the kids. His personality is superb!

Along with all the exhibitors, there are many "behind the scenes" people who should be thanked for their hard work and dedication to making this event a continuing success. To Rita and Andy Kratzer - you are great! Your efforts could not be topped. To Joe Rzucidlo, our Communications center control, without you at the mike, things could have gotten out of hand. To our patrol boats - the regatta on Saturday would not have gone off well without you. And, of course, to everyone from the Coast Guard, from Captain Veentjer on down, thanks for your help and support. It is a privilege to be part of Team Coast Guard. To Penn's Landing and your excellent staff, thank you for making it look easy!

We're gearing up now for NSBW 1999 - hope you all are, too.

*Submitted by Muriel G. Lewis, Chairman Penn's Landing, for Flotilla 2-76 Havertown, PA*



Holding the proclamation for National Safe Boating Week is Philadelphia Mayor, Ed Rendell. (l to r) XO Jeff Gruber, CO Jeff Nickerson, Mayor Rendell and Muriel Lewis, FC 2-76.



USCG Cutter CLEAT leading the parade for the blessing of the fleet.



Puppy cooling off at the hypothermia booth. Rita Kratzer, DSO-SR and the pup's owner applying the cool water.

*Photos submitted by Muriel G. Lewis, FC 2-76 Havertown, PA*

# AROUND THE DISTRICT

## DIVISION 3

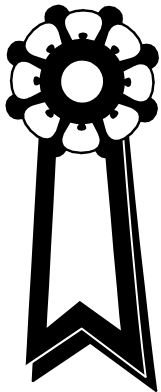
### WEST NEW JERSEY



Mike and Gerry Keegan with Delaware Bay Day trophies.

### DELAWARE BAY DAY- A HUGE SUCCESS

June 6, 1998 came upon us with that breath of spring that makes all boatowners just run to the dock to launch their boats. However, Mother Nature saw fit to develop a nasty cough that day and the winds were a bit too high for most recreational boaters locally, but in the Delaware Bay, the festivities and parade were still taking place. Leo Vincent, Bob Worthington and Jeanine Bradshaw were on patrol in Leo's boat out in the Bay and Mike and Gerry Keegan along with their crew Bud and Miriam Compton took part in the parade festivities. Along with the help of Jennie and Harry Petersen, Mike's boat was decorated with the accouterments of the holiday season and adorned with lighting run from a generator. (Gerry happened to mention this generator would have lit up Mullica Hill on Christmas.



Well, as things should go the parade went off without a hitch, mostly due to the Auxiliary PATCOM, Harry Peterson and after all the vessels were back at the dock Miriam Compton suggested they check the board for winners. Much to their surprise Mike's boat had taken First Place in the Patriotic Division.

Congratulations to Mike and Gerry for their accomplishment in the parade and we all wish you the best of luck in trying to get that wide grin off Gerry's face.

*Submitted by Eugene J. Morris, SO-SR 3  
Wenona, NJ*

# AROUND THE DISTRICT

## DIVISION 4

### SOUTHEAST PA



### PENNSYLVANIA FISH AND GAME COMMISSION AWARD

"The Pennsylvania Fish and Boat Commission commends the achievement of United States Coast Guard Auxiliarist, Larry Brooks (right). Who has provided the Boaters of Pennsylvania with Courtesy Marine Examinations for 25 continuous years from 1973 through 1997. His dedicated service has been instrumental in educating the boaters on the Schuylkill River in the Valley Forge area. His contributions have made the area a safer place for boaters."



The award was presented by Gerald B. Barton (left), Waterways Conservation Officer in Southern Montgomery County, at the July meeting of the Auxiliary's Flotilla 45 in Paoli, PA.

Division 4 Captain, Eugene A. Bentley, who presented National Commodore Certificates of Awards to Vice Flotilla Commander Brooks for over a hundred Courtesy Marine Examinations (with belt buckle) and an award for Outstanding Contribution to the Personal Watercraft Safety Check Program (both for 1997), looks on.

*Submitted by Larry Brooks, VFC 45  
Paoli, PA*

# AROUND THE DISTRICT

## DIVISION 5

### HARRISBURG, PA

#### A SMALL WINDOW OF OPPORTUNITY

In March, at Flotilla 56 NavRules course Wally Brenner addressed the group with an urgent request. He needed someone to crew for him the following day on a trip across the Chesapeake Bay. He then explained the reason for the short notice. Apparently, there would be a limited window of opportunity between two storms and he was going to have to go through the window the following day or he'd have to wait several weeks until conditions would again be suitable. Same warranty work was to be performed on his boat and he needed it completed before the Whitbread Race at the end of April. His facility was scheduled as a patrol vessel during that event. Understanding his problem, I went to him and offered to rearrange my schedule and serve at his crew.

Our scheduled departure time the next morning was 0800. I left home considerably earlier because a dense fog had settled in and I wasn't sure how difficult a time I would have in finding Wally's house. Upon arrival, I found that Wally had gotten the latest weather forecasts for the Bay from the Internet. The rain had stopped, the wind had slowed to less than 10 knots and waves were not expected to exceed one foot. The fog was expected to burn off in an hour or so when the sun rose a little higher in the sky. So, we started on the two-hour drive to the marina where the Brenners stored their boat located at the mouth of the Patapsco River. Jeannie Brenner was the third member of our party and her job was to drive the car from the marina, across the Bay Bridge to the boatyard on Kent Island.

When we arrived at the marina, everything was still socked in with fog, with no apparent indication that anything was going to change. In view of the fact that visibility was limited to about 200 yards, the marina owner strongly urged that we not make the trip, especially since we did not have radar. Wally pointed out that he had GPS and felt comfortable with his ability to find his way to Kent Narrows channel. He had navigated this course before using the GPS and the only difference now was that the visibility was not very good. Actually, it was quite poor.

We waited another two hours for the fog to lift, with no appreciable change. At this point, the window was about to close and it was time to either go, or call the voyage off. We decided to go! Wally had gone over the charts, checking coordinates of the way-points. He then checked these against the coordinates of landmarks, which he had entered into the memory of the GPS. Everything checked out fine. The boat was given a thorough inspection to make sure all operating systems were working properly and equipment safety checks were made. When we were sure all was in order, we cast off from the pier and headed for the narrow opening in the breakwater, which separated the marina from the Bay. Jeannie stood at the end of the breakwater and waved as we passed.

As we slowly moved out into the Bay, we realized we were having considerable difficulty seeing through the rain and fine mist that had collected on the Plexiglas panels of the canvas above the windshield. As much as we would have liked the added protection from the wind, removing the panel appeared to be the best way to deal with our number one hazard, poor visibility. We had already removed the aft-portion of the canvas

to minimize the danger of trapping carbon monoxide gases in the cockpit area. Now there was excellent ventilation with the air blowing in above the windshield and out the back. Our next step was to find a few more layers of clothing to wear under our PFDs, which couldn't have been more warmly welcomed. Except for the cold air causing our eyes to water when we stood with our heads above the windshield, it was not bad. When we sat down with our heads below the windshield, it was quite delightful since the bimini top and the side-curtains provided protection from the elements.

Within five or ten minutes after departing, we had reached our point of embarkation, a string of channel markers leading into the Patapsco River. At this point, Wally entered the name of our first way-point on the opposite side of the Bay, and pushed the 'GOTO' button on the GPS. He then headed the boat in the direction indicated by the marker on the GPS screen, and off we went. The GPS told us we had about 7 miles to go, and our estimated time of arrival was 35 minutes, at the diminished speed Wally chose to run.

For quite sometime all we could see was water and fog. With no shore markings evident, this was worse than traveling at night. At least at night, lights are visible and approximate locations could be determined by using the lights as referenced on charts. Earlier, as we approached the channel, we came upon some clam boats digging oysters. This encounter proved to be very helpful as it gave us an opportunity to gauge how far we could see on the water. The 200-300 yards appeared to be a safe distance, provided boat speeds were kept to moderate levels.

As Wally was demonstrating to me the functions of the GPS, he decided to make a slow circle to show how the instrument would react. After we had made the circle, I found that I lost almost all sense of direction. The fog was so thick that the sun could not be located. The daylight was so diffused that there were no shadows evident at all. Since there were no trees on which to observe moss growing, I had to rely entirely on the compass and the GPS. The direction of the waves and the wind did provide a little basis for orientation, but it was only blowing slightly and appeared to change direction. When we embarked on the first leg of our trip, we checked the direction indicated by the boat's compass and found it coincided with that of the GPS, once corrections were made for magnetic and true bearings. After we had established confidence in our ability to find our directions, boating on the Bay, even under the existing conditions, turned out to be quite enjoyable. In addition to the few commercial fishing boats, we saw only one other boat. It was pushing a small string of barges along the outer portion of the main North-South channel. There weren't any other pleasure boats on the Bay, (that we could see). I especially enjoyed watching the ducks and other water birds skimming along over the wave tops after we had jumped them from their resting-places. Many would allow us to get quite close before they would fly. The smooth water surface allowed us to glide along with a minimum of bumping and bouncing. Wally and I agreed that we really were having a nice boat ride; even if it was foggy

*(Continued on page 48)*

# AROUND THE DISTRICT

## DIVISION 5

### HARRISBURG, PA

*(Continued from page 47)*  
and still winter.

When the GPO indicated that we had nearly completed the first leg of the trip, we noticed a green buoy floating in the water, our waypoint. By now, the fog had thinned a little bit and we could faintly see the outline of the Eastern Shore. It was time to turn and start the last leg of the journey to the Kent Narrows channel marker. Wally punched in the next waypoint, which could not have been determined from our charts. The channel had been recently dredged and moved a considerable distance. This activity took place after the charts had been prepared. The previous fall, Wally had placed the location of the new channel entrance into his GPS and this lead us to our destination.

Before long, dead ahead, we spotted the new channel markers at the entrance to Kent Narrows. Our captain-navigator was quite relieved and proud of his "blind" navigation. Within minutes we were passing under the Route 50 bridge and finally encountered same crab boats. We then spotted Jeannie standing on the shore in the boatyard, our destination. We later learned that she had arrived only minutes before, meaning that it had taken her almost as long to drive the distance by car as it did far us to go by boat. Naturally, she had to go the long way around and we had the benefit of a more direct route.

After we had turned the boat over to the service manager at the boatyard, we walked across the road to Angler's Restaurant where Wally treated us to lunch. As we were entering the restaurant, we realized our "window of opportunity" had closed, far it started to rain. We really felt fortunate to have had such a wonderful trip and to have made it despite the fact that weather conditions were far from ideal. Realizing our navigational skills had been teamed primarily as a result of USCG Auxiliary training tended to pump up our egos even more.

*Article by William F. Frotscher, FSO-MA 56  
Newburg, PA*

## DIVISION 5 PROMOTES NATIONAL SAFE BOATING WEEK

Proclamations were received from Pennsylvania's Governor Tom Ridge and Harrisburg's Mayor Stephen Reed. Kickoff of NSBW began on Armed Forces Day, 16 May, with Public Affair Displays at Navy Supply Systems Command, Mechanicsburg, PA. Gate count of spectators entering the depot that day was over 7000. CWO Peter Haines, USCG, assisted the six Auxiliarists from Flotillas 52, 53, and 54 with this booth. Flotilla 56 members were also busy that same day with a Public Affairs Display at Letterkenny Army Depot.

The finale, 23 May, was at City Island, Harrisburg, PA. U.S. Coast Guard Auxiliary Division 5 members joined forces in this event. PFD Panda, Snoopy, and Splish & Splash were on hand to entertain the children.

The Harrisburg River Rescue had a working model of a low head dam including a model boat and life ring to demonstrate the danger to boaters in the vicinity of a low head dam. They also provided the diver/swimmer for the water rescue demonstration by the U.S. Coast Guard helicopter. Pennsylvania Fish and Boat Commission were on hand for law enforcement during the water rescue demonstrations.

The U. S. Coast Guard helicopter from the Atlantic City Air Station arrived at 1200, circled the beach, and as they prepared to land, spectators began approaching the beach. Upon landing, the crew spoke to the spectators about the helicopter and their work with the U.S. Coast Guard, answering a multitude of questions. The swimmer entered the water from the Auxiliary patrol boat, swam towards and boarded the basket, which was lowered by the helicopter. The basket was then raised to the door as the helicopter flew to a position above the patrol boat. They then lowered the basket with the rescued swimmer to the awaiting boat crew.

Lieutenant Commander Duld and his wife Marcie were in attendance as guests. A special award ceremony was held in honor of Lieutenant Commander Duld's retirement. William Weihbrecht, DCP 5, presented a photograph album of various Division 5 activities and a gift certificate for his favorite sporting goods store. Then he and Marcie left in a horse and carriage to tour City Island.

*Written by Jack Ruggles, SPO/NSBW 5  
Harrisburg, PA*



← COMO Clyde E.  
College, DCO 5NR with the  
PFD Panda during Division  
5's NSBW festivities.  
*Photo by Cindi Adams, FC 52*

# AROUND THE DISTRICT

## DIVISION 6

### WEST TRENTON, NJ

#### DIVISION 6 AUXILIARIST OF THE YEAR



Dave Dunham (l) receiving his Auxiliaryist of the Year recognition from COMO Clyde E. College, DCO 5NR.

Dave Dunham, Flotilla 66, was selected as Division 6's "Auxiliarist of the Year" for 1997. Dave has been a member of the United States Coast Guard Auxiliary for over 13 years and joined immediately after completing a Boating Skills and Seamanship course in Fairfax, Virginia (5SR). He first joined Flotilla 14-6, Woodbridge, VA, and served as an appointed staff officer for two years before moving to Pennsylvania.

After transferring to 5NR, Dave joined Flotilla 66 where he has served in a number of appointed staff positions and as an elected officer, holding both the office of Vice Flotilla Commander (1991 & 1992) and Flotilla Commander (1993 & 1994). Dave has served as Division Staff Officer-Information Systems (SO-IS) and for the past four years has been the Division's Staff Officer-Member Training (SO-MT). While serving as SO-MT he has been successful in coordinating a Watchstanders Course, numerous operational specialty courses, Auxiliary Leadership (AUXLEA) course, pinned coxswain training, and boat crew training.

Dave holds the AUXOP rating and is qualified in the boat crew program as a Coxswain. He is also qualified as vessel examiner, public education instructor, and a marine dealer visitor. On the 5th District level, Dave is a member of the Total Quality Management (TQM) Committee.

*Submitted by Doreen Nemiroff, FC 66  
Jenkintown, PA*

#### SPRUCING UP SARDET BORDENTOWN



(l to r) Chester Klabbatz, SO-FN 6, and Joe Farber, FSO-VE 61 prepare to mount the new USCGAUX sign on SARDET Bordentown.

*Photo by Tim Morten, Flotilla 61*

USCGAUX SARDET (Search and Rescue Detachment) Bordentown, NJ was renovated this past winter in preparation for the 1998 boating season. The complete makeover of the SARDET included the installation of a new door and window, new paint, a new floor, and a new USCGAUX sign. The interior was rearranged to allow the communications Watchstander to be near the door, visible to the boating public, to increase public awareness of the USCGAUX. Division 6 is looking forward to putting the improved SARDET facilities to good use and reminds everyone to be safe on the water.

Submitted by: Charles Stewart Jr., VFC, 61  
Yardley, PA

#### IN LOVING MEMORY



Carson C. Shephard, (L) 1926 - 1998

*Photo submitted by Horace S. Jones, Jr, VFC 65  
North Wales, PA*

# AROUND THE DISTRICT

## DIVISION 7

### EAST CENTRAL NEW JERSEY

#### HOT HOT HOT!

It was a sweltering 90 some degrees, but that did not stop Flotilla 77 from putting on a sizzling event. On Saturday, June 27th, to celebrate summer and promote safe boating an informal get-together was held at Great Bay Marina, Little Egg Harbor, NJ. As the PFD Panda greeted children and parents, they got to view the services that available to them as provided by the U.S. Coast Guard and members of it's Auxiliary.

The Mystic Island, NJ dive team joined flotilla 77. The public had the opportunity to see the dive team's latest acquisitions, a 23 ft. vessel, which will be used for aiding in Search and Rescue. Members of the dive team demonstrated saving a drowning victim and use of the fire-fighting pump. The Mystic Island's Team also brought other apparatus for viewing.

The Flotilla had several tables set-up with various literature and displays, such as, a Marine Environment booth to stop the pollution of our waters. Vessel Examiners were on hand for Courtesy Marine Inspections.

A special guest appearance by The Loch Rannoch Pipeband from Pineville, PA actually led the show of events. With their colorful tartan kilts of heavy wool, they played on and on.



PFD Panda with Stan Pojner, SO-VE 7 and Mel Borofsky, VFC 7

Everyone had a great time. Children gathered different activity books and parent gathered boating literature. Everyone also enjoyed eating Scottish delicacies. The only question at the end of it all is "What do they really wear under those kilts?"

*Photo and article Submitted by Linda Maciborka, FC 77  
Little Egg Harbor, NJ*



PFD Panda (Bob Logan, 77) with the Captain of the Loch Rannoch Pipe Band, Sandy Sinclair

#### FLOTILLA 72 PRACTICES TEAM COAST GUARD

The flotillas of Division 7 are very fortunate in that we are working within the area of responsibility of CG Station Barnegat Light and Small Station Beach Haven. CWO 4 Ken Holmes, CO has offered his facilities and personnel to Division 7 for the purpose of on the water training and Flotilla 72, Tuckerton, NJ has taken full advantage of the offer.

It is the policy of Mr. Holmes that all Flotilla Operational Vessels must be inspected by the Station before receiving operational orders. On July 7 this year Al Gallene, Coxswain, took his vessel to Station Beach Haven for this check-off. On board as crew were George Peperiyas VFC 72, Edith Hopkin SO-MS 7 and Auxiliarists Walter & Bernyce Wubbenhorst.

After his vessel was inspected by BM1 Hause, Coxswain Gallene took advantage of Mr. Holmes offer. The RHIV 212031 was dispatched to rendezvous for training.



George Peperiyas, VFC 72 training with the Regulars from Small Station Beach Haven.

A number of approaches were made and towing exercises were performed including side-tows and fouled anchor exercises. The Coasties expressed their thanks for the training and we thanked them for the opportunity to help. Everyone agreed it was a worthwhile and practical hands-on training experience and is the only way to go. Doing it with the regulars is practicing Team Coast Guard.

*Article Submitted by Al Gallene, FSO-PE 72  
Little Egg Harbor, NJ*



Flotilla 74 held a National Safe Boating Week Boating Safety Booth at the Walmart store in Manahawkin, NJ. Shown above are participants, (l to r) Russell VanLuvender, FSO-PS, Tex Gydos, FSO-MV and Charles

# AROUND THE DISTRICT

## DIVISION 7

### EAST CENTRAL NEW JERSEY

#### JOURNEY TO WELLNESS



(l to r) Paul V. deFerrari, Captain Division 7, Kathleen deFerrari, FC 79, Charles Andree, VFC 74, Russell VanLuvender, FSO-PS 74

Each year, members of Division 7, in conjunction with Southern Ocean County Hospital, participate in a program called "Journey to Wellness". This year we met with 1100 third graders from the elementary schools in Southern Ocean County. Each group of students is taught a "Boats n Kids" course adding instruction on the marine environment, using information from "Inky the Whale" and "The Adventures of Captain Cleanwater."

This is an all day program starting at 0800 and finishing up at 1500. We have been fortunate to have the assistance of Station Barnegat each year, giving students a positive image of the U.S. Coast Guard at work. The photo shows us before the students arrive with our props set up and ready to go.

This year Charles Andree, SO-AN 7, and Russ VanLuvender, FSO-PS from Flotilla 74, along with SN Mark Thompson and SN Amy Dove from Station Barnegat Light assisted Paul deFerrari, Captain Division 7, and I at our "Boating Safety Station". This was SN Thompsons' third year assisting us and he has become a very able instructor who demonstrates to the youngsters how necessary safety boating is. We have been participating in this very worthwhile program since it was initiated by the hospital and hope to continue in future years.

*Submitted by: Kathleen "Mickey" deFerrari, FC 79  
Lanoka Harbor, NJ*

#### A UNIFORM IS A UNIFORM

While at Fall Conference, Paul deFerrari DCP7 and I had to cross the street, in uniform, to purchase some fire extinguishers from Home Depot as door prizes for the Saturday night festivities. On entering we were asked if they could assist. I said I was looking for fire extinguishers. I was told to look at the end of aisle 1, the middle of aisle 2, etc.

#### THE PERFECT STORM

It is rare for me to review a publication whose title is not prefixed with a COMDTINST or a COMDTPUB. My good friend Bob Albers presented me with a book that I must share with you. A book of non-fiction that reads with as much drama and intensity the best a fiction writer could ever offer. Enough prattling about, the book is named "The Perfect Storm" by Sebastian Junger (W. W. Norton and Co., New York, London).

It was the storm of the century, boasting waves over one hundred feet high-a tempest so rare a combination of factors that meteorologists deemed it the "perfect storm". When it struck in October 1991, there was virtually no warning. "She's comin' on in, boys, and she's comin' in strong," radioed Captain Billy Tyne of the Andrea Gail off the coast of Nova Scotia, and soon afterward the boat and it's crew of six disappeared without a trace. In a narrative taut with the fury of the elements, Sebastian Junger takes us deep into the heart of the storm, depicting with vivid detail the courage, terror and awe that surface in such a gale. He recreates the last moments of the Andrea Gail crew and recounts the daring high-seas rescues that made heroes of some and victims of others; and he weaves through the fishing industry, the science of storms, and the candid accounts of the people whose lives the storm touched. The Perfect Storm is a real-life thriller that leaves us with the taste of salt air on our tongues and a breathless sense of what it feels like to be caught, helpless, in the grip of nature beyond our understanding or control. We know, on the strength of this stark and compelling journey into the dark heart of nature, what it feels like to drown.

I heartily recommend this book to the Auxiliarist who wants to see the marriage of our training and fears. We can experience the values of Team Coordination Training (TCT) and the tragedy of overlooking its values. After reading this book we can appreciate our weather and navigation training, risk management and the like.

Get this book and settle in for a great read.

*Mel Borofsky, DSO-PB, Editor, TOPSIDE*



←Manning a mini Safety Booth at Cedar Creek, NJ are (l to r) Larry Greco, FSO-CC 7-10 and Ray Panfile, VFC 7-10. Larry and Ray inspected 12 PWCs while manning the booth. Note the activity in the background.

*Photo Ray Panfile, 7-10  
Bayville, NJ*

# AROUND THE DISTRICT

## DIVISION 8

### NEW JERSEY



"Bud" Troiano, FC 83 and Inez Troiano, VFC 83 manning a Courtesy Marine Exam station at CG Training Center Cape May.

*Photo Bud Troiano, FC 83*



Members of Flotilla 83 manning Courtesy Marine Exam booth at Pier 47 Marina during National Safe Boating Week

*Photo Bud Troiano, FC 83*



Clay Borneman FSO-CC 83 pictured with his PWC. They participated in the North Wildwood Memorial Day parade.

*Photo Bud Troiano, FC 83*



CWO Tom Peck, USCG pictured with Bud Troiano, FC 83. They are displaying the PWC CME decal after the successful exam.

*Photo Bud Troiano, FC 83*



Trump Marina announcing USCG Auxiliary Cape Atlantic Safe Boating Week on their giant outdoor sign.

*Photo Jeanne Stretch, DCP 8*



(l to r) LT Condit, Atlantic City Mayor James Whelan, CAPT Dale Goodreau, Commander Air Sta. Atlantic City, Congressman Frank Lobiendo and Jeanne Stretch, DCP 8 at NSBW festivities.



Tom Graham, SO-OP 8 consulting with USCG personnel from Station Cape May during a recent training session.

*Photo Rita Wade*



"Night in Venice Celebration" at Small Station Great Egg. (l to r) PO Mike Brinner, PO Jake Murray, Marc Brody, SO-MT 8, Bob Balke, FSO-MT 85

*Photo Gil Finkelstein,*



(l to r) Jake Lincoln, 5NR Historian and Joe Voli, FSO-VE 86 taking a break while out on patrol. Note the coffee and fine cigar.

*Unknown photographer*



Auxiliarists from Flotillas 83, 84 and 85 participating in on the water training.

*Photo Rita Wade, Flotilla 85*



Auxiliary vessels preparing for side tow training. All in photo are from Flotilla 83, Wildwood, NJ.



Auxiliarists in Flotilla 86 participating and pump training demo ride on 47' MLB at Cape May.

*Unknown photographer*

# AROUND THE DISTRICT

## DIVISION 10

### ALLENTOWN, PA



(l to r) Jerry Fuqua, VCP 10 and Dave Becker, DCP 10 at Flotilla 10-9's summer picnic. Division 10 and Flotilla 10-9 had a mini blitz with Courtesy Marine Stations, Safety Patrols and boat crew training.



John Tough, FC 10-9 manning the grill at the Division 10 picnic. Looking on is Phill Stamm, Past RCO.



Attending the Lehigh Valley Sports Expo and helping man Flotilla 10-2's Safe Boating booth are (l to r) Paul Mackes, ADSO-OP, LCdr Robert Duld, past DIRAUX and Russell Snyder, FSO-MV 10-2

*All of the above photos and captions by Paul R. Mackes, ADSO-OP (W)*

## PATROLS ON LAKE NOCKAMIXON, PA



Patrol vessel 202763 "Barbara S" with crew (l to r) Clarence Smith, Flotilla 10-6, Anthony Calafati, FSO-PS 10-6, David Edinger, Flotilla 15-2, Samuel Smith, FSO-VE 10-2



Barbara Mackes and Leon Lohrman, both of Flotilla 10-2, preparing for patrol



An assist to a 14' vessel with engine trouble.

*All of the above photos and captions by Paul R. Mackes, ADSO-OP (W)*

# AROUND THE DISTRICT

## DIVISION 11

### READING, PA

#### DIVISION 11'S TEAM APPROACH TO SAFER BOATING

This year Division 11 formed a Spring Activity Team to direct and execute a concentrated combined effort to promote safer boating and make the public aware of our responsibilities and the safety programs available from the Auxiliary. The planning began in January and the launching was our Division Day on March 21st.

On Division Day 80% of the qualified turned out for three workshops (Instructor, Operations & Vessel Examinations) and an excellent technical presentation on GPS by Roy Timpe, a member of Flotilla 11-8. Boating safety issues were integrated into the program for the day.

Harry Rittenhouse, SO-PA, made arrangements for a half hour appearance on the Berks County Cable Television channel prior to National Safe Boating Week (NSBW). The subject: Boating Safety. Six Staff Officers, Public Affairs, Public Education, Operations, Vessel Examinations, Career Counseling, and Personnel Services, accompanied by the Division Captain, conducted a panel discussion on boating safety AND the Auxiliary. This TV segment gave us an excellent opportunity to discuss safety and tell the public about the Auxiliary programs that are dedicated to safe boating. It also gave the SO-CC and SO-PS a chance to speak about the AIM Program and recruiting.

In another media event before NSBW two members were on the Jack Holcomb radio (WEEU) talk show, "Feedback". The forty minute discussion provided an excellent opportunity to describe the Public Education and Vessel Examination programs and how attending a boating course and having the boat examined can save lives and injuries. At the request of the host a lot of statistics were presented to make a greater impact.

While the response to these two media events has not been

overwhelming it is quite evident, from the calls we have received, that the public was impressed.

NSBW was eventful for us especially at the Blue Marsh Lake. We had a full crew of VEs on the 16th & 17th and also on the 24th & 25th. As near as we can estimate, 80% of the boaters coming to the ramps accepted a Courtesy Marine Exam/PWC examination. We were busy, and we did not forget to try to recruit some new members at the ramps.

The Team planned Division 11's participation in the WATERFEST at Blue Marsh Lake in June. The theme of that celebration is water and boating safety. As usual a USCG helicopter was part of the safety demonstration. For us, the WATERFEST is an extension of National Safe Boating Week. We enjoy working the ramps for Vessel Exams, manning the Safe Boating booth and performing the safety patrols for the crowd. Unfortunately, this year the attendance was sparse due to threatening weather so we were not as busy as most years.

I strongly believe the Team approach made this year's boating safety activities more productive and much more fun than it would have been otherwise. We accomplished a lot and I think the increased visibility via the two media events will enhance our future prospects for increases in Public Education, Vessel Exams and membership.

*Submitted by Dick Rothermel, DCP 11  
Reading, PA*



Division 11 appearance on the WEEU talk radio show "Feedback". (l to r) Dick Rothermel, DCP 11, radio host Jack Holcomb, and Harry Rittenhouse, SO-PA.

*Photo by Harry Rittenhouse, SO-PA 11  
Reading, PA*



Division 11 panel for Boating Safety on Berks County Cable TV. (l to r) Dick Rothermel, DCP 11, Harry Rittenhouse, SO-PE 11, Dianne Bossler, SO-PE 11, Clair Noll, SO-VE 11, Carl Sheetz, SO-CC 11, Al Wenrich, SO-CC 11, and Gene Unger, SO-PS 11.

*Photo by Harry Rittenhouse, SO-PA 11  
Reading, PA*

# AROUND THE DISTRICT

## DIVISION 12

### DELAWARE

#### NATIONAL SAFE BOATING WEEK AT USCG STATION ROOSEVELT INLET



On May 16 Division 12 held an open house at USCG Station Roosevelt Inlet as part of National Safe Boating Week and the Maritime Festival. Above left, DSO-MS Linda Boice conducting a class with the aid of "Captain Croaker". Above right, COMO Clyde College, DCO 5NR, at the ribbon cutting ceremony. Below, Safe Boating booths manned by (l) Richard Hays, FSO-CM 12-2 and (r) the guy that really gets around, the PFD PANDA.



Flotilla 12-2 conducted classes at Angola-by-the-Bay, DE and had 32 students attending. Gary Kane, FSO-MS was instructing this session.

USCG Helicopter performing air/sea rescue demo.

*All photos and captions by John P. Bernath, SO-PA 12  
Millsboro, DE*

# AROUND THE DISTRICT

DIVISION 14  
SUSQUEHANNA, PA

## LANCASTER LOYALTY DAY PARADE



Above and right, members of Flotilla 14-1, Lancaster, PA, participating in the parade. The group included 4 boats on trailers and a 1966 Oldsmobile convertible. The PFD PANDA is shown taking a bit of refreshment from a caring onlooker. A great day was had by all.

*Photos and caption by  
Robert Herr, FC 14-1  
Mountville, PA*



# AROUND THE DISTRICT

DIVISION 15  
FRONTIER DIVISION

## PFD PANDA ENTERS PICTURESQUE TERRITORY



PFD PANDA from an Ohio Flotilla using the lake. Note the Panda is tethered to the dock, Ron B don't faint!



Deep in the heart of the Allegheny National Forest, a land that extends for over a half million acres, lays the Kinzua Reservoir Marina. One aspect of the forest is the reservoir which is 27 miles long with 91 mile of shore line. This man made lake is part of the hydro-electric power source for surrounding communities. The forest has abundant wildlife, hiking areas and many nearby beaches for swimming and picnicing. The lake is noted for it's Small Mouth Bass, Muskies, Walleyes and Northern Pike. A Bass and a Walleye fishing tournament were being held that weekend. While Division 15 was patrolling the waterways, the PFD PANDA showed up (Ross Hawn, Jr., VFC 15-6) and engaged in some pleasantries with Cecelia Vanzile, FSO-PA 15-6 and Linda Hawn, Ross' daughter.

*Photos and article by Mary Kay Hawn, SO-PB 15  
Mansfield, PA*

# AROUND THE DISTRICT

## DIVISION 16

### BARNEGAT BAY, NJ

#### DIVISION 16's CAPTAINS CAUCUS

#### AUXILIARY VISITS USCGC RED WOOD

Prior to our June Division meeting, many of the past Division Captains met with our honored guests, COMO Clyde College, DCO 5NR and Harry Petersen, Jr., RCO-E. (l to r) PDCP Bud Edge, Bob Myers, DCP 16, PDCP Patty Witham, PDCP Bob Witham, IPDCP Cooky DiChiara, Harry Petersen, COMO College, PDCP George Leuck, Ron Schnack, VCP 16, and PDCP Gary Schmidt.

*Photo and caption by Bob Myers, DCP 16  
Point Pleasant, NJ*

Fifteen Auxiliarists from Divisions 6, 7 and 16 were welcomed aboard the USCG Cutter Red Wood (WLM-685) this past July. While underway, we observed buoy handling evolutions from the bridge. The *Red Wood* was christened in 1964, she is 157 feet long with a crew of 33. The outstanding hospitality offered by Chief Safety Office Joe Hartline, included lunch and a tour. After the mission CAPT Dan Precourt assembled the crew and presented "Minor Repair to Federal NAVAIDS Certificates" to George Leuck, DSO-AN and Harry Moscatiello, FC 16-7.

*Photo and caption by Donna Schleuss, SO-PA 16  
Freehold, NJ*

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#### DIVISION 16 MEETS THE NEW DIRAUX

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#### BOAT BRIGADE

Robert Myers, DCP 16 (Center) welcomes LCdr Brian McCarthy (r) the new Director of Auxiliary, 5NR. Looking on is CPO Bill Scott, Station Supervisor, CG Station Manasquan Inlet, New Jersey.

*Photo and caption by Donna Schleuss, SO-PA 16  
Freehold, NJ*

**DON'T FORGET**  
winter uniforms

On July 21st and 22nd Flotillas 16-1 and 16-7 participated in their second annual boat trip to Atlantic City. Six boats used the Trump Marina for the overnight have and enjoyed an evening of fun, food and fellowship. One vessel requiring a tow and one run aground added to our vessel operations experience. All agree that there will be a third annual run.

*Photo and caption by Donna Schleuss, SO-PA 16  
Freehold, NJ*

# AUXILIARY VESSEL FACILITY INSPECTIONS

01 OCT 1998

**COMMANDANT NOTICE 16795**

CANCELLED: 01 OCT 99

Subj.: AUXILIARY VESSEL FACILITY INSPECTIONS

Ref (a) Auxiliary Vessel Examiner Manual, COMDTINST M16796.2E  
(b) Auxiliary Operations Policy Manual, COMDTINST M16798.3D

1. PURPOSE. The purpose of this Notice is to revise the inspection requirements for Auxiliary vessel facilities.
2. ACTION. Area and district commanders, commanders of maintenance and logistics commands, commanding officers of headquarters units, assistant commandants for directorates, Chief Counsel, and special staff offices at Headquarters shall comply with the provisions of this Notice.
3. DIIRECTWES AFFECTED. The relevant portions of references (a) and (b) are superceded by the provisions of this Notice.
4. DISCUSSION.
  - a. A vessel facility is a motorboat 14 feet or longer, or a sailboat 16 feet or longer, owned by an Auxiliarist, and not offered for use as an operational facility. For clarity, this Notice will refer to such vessels as “non-operational facilities.” Vessel examination policies set by reference (a) do not allow Courtesy Marine Examinations (CME) of non-operational facilities. References (a) and (b) require non-operational facilities to be inspected annually and accepted by the district Director of Auxiliary (DIRAUX).
  - b. The intent of this policy was to ensure that Auxiliarists’ vessels, even though not offered for operational use, set a high standard for safety and were “ready and willing to render assistance whenever needed by fellow boaters.” Changes in the qualification requirements for Auxiliary members, changes in how liability protection is provided to Auxiliarists assigned to duty, and the need to reduce administrative workload require this policy be revised.
  - c. Prior to 1996, all candidates for Auxiliary membership were required to pass the Boating Skills & Seamanship course, earning “Basic Qualification” status as a new member. Thus, all owners of non-operational facilities had acquired a basic understanding of safe boating practices. Since the Auxiliary now has a need for members with skills outside the area of boating safety, membership candidates are no longer required to attain Basic Qualification status. Therefore, there is no assurance that a non-operational facility owner will have a minimum level of boating knowledge.
  - d. The Coast Guard Authorization Act of 1995 provides substantial new liability protection to Auxiliarists who are assigned to duty. Since non-operational facilities are not offered for use and cannot be assigned to duty, their owners and operators are not afforded this liability protection. The operator of a non-operational facility responding to a boater in distress or in need of assistance would do so as a private citizen. In this case, the Auxiliary facility status could be misleading to the owner/operator and the boater being assisted, with respect to liability protection.
  - e. Each non-operational facility must be annually accepted in writing by the DIRAUX, even though it is not being offered for use. Paperwork, postal costs, and staff time can be reduced by delegating this authority to a more appropriate level.
5. POLICY. The following policy change is effective immediately: Boats owned by Auxiliary members, which are not offered for use, may receive an annual Courtesy Marine Examination and display the CME decal, in lieu of a vessel facility examination and facility decal. These boats may not fly the Auxiliary Ensign or Auxiliary officers’ flags.

B. B. STUBBS



# The Grass Roots Gleaner



**IMPORTANT NOTE:** As of the 1998 Spring Conference, I, as DSO-PB, will be the collection point for publications to be considered for awards. Judging will be as before. We are pleased to include here the names of the publications received by **TOPSIDE**. We have room for your publication!





DIVISION/ FLOTILLA	PUBLICATION NAME	EDITOR	DIVISION/ FLOTILLA	PUBLICATION NAME	EDITOR
Division 5	"The Yardarm"	Loretta M. Frank, SO-PB	Flotilla 32	"Wind-Lass"	Eugene J. Morris, DSO-PB
Division 13	"Intended Track"	Melissa Kreutz, SO-PB	Career Counselor	"CGATE News"	Mary J. Famularo, ADSO-CC
Flotilla 48	"Flotilla 48 Newsletter"	Bud Campbell, FSO-PB	Flotilla 12-2	"Flotilla 12-2 Newsletter"	John P. Bernath, FSO-PB
Flotilla 14-4	"Anchor Dipper"	Lucille G. Wright, FSO -PB	Division 16	"Compass"	Brenda Moscatiello, SO-PB
Flotilla 85	"Bridge Chatter"	Matt Derfler, FSO-PB	Flotilla 15-4	"Flotilla 15-4 News"	Michael C. Bussacco, FSO-PB
Flotilla 86	"The Beacon"	Lewis Hause, FSO-PB	Reading Training Base	"The Base Bugler"	Jim Riegel, Editor
Division 12	"Division 12 Newsletter"	Richard Hays, SO-PB	Flotilla 18	"The Scuttlebutt"	Pamela J. Sartin, FSO-PB
Flotilla 12-9	"The Twelve Niner"	Jim Albrand, FSO-PB	Flotilla 16-10	"Force 10"	Tom Kindre, FSO-PB
Flotilla 56	"The Mariner"	Walter Brenner, FSO-PB	Flotilla 14-5	"The Lubber Line"	Lenore Roush, Editor Willard Roush, FSO-PB
Division 4	"The Flagship"	William E. Reimer, SO- PB	Flotilla 14-2	"The Marlinspike"	Otis W. Littleton, FSO-PB
Division 15	"News from the Frontier"	Astrida V. Miller, SO-SR	Division 3	"Compass Rose"	Jenny Petersen, SO-PB
Flotilla 7-12	"Rhumb Line"	F.G. MacDonald, FSO-PB	Flotilla 13-5	"The Quarter Decker"	Patricia N. Charter, FSO-PB
Flotilla 74	"Scuttlebutt"	Ralph T. Penevolpe, FSO-PB	Flotilla 21	"Polaris Quarterly"	Rita A. Wisniewski, FSO -PB
Division 8	"Mariner"	Gil Finkelstein, SO-PB	Division 1	"Beacon"	Annette R. Keating, SO-PB
Flotilla 2-76	"Lifeline"	Muriel G. Lewis, FSO-PB	Flotilla 14-1	"Now Hear This"	Ruth Toms, FSO-PB
Flotilla 34	"Buoy 34 News"	Jenney Petersen, FSO-PB	Flotilla 65	"The Bent Prop"	George Brobyn, FSO-PB
Flotilla 72	"72 Nogi"	George Peperyas, FSO-PB	Flotilla 26	"Tidings"	Harry Dyer, FSO-PB
Flotilla 24	"The Main Brace"	John Folz FSO-PB	Division 14	"The Beacon"	Otis Littleton, SO-PB

**Important reminder.....**

**All publications received by topside are automatically considered for District and National publication awards.**

# United States Coast Guard Auxiliary

## Fifth Northern District - 1998-99 Calendar of Events

OCT	NOV	DEC	JAN '99
<p>1 Start 1999 Work Shops &amp; Facility Inspections</p> <p>12 Columbus Day</p> <p>17 Western Area Open Meeting</p> <p>25 Daylight Savings Time Ends - Set Clock Back One Hour</p> <p>31 Halloween</p> <p>Note: Send out Flotilla dues notices &amp; review roster for non payment of dues &amp; inactivity.</p> 	<p>1 Winter Uniforms</p> <p>2 EXCOM</p> <p>3 Election Day</p> <p>6 Central Area Open Meeting</p> <p>11 Veterans Day</p> <p>14 Eastern Area Open Meeting</p> <p>26 Thanksgiving</p> <p>30 Disenrollment Deadline</p> <p>Note: Review AUXMIS printouts for accuracy.</p> 	<p>1 Division Auxiliarist of the Year to DCO</p> <p>7 EXCOM</p> <p>14 Hanukkah</p> <p>18 ADMIN 3 &amp; CGAUX 15 DIRAUX Deadline Winter Board Reports to DIRAUX</p> <p>25 Christmas</p> <p>31 Annual Currency Maintenance Deadline</p> 	<p>1 New Year's Day</p> <p>8 Elected Officer's</p> <p>9 Training Conference</p> <p>10 Frazer, PA</p> <p>10 EXCOM</p> <p>15 Unit Meeting and PA Reports Due</p> <p>29 N TRAIN '99</p> 



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

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