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Vol. 99, No. 3
Fall 1999

Welcome Aboard to our new Director
Commander Stephen J. Minutolo, USCG



in this issue.....

NACON '99 Photo Essay
Summer Activities
60th Anniversary Festivities





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topside winter issue
NEXT DEADLINE
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UNITED STATES COAST GUARD

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UNITED STATES COAST GUARD AUXILIARY

The Commodore of the USCG Auxiliary . Everette L. Tucker, Jr.

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On the Cover: (l to r) COMO Robert Perrone, VCO 5NR, COMO John A. Locasale, DCO 5NR, CDR Stephen J. Minutolo, DIRAUX displaying the new District 5NR flag at NACON 99, Orlando, FL. The flag was designed by your Editor, Mel Borofsky, DSO-PB

*Cover photo by Mel Borofsky, DSO-PB 5NR
Little Egg Harbor, NJ*

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Mark your
calendar
now...



Spring
Conference
2000

April 14-16, 2000
Eden Resort Inn
Lancaster, PA

Be there as
5NR enters
the new
millennium!!



DISTRICT COMMODORE

As I write this article it is hard to believe we are ending the summer of our Auxiliary's 60th Anniversary year. Our plans and anticipation for a busy year of special events, changes, celebrations and normally active Auxiliary business is a reality and so the months are flying by.



Following is in review and of significance to date. We have experienced a very successful Elected Officer Training School, outstanding Changes of Watch and well attended Area Meetings. We have had (and hope to increase) a number of excellent district, regional and division sponsored schools. Workshops included operations, vessel examination, instructor, new member, boat crew school at Base Cape May, Team Coordination Training (TCT), vessel examiner school at the Marine Safety Office in Phila. Some workshops are still scheduled for the balance of this year. Our Fall Conference offered Marine Safety, Career Candidate, Information Systems (a special AUXMIS workshop), Personnel Services and another New Member class. Hopefully if we receive additional FY2000 funding will be able to increase our 5NR training programs in 2000.

We lost our Director in April but are very pleased to "welcome aboard" our new DIRAUX, CDR Stephen Minutolo as of 16 Aug. 99. We hope to increase the outstanding attendance we enjoyed at our April Conference in Lancaster at this Fall Conference in Wilmington, DE.

Proud to report 5NR fully and enthusiastically supported and is continuing to support our 60th Anniversary year activities. Of specific note we were invited and honored with a special tribute and gun salute during a Coast Guard recruit graduation ceremony on the Friday of our Anniversary week at CG Base Cape May. Countless numbers of events and celebrations at all levels have been held and more are still scheduled. Included were many proclamations presented by political dignitaries, CG open houses, Auxiliary Fairs, picnics and raft-ups. Some were of mega proportions. Super job! A number of our members traveled to Washington, D.C. to attend the National 60th Anniversary opening day ceremonies aboard the USCG Cutter Reliance. We all agreed travel and time were well spent for this impressive occasion. Our District Anniversary Ball at Willow Grove Naval Air Station was attended by a mix of Team Coast Guard and a good time was had by all. Fellowship has been outstanding in all areas and our folks are enjoying some very good times during this special year. But, think Millennium. OPSAIL 2000 and many other good things will be happening. Exciting times to be involved. The Auxiliary just keeps on going!

Exceptional member efforts have produced exceptional NSBW programs and 60th Anniversary publicity for us this year. Billboards, radio, TV, lighted building signs even included an AC casino. Milk cartons, Auxiliary safety booths, nationwide amateur radio network, boat ramps, marine dealers all carried our Safe Boating and 60th message. Kudos to all our members who participated with dedication, purpose and much hard work.

Division Captains please initiate and consider your

Division's choice for "Auxiliarist of the Year" now. This award has enormous recognition and appreciative value to our members. I hopefully expect we will have the privilege of presenting 16 awards to 16 members of our 16 divisions for their accomplishments in 1999. It is most important that you submit the person's name and a brief summary of recognition to me as soon as possible. The deadline date is 1 December 99. Your cooperation as always is appreciated.

At this time unit elections are still in progress. Hopefully, the consideration and seeking of potentially qualified candidates has been underway, both for elected and appointed officers at all levels, for some time. Best of luck and good wishes to all the candidates. You have our deepest appreciation for your willingness to accept more responsibility and to progress with in our organization. We really do need you. Everyone please remember when elections are over it is imperative to fully support the new leadership so they can function to the best of their ability. They will need our help, cooperation and support to do the job, to be successful, and to maintain the high standards of our Auxiliary.

My sincerest appreciation to all of our people for their individual and collective efforts so far this year. Hopefully you will all obtain your personal and unit goals in 1999 and truly enjoy the fun and satisfaction of a job well done. ☼

You Do Make Us Proud

*John A. Locasale, DCO 5NR
Ocean City, NJ*



At NACON99, Orlando, FL. The proud leadership of our 5th Northern District (l to r), CWO3 Timothy J. Donovan, Asst. DIRAUX 5NR, COMO John A. Locasale, DCO 5NR, CDR Stephen Minutolo, DIRAUX 5NR.

Photo Mel Borofsky, DSO-PB

DIRAUX

The 5th Northern has been blessed with a succession of fine Directors of Auxiliary (DIRAUX). Over the years these individuals have counseled us, guided us, and assisted us in our mission, saving lives on the waters of Pennsylvania, New Jersey and Delaware. As part of Team Coast Guard they were doing their duty. As part of the Coast Guard Family, they felt the strength of our volunteer spirit and joined in with us, over and beyond the call of duty.

We now add a new name to the list of 5th Northern Directors of Auxiliary. Our new Director of Auxiliary is CDR Stephen J. Minutolo, USCG. CDR Minutolo grew up our neighbor on Long Island, NY. He is a career Coast Guard Officer, with a rich background in many phases of Coast Guard life. CDR Minutolo is a 1981 graduate of the Coast Guard Academy in New London, CT. He graduated with a Bachelor of Science Degree in Marine Science and was immediately assigned to our waters. His first tour of duty was aboard the USCG Cutter ALERT based in Cape May. During his two years aboard the ALERT he served as a Deck Watch Officer and was an assistant operations, communications, helicopter control officer and a maritime law enforcement-boarding officer. These were his formative years in the Coast Guard and they prepared him for the many duties that followed.

His first stateside land duty started in 1983 with his posting to the 7th Coast Guard District Operations Center in Miami, FL. At that location he coordinated Coast Guard resource responses to all major search and rescue, law enforcement, and the other mission efforts of the 7th Coast Guard District. While on that assignment he frequently worked with other government agencies, military services and respective services and agencies of Caribbean nations. That experience will serve him well in his future, as we shall soon see.

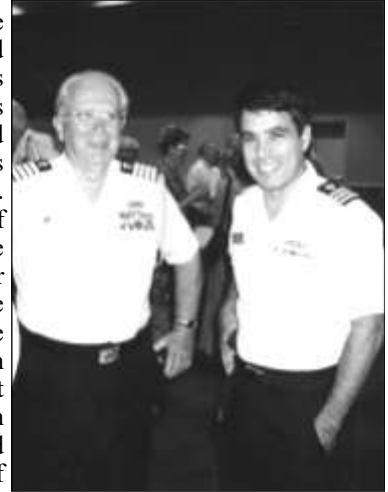
After three years on shore, in 1986, he was assigned to the Officer Corps aboard the Coast Guard Cutter VIGOROUS, berthed in New London, CT. While in the shadow of his alma mater, the Coast Guard Academy, his ship conducted numerous patrols in support of Coast Guard Atlantic Area and 7th Coast Guard District counternarcotics, illegal migrant and fishery operations throughout the Caribbean and Northwest Atlantic Regions.

In 1989 our new Director initiated a course of study at the University of Rhode Island. He graduated in 1991 with a Masters Degree in Public Administration and Science Management.

His distinctive record by this time supported his appointment as the Commanding Officer of the Coast Guard Cutter JEFFERSON ISLAND, based at Portland, ME. Along with their usual narcotics countermeasures and patrols in support of the 1st Coast Guard District, the JEFFERSON ISLAND had an elite duty to perform. His ship was an integral part of the security operations for the protection of President George Bush whenever the president was in residence at Kennebunkport, ME. Our new Director commanded this ship with distinction for three years, 1991 through 1993.

The time had now come for our new DIRAUX to apply his talents to a farther-reaching scale. These are some of the talents, by the way, which are going to make him a great asset to our needs in the 5th Northern. I am referring to his financial abilities and his knack with the cash; the spending and the acquiring thereof. CDR Minutolo was assigned to Coast Guard Headquarters in Washington, DC. He worked in the Programs

Division until 1996. While there his Division reviewed all Coast Guard programs and resources and was responsible for building and defending the Coast Guard's fiscal year budget requests. He was the coordinator of the operating expense account and multi-year budget strategy. The Commander coordinated the development, composition and defense of the Coast Guard's FY96 \$2.6 billion budget. He also had oversight responsibility of all other discretionary account requests. In his spare time CDR Minutolo reviewed the Coast Guard Reserve program.



CDR Minutolo (r) with COMO Robert Perrone, VCO 5NR at NACON 99.

In 1997 CDR Minutolo was tapped to serve as manager of the Humanitarian Assistance Program and a liaison for all Security Assistance matters involving the US Coast Guard. His official title was the Coast Guard Liaison to the US Atlantic Command, Nations Assistance Division, stationed at Norfolk, VA. Our new DIRAUX was responsible for security assistance and joint overseas training throughout the Caribbean, serving 13 island nations. This included the supervision and administration of resources and the planning and coordination of projects supporting Foreign Military Finance, International Training and Humanitarian Assistance.

CDR Minutolo's increasing experience and his now proven track record with Caribbean matters enabled his next distinguished appointment. Our new Director was appointed Chief of the U.S. Military Liaison Office, Eastern Caribbean, Bridgetown, Barbados. He was responsible for all US military engagement efforts in an eight-nation region, Antigua south to Trinidad and Tobago. This joint service assignment included planning, programming, budgeting and execution of all foreign military finance, training, military construction and counter-drug operations. The Commander was responsible for the presidential directed transfers of patrol boats and aircraft to regional maritime forces. During this tour of duty our new Director reported directly to the Commander-in-Chief, US Southern Command, a fine distinction, indeed.

This brings us up to date with our introduction. I mentioned earlier that CDR Minutolo had a career of education and service. I also mentioned his graduation from the Academy and the University of Rhode Island. CDR Minutolo did not rest on his laurels. While serving he also attended and graduated from the Coast Guard Maritime Law Enforcement School in 1982; The National Search and Rescue School in 1983; The On-Scene Commander School in 1986; and the PCO/PXO School in 1991.

His outstanding service was recognized with the following honors: 2 Defense Meritorious Service medals; The Coast Guard Meritorious Service Medal; The Joint Service Commendation Medal; the Coast Guard Commendation Medal; 2 Coast Guard Achievement Medals; the Humanitarian Service Medal; the National Defense Medal; a Commandant's Letter of

(Continued on page 6)

DIRAUX

Commendation; and the Command-at-sea and Cutterman's pins.

I know that CDR Minutolo would agree that this career of distinction to date would not have been possible without the support and love of his family, his wife Evelyn and his two children, Christine and Peter.

CDR Minutolo has expressed his desire to maintain an "open door" policy at DIRAUX HQ, Philadelphia. He looks forward to going out into the field and visiting the many and varied locales in the 5th Northern. He wants to meet as many of our Auxiliarists as possible before the end of the year. Make a point to attend a gathering with the possibility of meeting CDR Minutolo. Extend your personal welcome to 5NR.

Article and Photo by Mel Borofsky, DSO-PB 5NR



CDR Minutolo with his wife Evelyn at NACON 99, Orlando, FL.

VICE COMMODORE

DIVERSITY AND THE AUXILIARY

The most recent buzzword within the Auxiliary is "diversity". When we hear this buzzword, what do we really think and what does "diversity" really mean? I suppose, a natural reaction to the word diversity is to think "affirmative action" or "equal opportunity". This reaction could not be further from reality. What then does diversity mean?



Diversity truly means the uniqueness of all individuals and encompasses personal attributes, values and organizational roles. Our members are diverse individuals whose value to the Auxiliary lies in their varied backgrounds, styles, perceptions, values and beliefs.

To properly manage diversity, we must create and maintain a positive environment in which the capabilities, differences ~n4 similarities of our members are not only recognized but also understood and valued. This recognition enables all members to fully participate in our activities thereby achieving their full potential, maximizing their contribution and realizing their expectations.

One of the most frequent reasons the members have give as a reason for leaving the Auxiliary is lack of activities which meet their expectations. We can readily see how recognizing and managing diversity ties closely with our Job 1 goal of recruiting and retention.

Leadership in a voluntary organization is different and difficult. Motivation must be suited to different people and circumstances. We must look outside ourselves and get feedback on our performance and above all, we must recognize that equitable treatment is not necessarily the same for all.

Managing diversity is an ongoing process in which one must recognize the discretionary use of time and money by our members. The goals of diversity management are to create a positive environment for our members, to value our members, to promote the success of our members, and to manage their expectations.

Once we understand diversity and its management, we can strive for organizational effectiveness, which in turn leads to the active success of our units.

*Submitted by Robert J. Perrone, VCO 5NR
Hockessin, Delaware*



REAR COMMODORE EAST

NACON 1999 in Orlando, FL is over and I thought it was a good, effective Conference. Since this was the first National Conference I ever attended, it gave me a unique opportunity to meet and work with the National Staff in a number of different workshop situations.



I found there was an interesting and free flow of ideas, and a genuine interest in improving programs and making them meet our needs. Participation in the workshops lead to a better understanding of the overall goals of the Auxiliary and the Coast Guard. I was able to raise specific issues and have them answered, challenged, or taken for consideration.

The National Staff "up close and personal", is made up of Auxiliarists like ourselves, who have enough interest in Auxiliary programs to want to spend their time to influence or improve them. They were, by and large, forward thinking, and thoroughly versed in their specialties. They were interested in input; and I was impressed. The individuals on "the Gold Side" on the National level reflected a genuine concern for the interests of the Auxiliary. As part of the Coast Guard "family", they were more than willing to discuss almost any issue.

Sometimes we get so involved with local interest and Flotilla affairs, we forget that we are part of a strong, nation-wide organization. I would encourage members to participate in staff duties and programs and visit Division and District meetings. There are personal rewards both in "getting the job done" and the personal satisfaction in getting the job done right. After all, personal satisfaction is what it's all about.

*Submitted by George F. Leuck, RCO (E) 5NR
Toms River, NJ*



REAR COMMODORE CENTRAL

RETENTION!

"You've got to accentuate the positive
Eliminate the negative
Don't mess with Mister In-between"

These words were the beginning of a chorus of a song popular in the 1940's. How appropriate they are today in the Coast Guard Auxiliary! If we are going to grow as an organization, we must keep our members **AND** acquire new members. If we don't keep our current members active and interested we can not increase the size of our **ACTIVE** organization. Obviously we must bring new members into the Auxiliary to offset the members who feel they are too old to participate and desire to retire or are transferred by their business to another area or overseas or who have become too busy with family or business matters and cannot devote time to the Auxiliary. **HOWEVER**, if we expect net growth we must retain members.



If we go back to the words of the song, we can see how to keep members in an active status. We must emphasize the positive aspects of our organization. We must provide interesting and crisp flotilla and division meetings. We should "cut out the bull", minimize contentious debates or discussions, plan the meeting well in advance with an agenda to be followed and provide interesting and informative member training sessions with each meeting. Each member needs to respect the desires and wishes of all other members. Different ideas add to the strength of the organization. Heterogeneity is a desirable characteristic of the Coast Guard Auxiliary. Can you imagine how boring meetings and activities would be if each member was a doctor or truck driver or lawyer? Can you imagine how little we would accomplish with a very limited menu of skills? Diversity is the key word here. We need to respect the differences we see in each other. Harassment under any guise has no place in our organization. No one should denigrate the ideas, responses or characteristics of any other Auxiliarist. Discussions and debates should be objective and directed at the matter in question, not personal and directed at the individual.

Sometimes we have to "mess with Mister In-between". On occasion we will need to strike a compromise between differing viewpoints or ideas. However, the compromise must be acceptable to both parties to the discussion and it must be workable.

All of the above may be summarized by the terms common sense, respect, planning and camaraderie.

*Submitted by Eugene A. Bentley, Jr. RCO-C 5NR
Newtown Square, PA*

Ed. Note: In the last issue of TOPSIDE we tried to force COMO Bentley into an early retirement. We reported his retirement in error. At last count Dr. Bentley plans to retire in 15 months. Sorry about that one Doc!

REAR COMMODORE WEST

Last issue I mentioned that old cliché "Time flies when you are having fun." and it sure does. I have had an excellent summer this year. In addition to two weeks vacation at Dewey Beach and having gone fishing several times on our boat with family members or friends, Marion and I have been able to attend several picnic/meetings, participated in chicken barbecues and have just enjoyed the summer months. The weather this summer has been great for boating and related activities. The extreme heat however, has been another story. I am sure that it has affected your Courtesy Marine Exams (CME) and patrol activities. By the time you read this article the temperature during the day should be a little cooler. Remember, you can continue to do CMEs until 31 Dec. Please make sure, however, that you have the correct date stickers after the closing of fiscal year 99. Credit for CMEs completed in 99 will be given in 99. Remember also to get your paper work completed and submitted to AUXMIS on time.



Let's give a big hearty welcome to our new Director, Commander Stephen J. Minutolo, USCG. 5NR may not be the tropical paradise you recently transferred from but I think you will find a group of tremendously dedicated people here, with a strong sense of duty to the USCG. Welcome aboard Commander. We look forward to meeting you soon.

The "Public Education season" is fast approaching and there are still many, many people out there that need a boating course certificate to operate their personal water craft next year. The Boating Safely Course (BSC) is the way to go. It is fast and efficient. It can also be broken up into as many sections as you like. Do it over several evenings or do the entire course on a Saturday. Make it work for you. There is no way that the BSC can ever replace the Boating Safety & Seamanship (BS&S) course but it is a way to get the word out to a segment of boaters that need the education.

Enjoy the rest of the summer as well as the remaining summer holidays. Continue to boat safely and last but not least get the word out to fellow boaters, through the PE classes, of the many benefits of joining the Auxiliary. Till the next edition.

*Submitted by William E. Weihbrecht, RCO-W 5NR
Harrisburg, PA*



PRESIDENTIAL GREETINGS

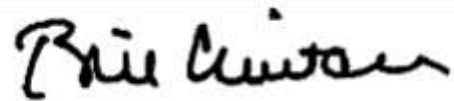
THE WHITE HOUSE WASHINGTON

I am delighted to congratulate the members of the United States Coast Guard Auxiliary as you celebrate your 60th Anniversary of service to our nation.

Since its inception, the USCGA has distinguished itself by heroic efforts to protect America's recreational boaters. With 34,000 members nationwide, you conduct thousands of search and rescue missions each year, save hundreds of lives, and prevent millions of dollars in property loss and damage. In addition, your courses for recreational boaters help to educate Americans about the importance of smart boating and make our waters safer for everyone to enjoy.

As you mark this milestone, I salute you for upholding the highest standards of public service and for providing vital support to the United States Coast Guard in carrying out its missions. For six decades you have worked to protect the lives of your fellow Americans and to keep America's waterways safe. You can be proud of your accomplishments, and, on behalf of all those who have benefited from your devotion to service, I thank you for a job well done.

Best wishes for a memorable anniversary celebration and continued success in your important work.



Receiving 60th Anniversary greetings from President Clinton are (l to r) COMO John A. Locasale, DCO 5NR, CDR Stephen Minutolo, DIRAUX 5NR and LT Daryl Schaefer who conveyed and presented the greetings at the Fall Conference in Wilmington, DE.

Photo by Mel Borofsky, DSO-PB

← Newly elected Rear Commodores are installed at the Fall Conference in Wilmington, DE. Taking the oath of office are (l to r) COMO W. Weihbrecht, RCO-W, COMO George Leuck, RCO-E, COMO Eugene Bentley, Jr., RCO-C.

Photo by Mel Borofsky, DSO-PB

PUBLICATIONS

Hello Topsiders,

Michele and I just returned from NACON 99 and we really enjoyed the experience. There was so much to see and do we constantly felt like we were "missing something". The workshops and general sessions were both entertaining and educational. If you ever have an opportunity to attend a National event, I emphatically urge you to do so.

I am pleased to advise you that *TOPSIDE* is recognized as a top notch magazine in National circles. Since *TOPSIDE* is a product of the membership of 5th Northern, we, and that is a very collective we, should be proud of our publication. In fact, National Commodore Everette L. Tucker, Jr., during his opening address to the conference, mentioned *TOPSIDE* as one of the leading publications in the nation (see photo). In the same segment of the address he urged each of the District Commodores to give their Publishers/Editors a "big hug". Commodore Locasale publicly gave me my



COMO Everette L. Tucker, Jr. holding up his copy of *TOPSIDE* during his opening address at NACON 99.

"hug" (blush, blush), and I would certainly expect that he would, if he could, do the same for all of 5NR's talented publishers/editors (us PB people).

This being a physical impossibility, I've decided to publish a list of all our Auxiliarists who give of their time and effort to keep the rest of us informed. Some of the publications are no more than meeting notices and copies of minutes while others are very elaborate and highly detailed. Whichever the case, **THANK YOU**, one and all.

(My source for much of this listing is our 1999 District 5NR Directory. If I omitted your name, or a change occurred that I missed, it's because it wasn't listed or changed in the Directory. Our thanks are offered to each and every one of you. Ed.)

KEEP UP THE GREAT WORK.

Melvyn A. Borofsky, DSO-PB 5NR
Little Egg Harbor, NJ

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Kenneth H. Pilkinton	FSO-PB 38	Richard Geiss	FSO-PB 10-5	Darlene M. Covert	FSO-PB 15-7
Carl P. Lotz	SO-PB 4	Helen M. McCabe	FSO-PB 10-8	Thomas A. Kindre	SO-PB 16
Raymond Simms	FSO-PB 42	John Tough	FSO-PB 10-9	Ronald H. Fregeolle	FSO-PB 16-1
Ronald G. Cohen	FSO-PB 43	Ralph Kaufman	SO-PB 11	Theodore C. Pulaski	FSO-PB 16-3
George A. Matuszewski	FSO-PB 47	Bonnie Strohl	FSO-PB 11-3	Donald J. Gricius	FSO-PB 16-5
Thomas F. Parkinson	FSO-PB 48	Donald Dutt	FSO-PB 11-4	Patricia A. Schiro	FSO-PB 16-6
Carl Lotz	FSO-PB 49	John M. Lenart	FSO-PB 11-6	Marlene Rapka	FSO-PB 16-8
Jan Robert Munroe	FSO-PB 4-11	J. Charles Gardner	FSO-PB 11-8	Thomas Kindre	FSO-PB 16-10
Jane W. Turnau	SO-PB 5	Kenton F. Quint Jr.	FSO-PB 11-9		
Louis A. Woolever III	FSO-PB 51	Carolyn Otto	SO-PB 12		
Loretta M. Frank	FSO-PB 53	Dolores Grazioli	FSO-PB 12-1		
Michael S. Maiden	FSO-PB 54	John P. Bernath	FSO-PB 12-2		
Walter D. Brenner III	FSO-PB 56	George S. Hutton	FSO-PB 12-4		
April R. Spadaccino	SO-PB 6	William J. Shea	FSO-PB 12-5		
Michael R. Ryan	FSO-PB 61	James M. Albrand Jr.	FSO-PB 12-9		
Igor Belinkoff	FSO-PB 63	Melissa Kreutz	SO-PB 13		
George F. Brobyn	FSO-PB 65	James R. Kier	FSO-PB 13-1		
April Spadaccino	FSO-PB 6-10	Joseph L. Sowers	FSO-PB 13-3		
Joseph P. Cherichella	SO-PB 7	Pat Charter	FSO-PB 13-5		
Edward L. Daley	FSO-PB 72	Robert Edmund	FSO-PB 13-6		
Ralph Penvolpe	FSO-PB 74	Joan Brown	FSO-PB 13-7		

**SUPPORT YOUR
FLOTILLA & DIVISION
PUBLICATION**

AVIATION

The efforts to complete major modifications to the Aviation Structure, Program, & Policies are basically accomplished. We have previously provided copies of the structure of the District Aviation & Flight Examining Boards. The forms to standardize & implement all of these changes have been prepared and issued. Additionally, the new Pilots and Observers examinations are finished and distributed. The new Program providing for Air Observers to receive additional training and meet certain additional requirements for promotion to the grade of Aircrew is in the final stages. Collectively, these changes bring the Auxiliary Aviation program into strong alignment with the Coast Guard Aviation Units Program. It is believed this will improve safety and confidence in Auxiliary Aviation.



Auxiliary Aviation in 5NR has completed 36 missions and 176 operational hours, not including standby, since January 1999. There are now 3 Pilots & 3 Observers fully qualified to accept orders in our District. About 9 Pilots began processing into the program but have been unable to complete the process for one reason or another. Observers are not being accepted into the program unless there is a facility within 30 minutes of their home and the Aircraft Commander can accept the individual as part of the crew. The Observers are limited to not more than 2 or 3 per aircraft, depending on the type and capabilities of the aircraft. As a comparison, there were 14 Pilots & 45 Observers in 1995 but only 5 Pilots & 8 observers were active. This was the basic reason we were asked to reduce the ranks to only active members who met the program qualifications.



beneficial for the Auxiliary Aviation Program in terms of coordination, training, and camaraderie. Almost every Patrol now takes their operational standby at Atlantic City. This provides an opportunity for the facility and it's crew to be involved with the pilots of the Coast Guard and participate in missions that arise during the standby. It also provides opportunity for Coast Guard personnel to accompany the facility on at least part of it's mission. The foundation and structure are now in place for the Aviation Program and we must seize the opportunity and rise to the challenge. It is an exciting time to be part of Team Coast Guard.

*Submitted by Fred Vitale, DSO-AV 5NR
Wrightstown, NJ*

COMMUNICATION

On 17 JUL 1999, MSO/Group Philadelphia was the host for a "Special Event Amateur Radio Station" celebrating the 60th Anniversary of the Coast Guard Auxiliary. Two High Frequency (HF) stations and one Very High Frequency (VHF) station were set up by USCG Auxiliary members in the multi-purpose room for live "On Air" operations. Each District across the nation participated in his event. District 5 Northern Region, operated from Coast Guard Group Philadelphia.

The station made contacts with over 245 other amateur radio operators between 0900 and 2100 Hrs local time by the 11



Operating Amateur Radio Station K3G at Group Philadelphia (l to r) Dan Amoroso, SO-CM 4, Bill Begley (47) and Joe Rzucidlo, DSO-CM.
Photo by Dan Amoroso, SO-CM 4, Media, PA

operators present. During the event Amateurs from 32 states and 6 countries learned about the anniversary of the USCG Auxiliary. Stations from as far away as Italy and Turkey were contacted. Live pictures direct from the station were also transmitted over the air to a web page. These pictures can be viewed at <http://delcodug.martnet.net/cgi-bin/cgauxpic.cgi> This Special Event Station was not only a celebration but also a part of "Job One". Several people attending the Special Event showed interest in joining the USCG Auxiliary. Many hours of preparation were given by the amateur radio operators and MSO/Group Philadelphia to make this 60th Anniversary Special Event a reality. Participants included (Div. 2) Dan McMonigle and Vic Tenaglia, (Div. 4) John Balch, Ted Mills, Ken Fritz, Bob Fritz, Bill Begley, Jim Biddle, Roger Jordan, Joe Elman and SO-CM 4 Dan Amoroso. Your DSO-CM chaired the event. From the gold side, thanks go out to CWO Willard Cantrell and TC1 Mike Tornari.

The re-inspection of all operational radio facilities has been completed. As of this date there are 45 fixed land stations, 54 land mobile stations, 1 radio direction finding station and 3 single side band stations within the fixed land stations. The radio inspection data was entered into a database and is available when required for various reports and plans, such as the Emergency Response Plan. I would like to thank everyone involved for their cooperation in bringing this program to a successful conclusion, especially Betty Kain of the Director's Office, who processed the paperwork and kept things under control.

*Submitted by Joseph A. Rzucidlo, DSO-CM 5NR
Trainer, PA*

CONFERENCE COORDINATOR

The Fall Conference at the Wilmington Hilton is over and although a small attendance, by prior Fall Conferences, it was a very successful conference. Besides the announced workshops, we had an unexpected guest from the Coast Guard Information Services installation at Martinsburg, WV. He gave a very informative workshop on what is available and what is on the horizon for AUXMIS.

We also had a fine program of vocal music during dinner. We also had band playing in the hospitality room on Friday night and at the cocktail party prior to dinner on Saturday night. You never know what you will miss by not attending a conference.

We want to thank you for getting your reservations in on time, it makes our job a lot easier.

Make your plans now for the Spring Awards Conference. It will be held at the Eden Resort Hotel in Lancaster, PA. The dates are 14-16 April 2000, and the room rate is the same as 1998, \$74.00 per night. The District mandated workshops for Public Education, Vessel Examination and Operations will each be given twice on Saturday. The Spring Conference is the best place to acquire these workshops, directly from the various District staffs.

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

Plan to Join Us at



Conference

April 14-16, 2000

Eden Resort Inn
Lancaster, PA

- Awards
 - Workshops
 - Education
 - Fellowship

Mark your calendar and
be there to kick off

LEGAL

ATTENTION: ALL FIFTH NORTHERN LICENSED ATTORNEYS

The DSO-L has received an inquiry from the 5th District Northern's Coast Guard Legal Officer as to the possible availability of Coast Guard Auxiliary Attorneys to counsel regular Coast Guard Personnel in terms of legal assistance support and in certain limited circumstances active representation on a limited or reduced fee basis. At this point in time nothing has been finalized and discussions are continuing between the silver and gold sides to related professional and liability issues which would go along with such arrangements. There is a special need for such services in both the Philadelphia and South New Jersey areas of the district.

Participation in any program, which may emerge from discussions, would of course be 100% voluntary. Currently there is no method available to identify Auxiliary members who may be licensed attorneys. Accordingly there is no means available for the undersigned to initiate contact with individual auxiliary attorneys. Even if the program under consideration does not come to fruition, it would be helpful for the District Legal Officer to know what legal assets or expertise may be available within the District to draw upon.

The undersigned is requesting that all currently licensed Fifth Northern Attorneys fill out and return the below informational card. As soon as more detailed information is developed this office will contact those attorneys responding to ascertain if they may be interested in participating in the program.

*Submitted by John A. Bellenzeni, DVC-LG/DSO-L 5NR
Media, PA*

NAME: _____

FLOTILLA: _____

Preferred Contact Address:

Preferred Contact Telephone Number:

() _____

I am currently licensed to practice law in:

(PA)____ (NJ)____ (DE)____ (Other)____

Please return to:

John Bellenzeni, DSO-L 5NR
233 North Monroe Street
P.O. Box 2029
Media, PA 19063-2029

Or Fax to:

John A. Bellenzeni, DSO-L 5NR
@ 610-566-2477

MARINE SAFETY

Since the beginning of the Marine Safety Department in the Auxiliary, many questions have arisen as to just what the Auxiliary is supposed to be doing with this multi-faceted job. If we try to emulate the Coast Guard's entire Marine Safety Department, we would almost have to build another Auxiliary from the ground up. So, the answer has been to concentrate on what we do best now as Auxiliarists and to take on new challenges one at a time as we are presented with the training and the resources to handle them.

The Marine Safety Department in the Fifth Northern has made its focus public education and public affairs. We're continuing to do what the Auxiliary does best... inform the public. However, another sidelight comes into view when we ask ourselves, "What about non-boaters?" They shouldn't be left out. Non-boaters can highly effect our world's waterways through the abuses of pollution and misuse. It is known that over 70% of the pollution and toxins in our waters come from land base sources, sometimes many miles away from the water. In a recent letter to the editor of The Mariner magazine a concerned boater was lamenting about the abundance of trash and debris in Baltimore's Inner Harbor after two large thunderstorms has passed through. The general manager of Baltimore's Inner Harbor East marina responded that, "Most of the major storm drains connect to the Jones Falls Drain. The Jones Falls is a large catch basin for thousands of drains that go as far north as Pennsylvania. The biggest problem occurs when there is a drought, such as we are in now. There are thousands of people who persist in believing that storm drains are a central vacuum cleaning service for their misguided trash thrown to the ground or street. In drought conditions, the trash rapidly builds up in the pipeline 'system' and when the first large downpour occurs, the first 'flush' of the entire system is likely to take place.... If we could only condition people not to throw their trash to the ground, the problem would be solved.

So how do we inform this segment of the public about the need to be careful of what they are doing to the water? We bring it home to them. We make information available to them about non-toxic cleaners that they can use at home, we give them easy, practical examples of ways to make a difference at home, one step at a time. No one can save the world on his own. The responsibility is simply overwhelming. But we all can do simple things like using mugs instead of disposable cups, catching rainwater to water our plants and gardens, putting a weight in the toilet tank so that less water is used for each flush.

Challenge people to make one change, one simple change. People are aware of their environment and most want to be responsible citizens of the planet. Some just don't know how simple it can be to do this. While our main goal as an organization remains that of helping the boating public, we also have to look beyond the trees (or boats) to the forest as a whole (or water) as a whole. The sharing of this information becomes a perfect avenue for talking to ANYONE about who we are and what we do whether they are a boater or not. You'll be surprised at the cooperative response you'll get!

*Submitted by Linda S. Boice, DSO-MS 5NR
King of Prussia, PA*

MATERIALS

The District Store has been advised that, once again, prices of our educational materials will be increased. As memos were sent to all Division Material Officers (SO-MAs) on 15 July and 20 August regarding prices, we now reluctantly report that effective 1 October 99 there will be price increases on the following educational texts and their supplemental materials:

- 10015 (BSC) Boating Safely Course
- 10022 (BS&S) Boating Skills & Seamanship
- 10091 (SF) Sailing Fundamentals Course
- 10097 (GPS) Global Positioning System Course
- 10200 (PWC) PWC One Hour Course

Prices for 10050 (BCN) Basic Coastal Navigation and 10064 (ACN) Advanced Coastal Navigation were sent out on 20 August. These navigation courses are new courses although the previous stock numbers remain unchanged.

On another note, texts are still being ordered quoting incorrect prices and in some cases, accompanied with *non-required* shipping costs!



DSO-MA Sue Wade previewing the "non-uniform" CME work shirt at a recent District Board meeting in Philadelphia.

Photo by Mel Borofsky, DSO-PB

Better communication between material and financial officers would help book orders getting to me in time to be ordered and thus be received to meet public education schedules.

Please be patient regarding "Tilley" Hat shipments. Some sizes are taking longer than others to complete the trip from Canada to St. Louis then to you.

The Store will not stock the CME Alternate Golf Shirt or the 60th Anniversary Golf

Shirt which are available in red, royal blue & white. Just as we order the "Tilley" Hats, we will be glad to order the latest shirts. All are well fashioned and would be a welcome addition to your wardrobe. As always, for books, hats, shirts or any other Auxiliary items, just contact.....

"The Merchants of 5NR"

*Submitted By Sue Wade, DSO-MA 5NR
Brigantine, NJ*

Quote:

"If you think nobody cares if you are alive—
Try missing a few car payments."

Earl Wilson

MARINE VISITOR

DO YOU HAVE WHAT IT TAKES TO BE A MARINE DEALER VISITOR?

To be an effective Marine Dealer Visitor, it is necessary to do the following things:

First, understand the mission.

What is the mission of the MDV?

It is to promote the Coast Guard and Coast Guard Auxiliary and their programs, and to disseminate boating safety information to the boaters through the aid of the marine dealer. The ultimate goal is to ensure safe and enjoyable recreational boating.

Next, prepare for the mission.

Become as knowledgeable as you can about Auxiliary programs and Coast Guard functions and requirements. Know the essentials of the Courtesy Marine Exam. Read your Marine Dealer Visitor Manual. Know what classes and boater aids are available for the boaters, and bring necessary pamphlets and schedules with you to the dealer's place of business.

Finally, carry out the task.

Get your informational material ready and get out and do your visits. But, first, wear a correct and presentable uniform. Look professional. A slovenly visitor who has not taken the time to dress properly will not be well received. Engage the dealer in discussion about what you're doing, and what the pamphlets you are leaving are about. Try to leave a schedule of boating safety classes and where and when a CMIE may be performed. If the dealer asks a question you don't have an answer for, tell him that you will get an answer, then follow-up. Always be courteous and professional in your demeanor, remember, you represent the United States Coast Guard. Be sure to do a quality visit. Let the dealer know that he/she is important to us.

Get out and visit, don't just deliver pamphlets-that's why we are called Marine Dealer Visitors.

If you make the effort to do all these things, then you have what it takes to be a Marine Dealer Visitor.

*Submitted by Joseph L. Barcelo, DSO-MV 5NR
Forked River, NJ*

PUBLIC EDUCATION

Greetings from the Public Education (PE) department.

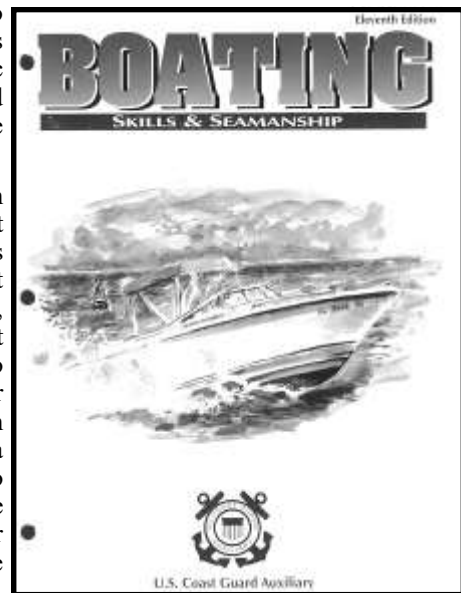
Summer is over and most of us are finishing up the patrol season and vessel examinations. I hope that Flotillas are planning their winter and spring PE courses. We have completed our first half of 1999 PE season with about half of our goal attained. We need an aggressive Fall boating class season to reach or exceed our goals. In Pennsylvania the Personal WaterCraft (PWC) certification deadline of 1/1/2000 is fast approaching and should result in many opportunities for Auxiliary boating classes. People will come if they know about your classes, so promote your classes using your Public Affairs Officers and include your Marine Dealer Visitors.

In PA the Fish and Boat Commission has asked us to assist with the program, where the PWC test can be challenged to obtain their certificate. Each Pennsylvania Flotilla will be asked to select a person to be trained to administer the challenge program.

In New Jersey the process for certifying students has been changed. Instructors now have the responsibility to distribute certificates issued by the State of New Jersey. The Penalty Indicia Stamps may be use by the Auxiliary units to forward these certificates to their students.

In Delaware, the program continues on, the excellent cooperation between the State and the Auxiliary makes the program work very well.

*Submitted by Henry W. Demler, DSO-PE 5NR
Lebanon, PA*



REPORTING DGPS DISCREPANCIES

If you experienced a problem using the Coast Guard DGPS Service, the Coast Guard would like to know about it. Please notify the NIS watchstander at (703) 313-5900. There are some specific questions we'd like you to address in your report. Here is the information needed:

Date	General Geographic Location	Vessel position (Lat/Long)
Vessel activity	Weather Conditions	Wind
Sea State	Temperature	Visibility
Time of outage	Bearing and range to electrical storm	Did the GPS work?
DGPS/Radiobeacon site used	Number of satellites tracked on GPS	Normal radiobeacon operation
DGPS Beacon receiver signal strength (SS) reading	DGPS Beacon signal to noise ratio (SR) reading	

Reprinted from Special Notice to Mariners, 1st CG District, 1999-2000 Edition

NATIONAL SAFE BOATING WEEK

As the end of the summer draws near, now is the time to sit back, relax, and critique your activities for 1999. Did you achieve what you set out to do? If so, that is great. If not, figure out where you could improve for next year what was missed this year.

Have you sent your report to National? That is the only way they can improve on their agenda. Did you get your NSBW kit in ample time to make plans? The kits have not been getting out too early, but perhaps you have a suggestion, so that the material you order will arrive in ample time for your event. Remember - criticism is good only when it is constructive.

Start planning now for the year 2000. Kits that have been lying around have plenty of good suggestions which can be used year after year. Be creative. Find an idea that appeals to you, start your plans NOW, and you will find it is much easier, as the dates draw near, to really have something you can be proud of.

Again, thank you all for your efforts. It is gratifying to know that this year has been successful. You've done a great job!

*Muriel G. Lewis, SPO-NSBW
Havertown, PA*



NSBW "CinC" Muriel Lewis in a cart with the flags that Dan Freehling of Penn's Landing created just for her. NSBW festivities took place at Penn's Landing, Philadelphia, PA, 22-23 May 1999.



Ron Boice, DSO-PA 5NR and USCG Recruiter Marlin Lucas conversing with passers-by at NSBW.



Flotilla 21's booth at NSBW, Penn's Landing, Philadelphia.



Discussing the strategy of the day at NSBW, Penn's Landing are (l to r) Rita Kratzer, DSO-SR 5NR, Andy Kratzer, DSO-AN 5NR, and SEA PARTNERS, Ross Lorup, VFC 44, and Ron Boice, DSO-PA 5NR.



At NSBW, Penn's Landing, Philadelphia. Auxiliary facility receiving the blessing of the fleet. On board are Jane Brereton, SO-SR 1, Bob Brereton, FSO-CM 19, Carol Owens, ADSO-OP and Nick Matchica.

*All photos by Muriel Lewis, SPO-NSBW 5NR
Havertown, PA*

OPERATIONS

The inherent time lag in the AUXMIS system (up to 60 days) makes it difficult to obtain current data to predict which units will achieve, or exceed, their operations goals for the year. However, in my Fall Conference report to the District Board, I identified the leaders and laggards based on the latest data available on 31 July. At that time the total number of patrols had nearly doubled from the previous month and some of the units were obviously well on their way to success. Hopefully your division captain has related the details, so I'll only summarize that, at mid-season, based on existing information, Division 15 was ahead with 63% of its goal accomplished, and that the Western Area itself was ahead with two of the highest leaders. In the final analysis results might be juxtaposed, but for now our compliments to 15 and the Western Area for coming on strong and taking an early lead (or is it that their boat crew members promptly report their activities?).

From time-to-time some members complain about AUXMIS. While the system was never perfect and has given us fits, many of our members bear the responsibility for not reporting essential information correctly and in a timely manner. Despite this, DSO-IS Jan Munroe does an outstanding job of collecting and reporting what's available in a very effective format, which helped shaped my perspective about what works and what doesn't, what needs fixin', and how we might go about doing it. This has been one of my cardinal objectives, and Jan's data helped me realize the need for an intermediate mechanism to deal with the problems. Hence the concept of "area operations executive committees" was born. Close to the ground level and of workable size, they will function as sounding boards and steering groups to assist in directing and improving our operations program. The Area OPS Excoms consist of the respective ADSOs, division operations officers, SARDET coordinators, the Coast Guard official representing the appropriate order issuing authority, and me as an ex-officio member of each committee.

The Central Area committee has already met and identified a number of issues requiring action; paramount among them, obtaining the necessary facilities to conduct all of the patrols requested in the matrix. The committee adopted a suggestion to solicit facilities, which non-operational members have offered for use and invite them to participate with their vessels in safety patrols, and other operational activities, with the coxswains and crews provided by the Area. In addition, we're hopeful that this

"try it, you'll like it approach" might also result in additional members joining the boat crew program. [By the time this article goes to print, the Eastern and Western Area committees should also have had their first meeting.]

The TCT clock is ticking. We're approaching the mid-point of the initial five-year qualification period for many coxswains and crew who haven't had the required training. I realize this has not been pursued aggressively in many areas, but there's no justification for waiting until the end. We now have five TCT Facilitators in the Region to conduct the training, and any one or combination of them is usually available. They only need to be contacted (they're listed in the Directory). The course involves eight hours of classroom work that can be accomplished in a day, or presented in segments over a period of time. A one-day presentation will likely involve two facilitators, while one could readily handle a segmented approach. Optimum class size is about twenty, but smaller or larger groups can be accommodated. Any unit can sponsor the training, so see your FSO-OP or flotilla commander to talk it up, or to learn if a course is being given elsewhere in your area.

On another tack, end-of-season meetings of coxswains and crews are useful for reviewing experiences and lessons learned. They are helpful, also, for identifying training activities that could be undertaken during the winter lay-up. The Central Area has scheduled a meeting for 6 November, and I encourage other Areas, or divisions, to schedule theirs as well.

Finally, as the year closes, I want to thank everyone in the operations program for their dedication and support in carrying out our numerous missions. You've made the waters safer and more enjoyable, and the assistance that you rendered has saved property and lives. Now that's "A worthy mission and a proud tradition!"

*Submitted by Ivan E. Levin, DSO-OP 5NR
Laurel Springs, NJ*

TCT

REPORTING AN AID TO NAVIGATION DISCREPANCY

It is the responsibility and duty of every Auxiliarist to report a destroyed, missing or inoperative Aid to Navigation (ATON). To report an ATON discrepancy, contact your local Coast Guard Station (by landline) or call 800-3942 Ext. 8335 (Monday to Friday 0730 to 1600) or Ext. 8555 (nights, weekends, holidays). Report the following:

- ✿ The name and number of the ATON, if known.
- ✿ The location of the ATON (Lat/Long, TD, landmark)
- ✿ On which chart, if known
- ✿ What is wrong with the ATON
- ✿ If applicable, who/what destroyed the aid.
- ✿ Your name
- ✿ Your Telephone number
- ✿ Vessel name and call sign
- ✿ Advise that you are a member of the Auxiliary



PUBLIC AFFAIRS

The Auxiliary's public audience has expanded. The revised New Member's Course has opened up our organization to many populations that were formerly overlooked because they were not "traditional" boaters. Our public affair's efforts should be on par with this new focus. We will always be an organization that is utmost and foremost concerned with the safety of the boating public, however, with our new Marine Safety responsibilities, we have a perfect avenue with which to reach our new audiences. Instead of thinking of our booths as simply "Boating Safety" booths, let's think of them as "Public Awareness" booths instead. Our boating safety topics should be present when our particular audience is boaters, but other audiences can be reached through marine pollution awareness information and recruiting information. The way to recruit pilots for our AIROPS program might be to set up a booth at one of the many air shows that happen during the summer. Don't be frightened away from these opportunities because you don't know how to put such a booth together. **JUST ASK!** These "multi-mission" booths can be set up at boat shows and fairs because there are people who attend these functions simply for an outing and not necessarily because they want to buy a boat. We can also make ourselves present at safety fairs, community days, holiday parades, and civic lectures where the boating public may not be present. Don't pass these opportunities by because they "...aren't worth our time as Auxiliarists." **EVERYONE** who shows an interest is worth our time. The Public Affairs Department has several pre-made exhibits that can be borrowed for any of the above mentioned functions. Edna Frederick, ADSO-PA (East) is happy to help with anyone wanting to become a part of the District Speaker's Bureau or for anyone looking for a speaker. **JUST ASK!**

In other news Wanted: Interested Auxiliarists to be a part of the Fifth Northern Region's District Color Guard. The



Auxiliary Color Guard performing the cake cutting ceremony at the 60th Anniversary Ball. (l to r) Dennis Newberry, FC 44, CAPT G. F. Adams, CO Group Phila., Dan Amoroso, SO-CM 4 and Ross Lorrup, ADSO-AN.
Photo by Mel Borofsky, DSO-PB

Color Guard, after performing at Division 4 Change of Watch, the Spring District Award's Banquet, and the 60th Anniversary Ball, is making its mark. There's room for you to be a part of it. It's a great way to keep hold of our traditions and to proudly display our service to the public. Please make application to the DSO-PA. Any Auxiliary member can apply.

*Submitted by Ronald J. Boice, DSO-PA 5NR
King of Prussia, PA*

VESSEL EXAMINATIONS

"Stay On Course With The Vessel Exam Program"

NACON MEETING I attended the NACON meeting in Orlando, FL and met a number of times with the Vessel Examination (VE) and Training staffs. They are planning many new features for vessel examinations, which will be the way we do things over the next two years.

The results of the national WEB survey are in and counted. Some of the outcomes are that most Vessel Examiners do between 16-49 exams a year (46%) and some Examiners do between 50-99 exams a year (26%). The best part of the VE program is the safety education of boaters - "saving lives at the ramp". The worst part of the program is the paperwork reporting in AUXMIS. What should we do to increase production? Members say to involve other organizations like retail dealers, marina operators, U.S. Power Squadrons; they can help the Auxiliary as non-traditional partners.

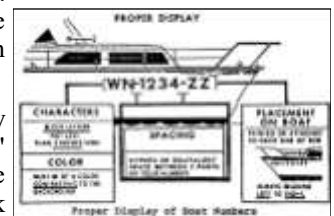
GOOD NEWS District 5NR is the highest in the nation in VE member participation, at an average of 24 exams per Vessel Examiner. The national average is 22.

PERSONNEL We have 901 qualified VEs in the district. If we all do our part, we will meet the goal of 24,760 exams this year. But this will take effort! We have plenty of days left this year to get all of our units to make their commitments. (It only takes 10 half days for a member to do 50 exams.) Get the paperwork into AUXMIS to get credit for you and your unit. We asked all flotillas to qualify 2 new VEs. About 75% of you did this and we thank you.

PUBLICATIONS The new workshop is being drafted right now. It will announce a number of improvements to the VE Department. Every national publication in the VE Department will be rewritten next year. Our District VE newsletters will continue throughout the fall.

SUPPLIES The year 2000 date stickers will distributed in starting in September. Distribution is based on the previous year's production in each unit.

UNIFORMS The new Tilley hat and golf shirt "non-uniforms" are very popular throughout the country. The traditional work uniform may be worn as well for all types of examinations.



OPFACS Nearly 400 operational facilities (OPFAC) have been inspected for use in this district. They have passed a most rigid test this year because of the recent changes in the DISTRICT POLICY MANUAL and our keen interest in having the best OPFACs in the nation. All inspectors should read the new policy manual BEFORE beginning year 2000 inspections on October 1. Remember, the most critical inspection process you perform must be of vessels used by the Coast Guard and operated by your colleagues.

*Submitted by Michael J. Ripton, DSO-VE 5NR
Mechanicsburg, PA*

MSO/GROUP PHILADELPHIA

Captain Greg Adams is the Commanding Officer of Coast Guard Marine Safety (MSO)/Group Philadelphia. He began his Coast Guard career by enlisting in 1969. He advanced to the rank of First Class Marine Science Technician. He served four years at various units throughout the US, including Loran Station Sitkinak, AK, Coast Guard Oceanographic Unit, Washington, DC, and afloat assignments on cutters GLACIER and EVERGREEN.



In 1976, he attended Officer Candidate School, Yorktown, VA, and was assigned to the Marine Safety Division, Ninth Coast Guard District, Cleveland, OH. His next assignment brought him to Marine Safety Office, San Diego, CA. He was reassigned in 1983 as Supervisor, USCG Marine Safety Detachment, Minneapolis/St. Paul, MN. In 1989, he was assigned to the Port Operations Branch, Port Safety and Security Division, U.S. Coast Guard Headquarters, Washington, DC, and served as the Port Operations Branch Chief from 1992-1995.

Prior to assuming command in Philadelphia, Captain Adams served as Deputy Group Commander/Executive Officer of Coast Guard Group/Marine Safety Office Sault Ste. Marie, MI.

His military decorations include two Coast Guard Commendation Medals, two Coast Guard Achievement Medals, unit and service decorations including Arctic and Antarctic Service medals.

Captain Adams is married to the former Susan Elizabeth Grubbs of Parma, Ohio. They have two children: Elizabeth and Timothy. Captain Adams and family reside in Drexel Hill, PA.

USCG MARINE SAFETY OFFICE GROUP PHILADELPHIA, PA

MSO/Group Philadelphia is located in South Philadelphia along the Delaware River. As an Integrated Operations Command its responsibilities include; search and rescue, waterways management, marine environmental protection and response, marine safety, port state control, aids to navigation, maritime law enforcement, port security, counter-terrorism, fishing vessel safety and icebreaking.

The MSO/Group is responsible for 120 nautical miles of the Delaware River, as well as sections of the New Jersey and Delaware shores. The Delaware River is the largest petroleum importing port in the United States and is the largest North American port for steel, paper and meat imports and total cargo handled. There has been a significant increase in vessel arrivals (20% in 1998), cargo tonnage (23% from 1996-1998) and cruise ship activity due to a new cruise ship passenger terminal. In fact, with six waterfront oil refineries, including the 330,000 barrel per day Sun Philadelphia Refinery, the river is second only to Houston-Galveston as a petro/chemical port.



In addition to Marine Safety responsibilities, the Group maintains a busy workload processing 220 SAR cases in 1998 and 230 cases as of August 27, 1999. MSO/Group Philadelphia's 160 active members are supported by 100 Coast Guard Reserve personnel, as well as a large contingent of Coast Guard Auxiliarists. These personnel augment all aspects of the daily missions including SAR, pollution response, unit administration, aids to navigation, port state control, and communications. The MSO/Group is also home to Coast Guard Cutters CAPSTAN, CLEAT and the soon to be commissioned new 175 foot buoy tender WILLIAM TATE.



Photo by Art Arena, SO-MT 6
W. Trenton, NJ

USCGC Red Wood Makes a Visit

On 5 January 1999, the USCGC Red Wood traveled from its homeport in Philadelphia, PA up the Delaware River to Trenton, NJ to break ice in the river. The ice breaking was due to construction taking place along the river. The construction barges involved were at risk due to the ice.

From mid-May to mid-October, this section of the Delaware River (Trenton, NJ to Delran, NJ) is patrolled by USCGAUX Division 6 based at SARDET Bordentown (NJ). While visits by USCG cutters are unusual, they are always a welcome sight for the members of Division 6.

Submitted by Charles W. Stewart, Jr, FC-61
Yardley, PA

REDWOOD DECOMMISSIONED

After 35 years of service to the Coast Guard, the USCGC Red Wood was decommissioned in a ceremony at Philadelphia on 30 June 1999. She was intentionally sunk to form an artificial reef off Cape May.

"First and last in her class"

Notes from Horace S. Jones, PFC 65
North Wales, NJ

THE PLAN BEFORE THE STORM

The Federal Emergency Management Agency (FEMA) suggests the following steps for preparing for and dealing with the aftermath of a hurricane.

Before the storm:

- ☑ Plan an evacuation route
- ☑ Contact the local emergency management office or American Red Cross chapter, and ask for the community hurricane preparedness plan. This plan should include information on the safest evacuation routes and nearby shelters. Learn safe routes inland.
- ☑ Be ready to drive 20 to 50 miles inland to locate a safe place.
- ☑ Have disaster supplies on hand, including flashlights and extra batteries; a portable, battery-operated radio and extra batteries; a first aid kit and manual; emergency food and water; non-electric can opener; essential medicines; cash and credit cards, and sturdy shoes
- ☑ Make arrangements for pets, which may not be allowed into emergency shelters for health and space reasons. Contact your local humane society for information on local animal shelters.
- ☑ Teach family members how and when to turn off gas, electricity and water. Teach children how and when to call 911, police or fire department and which radio station to tune to for emergency information.
- ☑ Protect your windows. Permanent shutters are the best protection. A lower-cost approach is to put up plywood panels. Use 1/2-inch plywood -- marine plywood is best -- cut to fit each window. Remember to mark which board fits which window. Pre-drill holes every 18 inches for screws. Do this long before the storm.
- ☑ Trim back dead or weak branches from trees.
- ☑ Develop an emergency communication plan. In case family members are separated from one another during a disaster (a real possibility during the day when adults are at work and children are at school), have a plan for getting back together. Ask an out-of-state relative or friend to serve as the "family contact."



As a storm approaches:

- ☑ Check emergency supplies.
- ☑ Fuel car.
- ☑ Bring in outdoor objects such as lawn furniture, toys, and garden tools, and anchor objects that cannot be brought inside.
- ☑ Secure buildings by closing and boarding up windows. Remove outside antennas.
- ☑ Turn refrigerator and freezer to coldest settings. Open only when absolutely necessary and close quickly. Store drinking water in clean bathtubs, jugs, bottles, and cooking utensils.
- ☑ Moor boat securely or move it to a designated safe place. Use ropes or chain to secure boat to trailer. Use tie downs to anchor trailer to the ground or house.

When a storm hit is imminent:

- ☑ Store valuables and personal papers in a waterproof container on the highest level of your home.

- ☑ If in a mobile home, check tie downs and evacuate immediately.
- ☑ Avoid elevators.
- ☑ If at home: Stay inside, away from windows, skylights and glass doors. Keep a supply of flashlights and extra batteries handy. Avoid open flames, such as candles and kerosene lamps, as a source of light. If power is lost, turn off major appliances to reduce power "surge" when electricity is restored.
- ☑ If officials indicate evacuation is necessary: Leave as soon as possible. Avoid flooded roads and watch for washed-out bridges. Secure your home by unplugging appliances and turning off electricity and the main water valve.
- ☑ Tell someone outside of the storm area where you are going. If time permits, and you live in an identified surge zone, elevate furniture to protect it from flooding or move it to a higher floor. Bring pre-assembled emergency supplies and warm protective clothing. Take blankets and sleeping bags to shelter. Lock up your home and leave.

The mop-up:

- ☑ Return home only after authorities advise that it is safe to do so.
- ☑ Avoid loose or dangling power lines and report them immediately to the Power Company, police or fire department. Enter your home caution. Beware of snakes, insects and animals driven to higher ground by floodwater. Open windows and doors to ventilate and dry your home. Check refrigerated foods for spoilage.
- ☑ Take pictures of the damage, both to the house and its contents and for insurance claims. Drive only if absolutely necessary and avoid flooded roads and washed-out bridges. Use telephone only for emergency calls.

Inspecting utilities:

- ☑ In a damaged home, check for gas leaks. If you smell gas or hear blowing or hissing noise, open a window and quickly leave the building. Turn off the gas at the outside main valve if you can and call the Gas Company from a neighbor's home. If you turn off the gas for any reason, it must be turned back on by a professional.
- ☑ Look for electrical system damage. If you see sparks or broken or frayed wires, or if you smell hot insulation, turn off the electricity at the main fuse box or circuit breaker. If you have to step in water to get to the fuse box or circuit breaker, call an electrician first for advice.
- ☑ Check for sewage and water lines damage. If you suspect sewage lines are damaged avoid using the toilets and call a plumber. If water pipes are damaged, contact the Water Company and avoid the water from the tap. You can obtain safe water by melting ice cubes.



Source: FEMA

A LONG PATROL

A LONG PATROL WITH A LONG TOW

Reported in the September Issue of the Navy Leaguer Newspaper, a Navy League Member and a Coast Guard Auxiliarist from Portland Oregon, Joe Baney participated in long cold assignment. He spent nearly five months away from home, joining the Coast Guard Ice Breaker POLAR STAR in Sydney, Australia. His mission for the Coast Guard, was the filming of operation "DEEP FREEZE 98". Deep Freeze was the assignment and operational name given to the annual supply of U.S. Bases in the Antarctic

The POLAR STAR. (WAGB) one of two vessels in the "Polar Class" represents America's entire Polar Icebreaking Fleet. The ship is 399 feet in length and has an 84 foot beam. It is the largest ship operated by the Coast Guard and the largest non-nuclear icebreaker in the world. Home ported in Seattle,



POLAR STAR (WAGB-10) Polar Class

Washington the POLAR STAR has a 139-man crew, two helicopters and an operating range of 28,000 miles. Fully loaded it displaces 13,190 tons, and is capable of 20 knots. Power for the vessel is achieved through three gas turbine engines and six diesel engines producing 60,000 Horsepower.

The Icebreaker traveled more than 12,000 miles from Seattle to McMurdo Sound, the site of America largest Station in Antarctica. Supply Ships from the Military Sealift Command followed the Polar Star into McMurdo Sound. The container ship GREEN WAVE suffered an engine failure and drafted 200 miles off mails off Cape Adare in Antarctica. The POLAR STAR towed the disabled ship a distance of 1525 nautical miles in 11 Days to New Zealand. This was the longest tow in Coast Guard history.

Quite a Patrol

Submitted by Bernie Olszanowski, SO-MT 16

MATERIALS SURVEY

AUXCEN MATERIALS SURVEY

In order to better serve the needs of all Auxiliarists, the Auxiliary Center (AUXCEN) is soliciting your comments on the merchandise now being sold and suggestions for new products you would like to see. As a reminder, AUXCEN is the source of PE course materials, banners, ensigns, pennants/burgeses, patrol signs/decals/lights, ribbons/medals/devices, shoulder boards and office insignia, uniform accessories (belts, buttons, caps, name tags), patches, jackets/sweatshirts/T-shirts, playing cards, stationery, certificates, and other supplies normally obtained through your DSO-MA.

Please give AUXCEN your comments on any of the merchandise currently being offered (quality, price, selection, service, etc.) as well as new items you would like to see offered. You can participate in this survey at:

<http://www.cgaux.org/cgauxweb/news/auxcen.htm>
or send e-mail directly to AUXCEN@anet-stl.com (please provide your full name, e-mail address, and District along with your comments).

Survey results will help the AUXCEN determine the kinds of merchandise to offer through the district materials officers and become aware of any problems that exist in existing materials.

Dennis Osterwisch, Executive Director, National Board Inc.

BRAVO ZULU FOR SUPERIOR PERFORMANCE

<<FW BRAVO ZULO FOR SUPERIOR
PERFORMANCE - HURRICANE FLOYD
R201801Z SEP 99 COMLANTAREA
COGARD PORTSMOUTH VA.rtf>>

For all—a well-deserved Kudo to all of
Team Coast Guard in response to the
passage of Hurricane Floyd.

Forwarded by:
CDR Steve Minutolo, DIRAUX 5NR

OFFICIAL NOTICE: DIS-ENROLLMENT DEADLINE

From: Director of Auxiliary 5NR

1. The District Board met on 17 July 1999 and decided that the Change in Membership Status Form (ANSC 7035) must be postmarked by 30 November and sent to the District Staff Office-Personnel Services or they will not be processed during the 1999 transactions.
2. Flotilla Commanders should ensure that a form is submitted for any member voluntarily dis-enrolling, being dis-enrolled for non-payment of dues or requesting retired status by the deadline or their names will appear on the Flotilla roster in January. The Flotilla's dues are based on the number of people appearing on the roster after 01 January.

CDR STEPHEN J. MINUTOLO, DIRAUX 5NR

SEE SPOTS RUN

TIPS FOR REMOVING STAINS FROM UNIFORMS

Ink does have a way of showing up in all the wrong places sometimes, doesn't it? Next time you find your shirt pocket looking like an ink-blot test, here are some simple procedures for removing ink, and other common stains, from uniform fabrics. As always, check the garment's care label first for any special instructions.

You may want to keep the following materials on hand so you'll be ready when spots and stains strike: rubbing alcohol, naphtha (paint remover), vinegar (white grade), glycerine (glycerol), starch (laundry grade), soft toothbrush, sponge, blotter paper (paper towels), white petroleum jelly, ammonia, and detergent.

Please note that some of these chemicals are flammable and should be used in a well-ventilated area, away from any open flame. (As always, keep hazardous materials out of the reach of children.) After treating, air-dry the garment.

Remember to put a clean blotter underneath the stain before you begin. To avoid a ring, use the "feather out" method: apply the treatment outside the stained area first, then lightly brush toward the center.

Butter, Cooking Oil: Sponge and flush with naphtha, feather out and dry. Blood: Sponge with water. Dry. Sponge and flush with naphtha. Feather out and dry.

Coffee, Tea, Catsup: Sponge with water and soak stain in glycerine. Flush well with water. Feather out and dry.

Chewing Gum: Sponge in naphtha and scrape off gum. Feather out and dry.

Chocolate: Dry and brush off excess. Sponge with naphtha and dry. Sponge with water. Loosen stain with brush. Feather out and dry.

Glue: Sponge with water. Loosen with brush. Flush with water. Feather out and dry.

Grass Stains: Rub detergent or a pre-wash directly into stain. Clean promptly.

Ink/Ball-Point: Rub white petroleum jelly into stain. Soak in detergent solution and launder.

Iodine: Sponge with rubbing alcohol against blotter paper. Feather out and dry.

Mayonnaise: Apply starch/naphtha paste. Dry and brush off excess. Sponge and flush with naphtha. Feather out and dry.

Motor Oil/Tar: Apply starch/naphtha paste. Dry and brush off excess. Sponge and flush with naphtha. Feather out and dry.

Mud/Rust: Dry and brush off excess. Sponge with water. Loosen with brush. Flush with water. Feather out and dry. Repeat with vinegar if necessary.

Mustard: Apply dry starch. Brush to remove excess. Apply glycerine for 30 minutes. Flush well with water. Feather out and dry.

Tree Sap: Mix a small amount of ammonia with water and gently rub into spot. After spot has dried, have garment cleaned.

*Reprinted in part from "Behind the Seams", Summer 1999
A publication of the National Park Service
Submitted by Ron Boice, DSO-PA 5NR*

Y2K

HOW DID THIS BECOME SUCH A BIG PROBLEM?

In the early days of computer coding, programmers did not have the memory space that computer systems have today. To conserve memory, programmers used two digit dates. Making things more difficult, programmers often gave their own unique names to computer commands. Today, thousands of computer programmers are employed to decode these unique commands.

Many computer applications were written in the 1960's and 1970's. Consequently, many programmers and software companies never expected the software to survive until 2000. But much of it did and new computers simply enable old software to run much faster.

Much of today's computer hardware, heavy equipment and machinery may have embedded computer chips with this Y2K problem.

Why is this a problem for the recreational boater?

Today, boats are sold with machinery, equipment, and instruments that contain computers and microchips. If you replaced or added machinery, equipment and instruments to your boat, do they display data in digital form? Do you use: electronic communication equipment (VHF/FM radiotelephone, marine single sideband radio); GPS/DGPS; a fish finder; electronic navigation equipment (marine radar, Loran, depth sounder, sonar, chart plotter, autopilot); or sailing electronics? If you do, you need to contact the manufacturer to determine if a Y2K problem exists in the equipment and what needs to be done to correct it. Failure to correct Y2K problems could result in serious safety problems for you or others.

How can I get more Y2K information?

Below is a partial list of web sites that provide useful information on the Y2K problem:

The U.S. Coast Guard Navigation Center has information on GPS date rollover issues, a listing of GPS manufacturers, and Local Notice to Mariners:

www.navcen.uscg.mil/webstats/

The U.S. Coast Guard Y2K site for the marine industry contains links to frequently asked questions (FAQ's) and allows sharing of solutions to Y2K problems:

www.uscg.mil/hq/g-m/y2k.htm

The U.S. Federal Government Gateway for Year 2000 Information contains directories sponsored by the General Services Administration and offers a vast resource for Y2K issues: www.itpolicy.gsa.gov/mks/yr2000/y2khome.htm

For more information concerning the U.S. Coast Guard and/or recreational boating, please contact the U.S. Coast Guard at: E-mail: Infoline@navcen.uscg.mil

Phone: 1-800-368-5647

or visit the U.S. Coast Guard's Office of Boating Safety web site at: www.uscgboating.org

Source: Local Notice to Mariners, 1st Coast Guard District

LIFESAVING PWCs

The men in black were ready to rescue on Saturday, May 22, 1999 when the Mystic Island, NJ and West Tuckerton, NJ Volunteer Fire Companies introduced a new life saving tool in the harbor of the Great Bay Marina. The demonstration highlighted a dive rescue, in which a victim was thrown into the water during a boat explosion and subsequently retrieved. "Its like watching Baywatch!" an observer joked.

After leisurely donning their wetsuits, Mystic Island Fire Chief Tony Kiuver and member Dominic Russano were the respective stars of the show, leaping into action as the rescue began. As victim John Schwartz floundered in the water, the two came sweeping in on a Kawasaki STXTM watercraft. After Russano pulled the victim toward the tow line, he was secured and hauled to shore by Kiuver.

Close on their heels came volunteers in the 24-foot Parker operated by Squad 72, also of Mystic Islands. With lights flashing a vibrant blue, the crew, naturally adorned in orange life vests, pulled along side the simulated burning boat and demonstrated the effectiveness of their equipment. Water shot across the gently lapping waves from the large hoses, and a merry troupe pulled for shore, this time taking care not to hit the piling they had collided with on their way out to sea at the start of the demonstration. But all in all it was clear to anyone watching that the men were well-trained and quick to action. Great Bay Marina reserves the first slip free of charge for the fire companies, so that they can always be the first out to sea in an emergency



In an unrelated activity, James Frederick, FSO-MS 7-10 and Nancy Hepburn, FSO-IS 7-10 are shown engaged in PWC training this past August.

Photo by Edna Frederick, ADSO-PA Whiting, NJ

Statistical analysis shows that hundreds of lives are saved each year by the use of personal watercraft, which are quick and maneuverable, and lack exposed moving parts which could be hazardous to a swimmer. "In addition," states Chief Tony Kiuver, "personal watercraft have a very shallow draft, which enables them to operate in low levels of water. They are small enough to be launched easily from the shore and handle well in most conditions."

The United States Coast Guard Auxiliary Flotilla 77 was on hand that afternoon to provide water safety information and boat safety checks for those that wanted them. Safety tips included the wearing of life jackets at all times, avoidance of alcohol while boating, careful balancing of a boat and watching one's speed. The Flotilla provides several helpful information packets, among them Visual Distress Signals and Federal Requirements and Safety Tips for recreational boaters.

Submitted by Stan Pojnar, SO-VE 7
Little Egg Harbor, NJ

HYPOTHERMIA

What is Hypothermia? Hypothermia is the lowering of the body core temperature as a result of exposure to a cold environment.

How Cold is Cold Water? The threat of hypothermia exists anytime a person is immersed in water which is colder than their normal body core temperature of 98.6° F. Many people do not realize that this threat exists even on warm sunny days.

Did You Know? Examples of average water temperatures are:

Pacific Northwest	53°F
Central Atlantic Coast	54°F
Coastal Miami Beach	78°F
Great Lakes	55°F

Stages of Hypothermia Once a person is immersed in cold water the following will occur:

- Core body temperature will begin to decline
- Feel cold and start to shiver in order to re-warm themselves
- Lose manual dexterity and coordination
- Suffer mental impairment
- In time, die due to cardiac arrest

How rapid these stages transpire depends upon the persons physical state, clothing, exact temperature of the water, etc. However, hypothermia can set in as quickly as 10 to 15 minutes. In many cases, a person may lose consciousness and drown before their core temperature drops low enough to cause death.

How can Hypothermia be Prevented? It is advisable for everyone involved in activities on the water to wear a thermal protection buoyant suit. Buoyant suits, coats and bomber jackets protect from drowning by keeping people afloat. They also provide thermal insulation and protection against hypothermia by conserving body heat.

Who is at Risk? As mentioned, a person is at risk of hypothermia any time they are immersed in water colder than their core body temperature. People are more susceptible

- They are lean and have a low percentage of body fat
- They have consumed alcohol or drugs
- They have sustained injury
- They are fatigued

Different Levels of Protective Clothing Are:

PFD At the very least wear a PFD! The flotation is necessary to keep a person at the water's surface without expending what little energy they may have left.

Flotation Suit Ideally boaters should equip themselves with a flotation suit or jacket and pant combination. These products are considered 'wet' suits as once a person is immersed in water, water will enter the suit in between the person and the suit itself. In turn, the thermal properties of the suit will warm the water and help maintain their core temperature while at the same time keeping them afloat.

Immersion Suits Boaters who are out for long periods of time should carry an immersion suit that can be donned quickly in an emergency situation. These suits are considered 'dry' suits and provide the highest level of thermal insulation as well as flotation. They are designed to keep a person alive for an extended period of time until help arrives.

Source: Mustang Survival, Bellingham, WA

TRACEN CAPE MAY

By order of the Commanding Officer of TRACEN (training center) Cape May, CAPT Sally Brice-O'Hara, the graduation ceremony of Recruit Company E-155 on Friday June 25, 1999 was dedicated to the USCG Auxiliary. This distinct honor was in recognition of the Auxiliary's 60th Anniversary.

The families and friends of Recruit Company E-1 55 along with a good turnout of Auxiliarists from several States lined the parade grounds and filled the bleachers along side the parade reviewing stand.

The weather was perfect and the "troops" marched onto the parade grounds with the CG military Band in front. The Drill team showed us their drill precision to everyone's delight and applause. COMO John Locasale, DCO 5NR, along with COMO John Macintosh, PDCO 5NR, were given full flag officer honors including a 13 gun salute via a ceremonial cannon.

It was a great day for the recruits, now Seamen Apprentices, and the Auxiliary. The CG Station was open for the visitors to inspect, including the Cutters and Aid to Navigation Team vessels.

*Article submitted by Gil Finkelstein, VCP 8
Photos by Harry P. Petersen, DSO-MT 5NR*



COMO John A. Locasale, DCO 5NR and CAPT Sally Brice-O'Hara, CO TRACEN Cape May receiving salute.



Members of TRACEN Cape May Recruit graduating class E-155 passing in review prior to receiving their orders as newly installed Seaman Apprentices of the United States Coast Guard. The photo shows only one of the 5 groups that passed in review prior to graduation.



COMO John Locasale, DCO 5NR (l) and COMO John McIntosh, PDCO 5NR with CAPT Sally Brice-O'Hara, CO TRACEN.

TRACEN HOSTS EASTERN AREA AUXILIARY CREW TRAINING SCHOOL

TRACEN Cape May hosted the training school during the five day period, June 2-6, 1999. The school under the guise of DSO-MT Harry P. Petersen and RCO-E George Leuck was a huge success. 25 Auxiliarists received classroom, on-the-water, and TCT training over the period. A cadre of over 40 instructors, coxswains (with their facilities), and boat crew personnel assured that the best instruction available was provided. 24 of the 25 "students" earned their crew credentials that week end. Plans are being formulated to offer this type of class to the other Areas in the year 2000.

*Article and static photos by Mel Borofsky, DSO-PB 5NR
"Action" photos by Joe Rzucidlo, DSO-CM 5NR*

THERE WAS A TIME TO WORK.....



AND, DEFINITELY, A TIME TO PLAY.....



OFFICIAL SUN HAT POLICY

OFFICIAL SUN HAT POLICY 16790; 10 June 1999

A special sun hat is hereby authorized for Auxiliary use during operational patrol and Vessel Examination missions. The Auxiliary sun hat may be worn in lieu of the baseball cap or blue working utility cap when wearing Undress-Blue Summer Bravo, Working Blue, the jumpsuit, or the Hot Weather Boat Crew Outfit. It may also be worn on patrol and vessel examination missions (including Courtesy Marine Exams, PWC Safety Checks, and Commercial Fishing Vessel Exams). The sun hat may also be worn with the alternate uniform for vessel examiners. The sun hat may be ordered from the Auxiliary Center, through the appropriate Materials Officer (MA).

This special sun hat has been designed to address the prolonged exposure to intense sun Auxiliaries face on patrol and CME missions. Its wide brim will shield the wearer's face and neck from direct sunlight. However, it is important to remember to wear sunscreen in addition to the hat, to maximize protection against harmful UV rays.

The lettering size and style of the sun hat do not leave sufficient room to add any insignia. Therefore, no insignia may be worn on the hat.

FREQUENTLY ASKED QUESTIONS:

WHAT IS THE AUXILIARY SUN HAT? The Auxiliary sun hat is a dark blue, wide-brimmed cotton hat, with the words "U.S. Coast Guard Auxiliary" embroidered on the front.

WHY WAS THIS NEW HAT CREATED? DON'T WE ALREADY HAVE ENOUGH OPTIONS FOR HATS? Auxiliary patrol and VE missions involve exposure to direct sunlight for long periods, often eight to ten hours. Ultraviolet (UV) radiation in sunlight can cause skin cancer. The sun hat's wide brim shields the ears, face and neck from these harmful UV rays.

WHAT IS THE AUTHORITY FOR ME TO WEAR THIS HAT? Commandant letter 16790 (above), dated 10 June 1999, authorizes wearing of the sun hat.

WHEN CAN I WEAR THE SUN HAT? The sun hat may be worn when you are on a safety, regatta, or other type of patrol mission, or when you are on a vessel examination (VE) mission. VE missions include CMEs, PWC Safety Checks, and examinations of uninspected passenger vessels and commercial fishing vessels.

WHAT UNIFORMS CAN THE SUN HAT BE WORN WITH? When performing a patrol or VE mission, the sun hat may be worn with these uniforms: Undress Blue Summer Bravo; Working Blue; Jumpsuit; Hot Weather Boat Crew Outfit; the new alternate uniform for VEs, per CHDIRAUX letter 1020 dated 19 MAR 99.

IS THERE AN EASY WAY TO REMEMBER WHEN I CAN WEAR THE SUN HAT? Yes when on patrol in your boat, or when doing a VE mission, and you would normally wear the baseball cap, you may wear the sun hat instead of the baseball cap.

MAY I WEAR AUXILIARY INSIGNIA WITH THE SUN HAT? No. The Auxiliary sun hat is designed to have a casual appearance, and is considered protective clothing, rather than a uniform item. Also, the size and style of lettering on the hat don't allow room for insignia. When a military uniform is appropriate, such as a teaching a Public Education class or staffing a boat show booth, wear your cap insignia with pride.

When wearing the sun hat, the embroidered lettering will suffice to identify you as an Auxiliarist.

DOES EVERYONE ON MY BOAT OR VE TEAM HAVE TO WEAR THE SUN HAT?

While we desire to maintain a professional, uniform appearance to foster organizational identity, the decision to wear the sun hat should be based on providing adequate safety and health protection. The coxswain or VE team leader should carefully balance the need for health protection against the desire for uniformity. If you need protection against harmful sunlight, wear the sun hat. With this thought in mind, it is acceptable for some people in the crew or team to wear the sun hat while others wear the baseball cap on the same boat or on the same VE team.

CAN I WEAR THE SUN HAT "AUSSIE-STYLE" WITH THE BRIM SNAPPED UP?

The correct method of wearing the hat is with the brim down. However, there may be reasons for snapping up the brim for certain limited periods (i.e., when going fast or in high winds). In these situations, please snap both brims up. It looks much better that way. However, remember that the reason for authorizing this hat was to shield you from harmful UV rays. By snapping up the brim, your protection is reduced. Please keep this in mind and return to the correct method of wearing the hat as soon as possible.

CAN I WEAR THE SUN HAT FOR CIVILIAN ACTIVITIES? Like the policy for wearing Auxiliary ball caps, there is no prohibition against doing so. Use discretion and think about your appearance and setting you may be in. Be sure you present a positive image of the Auxiliary and the Coast Guard.

WHERE CAN I GET A SUN HAT? The sun hat can be ordered from the Auxiliary Center (AUXCEN). Your Materials Officer (MA) can help you order your sun hat.

CAN I BUY MY OWN SUN HAT FROM ANOTHER SOURCE? No. The only authorized hat is the one carried by the AUXCEN. Prior to authorizing this hat, several styles and types were reviewed. The best quality hat that will last and present a professional, uniform appearance was chosen. The manufacturer provided these hats at a reduced, very reasonable price for the quality obtained. These savings are being passed on to our members.

CAPT Mark S. Kern, USCG, Chief Director, USCG Auxiliary



ADM James M. Loy, US Coast Guard Commandant showing off his newly acquired sun hat at NACON99, Orlando, FL.

Photo by Mel Borofsky, DSO-PB

60 YEARS OF SERVICE

Ed. Note: This article is the last of a three part series written by COMO John D. McIntosh, PDCO 5NR., and as published in the "COMPASS ROSE", a publication of Division 3. The uniqueness of these articles is that COMO McIntosh is relating this history as an eye witness. The Commodore was recognized for his 55 years of service to the Auxiliary at the past NACON 99 in Orlando, FL and the 5NR Fall Conference in Wilmington, DE. TOPSIDE congratulates the Commodore and wishes him many more years of productive service to our Auxiliary.

With the start of the 1988 boating season, an experiment was tried, since adopted as a standard, of Division 3 opening the Fortescue Station a week to ten days prior to the arrival of the regulars and continuing to operate weekends in September after the regulars have left. Another happening that was of help to our Public Education activity was the institution of the requirement by the State of New Jersey that those under the age of sixteen had to have taken a boating safety course in order to operate a vessel.

1989 was a special year, not only was it the fiftieth anniversary of the Auxiliary, but one of our own became District Commodore, Bill Pierce Past Commander of Flotilla 32 and Past Division Captain took the helm during a very exciting period. It was also made noteworthy by one of our longest service members Art Herzog of Flotilla 32 and a Past District Rear Commodore being recognized for 46 years of Auxiliary service with a certificate presented by the Coast Guard. In addition, any number of special events celebrated our anniversary, the biggest being a District Picnic held at Brandywine Park. Auxiliary activities were at a high level also, in addition to our usual activities, assistance was furnished to replace and support Coast Guard activities as the regulars had to deal with the biggest oil spill in history, hurricane HUGO and the California earthquake. Recognition was received when the Commandant presented the members of the Coast Guard family with the Bicentennial Commendation, awarded to those serving from March 1989 through October 1989.

It was kind of unusual for the Auxiliary's Fiftieth Anniversary in 1989 to immediately precede the Coast Guard's 200th in 1990. With all of the special occasions we still carried out all of our missions. We were able to provide a number of people to assist in the Coast Guard Day celebration at Penns Landing. A high point of which was the visit of the EAGLE to Philadelphia. We shared in the recognition of our District being recognized by the National Commodore as the best District in the Nation, having the best Member Training and Operations programs and attaining all six of the National Goals.

June 1992 saw the parade of tall ships heading up the Delaware to Philadelphia, a stopover on their route to New York for the 500th Anniversary celebration in honor of Columbus Day celebration.

With all of this mother nature struck hard, hurricanes Andrew and Iniki, typhoon Omar and western river flooding stretched the Coast Guard thin and the Auxiliary took up slack. As a result the Commandant, Admiral Kime presented the Coast Guard Unit Commendation to members serving from October 1991 through November 1992.

A new tool was added to our Public Education toolbox in 1993 with the publication of the four lesson Boating Safely Course. This got off to a slow start because many of our members didn't like the briefer coverage, however, acceptance by the public particularly the Personal Watercraft operators has



COMO John D. McIntosh, PDCO 5NR (r) receiving a plaque recognizing his 55 years of service to the Auxiliary. Presenting the award, at Fall Conference 99, Wilmington, DE is CAPT T. E. Bernard, Chief of Staff, Atlantic Area, 5th Coast Guard District.

Photo by Mel Borofsky, DSO-PB 5NR

expanded this course's use. The fact that New Jersey passed regulations requiring every individual operating a Personal Watercraft to have a certificate indicating they have taken a boating safety course hasn't hurt.

As for the last four or five years our association with the Coast Guard Detachment at Fortescue continued, Division 3 started at the beginning of May covering the Station from Friday evening 1600 hours through Sunday evening 2000 hours until the regular Coast Guard personnel arrived prior to Memorial Day. At the end of the season after the regulars move out after Labor Day, the Auxiliary covers the winding down of the boating season, at times until November 1. This has been our operational high point with, on occasion, four vessels provided each day.

1994 brought an administrative problem. Since our inception the Auxiliary, just like all the military services, used the penalty indicia privilege for mailing. Now all of these folks were shifting to using government furnished stamps and had to become familiar with proper postage. Activities continued at their usual high pace with more and more possibilities of Auxiliary support to Coast Guard activities.

During 1995 the Courtesy Marine Examination program

(Continued on page 25)

60 YEARS OF SERVICE

(Continued from page 24)

initiated safety checks for Personal Watercraft exposing a new group of boaters to the Auxiliary. Also for the first time the Auxiliary became involved with Commercial Fishing Vessel examinations. An expanded training program exists for this activity and to date few of our members have become qualified. In our own Division area the advantage of participating in the



NACON 99: COMO McIntosh (c) flanked by well wishers COMO Robert Wecker, PDCO 5NR, and his wife Neva while Michele Borofsky, ADSO-PB looks on.

Photo by Mel Borofsky, DSO-PB 5NR

Delaware Bay Day Celebration at Port Norris was recognized and implemented. The public relations advantage, possibility of a Courtesy Maxine Examination blast and operational potential of patrolling the parade and waterside activities was too good to overlook.

1996 started on a very sad note for Division 3. George R Collins our new Division Captain died suddenly in January. George had been Flotilla Commander of 34 and our Division Vice Captain prior to his election as Captain. He had been one of the

first to recognize the benefit of Auxiliary participation in Bay Day and took steps to implement our inclusion. Tom Cusack, Division Vice Captain, picked up the baton of leadership for the Division. It was during this period that the 1996 Coast Guard Authorization Act amended the Coast Guard Auxiliary Act. It expanded our potential activities and provides liability protection for these new nontraditional activities.

The past two years, 1997 and 1998, have seen continued activity in Public Education and Courtesy Marine Examinations. Our Member Training program has been great and Operations has followed its normal pattern. One new activity is in the Marine Safety field. This is just getting started and will be of significant benefit in Public Education and in making the Auxiliary better known. Currently member recruiting is "JOB 1", as it is throughout the Nation. As the ever so active members who have made this Division a standout over the years, are slowed by age we need to have new people ready to carry on. ❁

WOMEN IN THE COAST GUARD



The Girl of the Year Is A SPAR 1943, by Bentley.
From the collection of The Women's Memorial, Washington, D.C.

Women in the Coast Guard: No More Barriers!

In 1978, the Coast Guard opened all positions to women and throughout the 1980s, both genders crewed ships of every type. There were no restrictions on training, assignments or career opportunities for women in the Coast Guard, nor did the Coast Guard have a yearly quota of women recruits. By the end of the decade, women comprised 7.2% of active duty Coast Guard personnel and were moving up the career ladder and assuming positions of authority.

In 1984, Coast Guard Lieutenant Commander Vivian S. Crea became the first woman to serve as a Presidential Military Aide, a position she held for three years. Boatswain's Mate Chief Petty Officer Diane Bucci was the first woman petty officer in charge of an afloat unit, the Coast Guard Cutter *Capstan*, a harbor tug, in September 1988. In March 1989, Boatswain's Mate First Class Krystine Carbajal became the first enlisted woman placed in charge of an ashore Search and Rescue station. That same year, a woman was the first person trained for a new Coast Guard position, Flight Officer responsible for tactical coordination of drug interdiction efforts from an aircraft.

CDR Kathy Hamblett, Group Philadelphia Port Operations Officer, was one of fourteen women graduates in the class of 1980 from the USCG Academy in New London, CT.

Information submitted by Helen McCabe, SO-CC 10
Gathered from the Women's Memorial 1999 Calendar

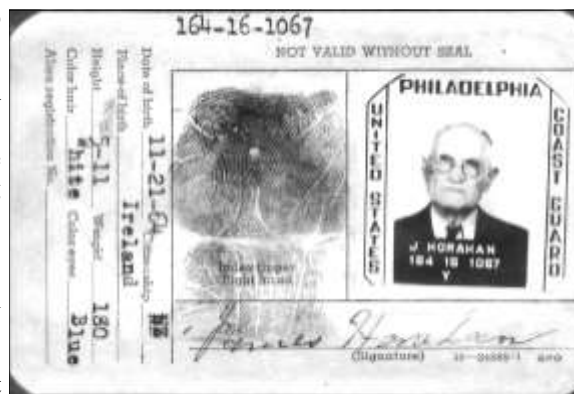
PORT SECURITY FORCE

Prior to going into the service, early in World War II, I became aware of a couple of neighborhood men I knew as paving contractors, in uniform. They appeared to be Chief Petty Officers, but as they drew near, while they wore the traditional Navy CPO uniform, the cap device was different, as was the rating insignia on the sleeve. Instead of the single anchor, there was a circle with crossed anchors through it. The rating insignia was more like that of a Second or Third Class Petty Officer. Puzzled, I turned to one of the guys on our corner and asked, "what Navy are those two in?" Now that the U.S. was in the war it wasn't unusual to see men in the service of one of the allied countries. The response was, "they're in the Port Security Force, they do guard duty on the waterfront, they're not in the service, they're volunteers, like Air Raid Wardens."

In the summer of '42, I went to work at the Cramp Shipyard and had my second encounter with the Port Security Force. My job that summer was at Pier 3 at Delaware Avenue and Market Street. Since we were a small group, I got to know everyone on the pier including the security force. One day one of the guards proudly announced he was being sworn into the Coast Guard and he would be a boatswain or coxswain, he wasn't sure which. Well, sure enough, the next time I saw that chap he had been sworn in, as evidenced by the little patch on his sleeve proclaiming "U.S. Coast Guard Port Security Force," but alas, no evidence of rank, whether he was a boatswain or a boot. Hereafter he would be affectionately referred to as "boats."

My final encounter with the Port Security Force was in 1956. My grandfather had died and we were sorting out some of his personal effects when I came across a Coast Guard ID

card. He never mentioned any connection with the Coast Guard. It would appear that the Coast Guard, being charged with preventing subversive activities along the waterfront, had an enormous job requiring a substantial force from resources already stretched thin. The manpower problem was partially solved from an obvious and almost overlooked source. The watchmen, employed by the various shipping companies, patrolling the many piers along the Philadelphia waterfront, were the answer to this dilemma. Here was a ready source of manpower that knew the area well, but should they uncover subversive activity, which should be contacted, the police or the secret service? The answer was obvious; the one agency responsible for protecting our shores was the U.S. Coast Guard. What better way to unify these watchmen to focus on one contact in the event of suspicious activity, the U.S. Coast Guard?



My grandfather, James Horahan worked for the Moore & McCormack Steamship Company at that time. He never mentioned to me his association with the Port Security Force. I wonder what his rank designation was?

After the war my grandfather continued working along the waterfront for another 10 years. I am not aware of any formal recognition or honorary disenrollment, just the unspoken appreciation of a grateful nation.

*Edward Horahan, VFC 26
Roslyn, PA*

BLUE BLAZER UNIFORM

The Blue Blazer "uniform" is comfortable, has many uses, and is an economical addition to your Auxiliary wardrobe. The blue blazer may be used for all Auxiliary uniforms except the Undress Blue - summer, Bravo, and working Blue uniforms. It is NOT authorized, for wear on patrols, while performing CMEs or any duty at Coast Guard units. The Blue Blazer is authorized for use at flotilla meetings, while instructing public education classes, for Marine Dealer Visits, or at other activities where the Auxiliarist believes that it is appropriate to the occasion.

The Blue Blazer must be of the style specified in the Auxiliary Manual and cannot be just any blue coat or jacket. The number of buttons, number and location of pockets, and type of fabric are also specified. On the breast pocket you may attach the Auxiliary blazer patch. You may also remove the commercial buttons and place 6/10 inch buttons on the sleeves and 9/10 buttons on the jacket. Read your manual for the specifications for men and women.

Women wear white or gray pleated or straight skirts or tailored slacks without cuffs, in an appropriate commercial blend fabric. The blouse must be a simple design in white without ruffles or excessive ornamentation. Stockings are flesh-colored seamless hose, and shoes are plain black pumps with 1" to 2 5/8" heels.

Men wear white or medium gray trousers made of flannel or tropical worsted material, with a full cut, straight legs, without cuffs. A white dress shirt is worn with a dark blue four-in-hand tie. For formal occasions a black bow tie is worn. Socks are black and undecorated and shoes are black, with heels, made of smooth leather or synthetic material. You may wear a civilian yachting cap with the Auxiliary Yachting Cap Device centered over the crossed anchors. Uniform hat or caps of any type ARE NOT worn with the blue blazer.

Civilian outer garments such as topcoats or raincoats worn over the Blue Blazer must match the blazer in general style to avoid garish mismatches. See the 1999 Uniform Procurement Guide for additional information.

Gloria Tobin, DVC-PX, St. Louis, MO

Ira Dolich, DC-E
Victoria Jacobs, DC-P

LIVING HISTORY

D-DAY PLUS 55

Young Seaman Marvin J. Perrett of New Orleans couldn't imagine the type of service he was volunteering for way back in the early 40s. His first encounter was a room full of seniorish men "signing up" for the Coast Guard. He was there because the Navy enlistment quota for that period was satisfied, and he wanted to go to sea. "What's with all of these old "coots?" "What kind of service is this?", he thought. It turns out that the waiting room was filled with men, ineligible to enlist, who were signing up for warden duty (part of the wartime Auxiliary), a sort of home militia..

Marvin did enter the Coast Guard, and to make a great story short, (as Marvin related to the lunch gathering at NACON 99), he participated in the landings at Normandy on D-Day. Mr. Perrett was coxswain of one of the many landing craft (thoughts of Private Ryan came to mind) that brought the troops ashore. He made three trips that day and obviously lived to tell about it. And tell us about it he did. Marvin related his exploits to us as colorfully and completely as if it just happened yesterday.

As an added bonus, Marvin's telling of his return to Normandy on the 50th Anniversary of the landing brought some laughter to *our* faces and tears to *his* eyes. Thanks Marvin for a job well done. ❀

SEMPER PARATUS

Articles and photos by Mel Borofsky, DSO-PB 5NR

60 YEAR AUXILIARISTS

It's hard to imagine a lifetime of active service to one job or one organization. How about imagining someone who joined our organization during its *first year* 1939, and still be an *active* member 60 years later. At NACON '99, the attendees were introduced to two such gentlemen. Both of the men signed on during the early rumblings of war with thoughts of serving our nation on the sea. Remember, both of these men, back then, were over 40 years of age and the home guard was probably the only way they could serve. The Auxiliary provided that opportunity. So they served our nation then, AND BOTH CONTINUE TO SERVE TODAY.

Sol Spiegel is the "senior" of these two men at age 95. Sol lived in Newark, NJ in those days. He operated a business and raised a wonderful family. He volunteered his being, his boat and other assets to help win the war. Sol is still active in his Deerfield Beach Florida Flotilla. He still patrols the waters and provides counsel to those who seek his advice.

W. Claude Fox of Knoxville, TN, at age 91 is a hard man to keep up with. He is still a freelance photographer which was evident by his presence, with camera, at every NACON 99 function. Trying to talk with Claude, while walking, was a real chore. His pace was that quick. Claude is the *current* ADSO-PB of the "Pilothouse", the publication of the 8th Eastern District.

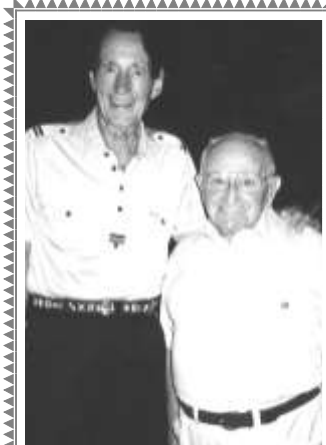
Both men were honored at NACON 99 with recognition by ADM Loy, Commandant USCG, CAPT Kern, Chief DIRAUX and COMO Tucker, National Commodore. ❀



Clockwise from top (L): Mr. Marvin Perrett garbed in his D-Day uniform speaking at the NACON 99 luncheon; Mr. Perrett receiving an honorary USCG Auxiliary coxswain pin from NACO Everette Tucker; Mr. Perrett conversing with Mike Ripton, DSO-VE 5NR, in front of Marvin's D-Day memorabilia display in the hotel lobby at NACON '99.lando, FL.

➤ Mr. Sol Spiegel with a few of his family members wishing him well on his 60th Auxiliary Anniversary, Marisa, Tal, and Betty Spiegel.

➔ **120 Years of Auxiliary**
Mr. Claude Fox (L) and Mr. Sol Spiegel meeting for the first time at NACON 99. Both said it was a real thrill to meet each other.



COAST GUARD UNIT COMMENDATION



THE COMMANDANT OF THE UNITED STATES COAST GUARD
WASHINGTON 20593
10 August 1999

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

UNITED STATES COAST GUARD AUXILIARY

for services as set forth in the following

CITATION:

"For exceptionally meritorious service from June 23, 1939 through June 23, 1999 for providing sixty years of dedicated public service and operational, logistical, and administrative support to the United States Coast Guard and the nation. Since its creation by Congress in 1939, as the original Coast Guard Reserve, and later designation as the Coast Guard Auxiliary in 1941, members of this superb maritime volunteer organization have served side by side with Regular, Reserve, and Civilian Coast Guard personnel to accomplish Coast Guard goals. Undergoing stringent training requirements and using their own personal resources, the men and women of the Auxiliary have successfully supported Coast Guard missions on land, on the water, and in the air. While doing so, these most trusted volunteers, often at risk to their own personal safety, have saved tens of thousands of lives, assisted hundreds of thousands of boaters in distress, and prevented the loss of billions of dollars worth of property. Auxiliary volunteers have prevented the loss of life at sea by routinely examining recreational boaters and commercial fishing vessels to ensure boats are seaworthy and equipped with working and ready lifesaving equipment. Auxiliarists have also instructed over tens of millions of citizens, young and old, in the basic tools of seamanship and navigation to operate vessels on our waters and return to homeport safely. Furthermore, the Auxiliary has worked with all the members of the Coast Guard family to provide humanitarian assistance when hurricanes, typhoons, floods and other disasters victimize our nation's citizens. Over these many years, the Auxiliary has willingly provided these services, with a "can do" attitude and a unique, remarkable altruistic spirit typical of its citizen members. The professionalism and devotion to duty of the Auxiliary members are in keeping with the highest traditions of the United States Coast Guard."


James M. Loy
Admiral, U. S. Coast Guard
Commandant

Ed. Note: The above award was presented to the US Coast Guard Auxiliary at NACON '99 from and by ADM James M. Loy, Commandant of the Coast Guard. All Auxiliarists who were active members between June 23, 1939 and June 23, 1999 are entitled to wear the ribbon. Each entitled member will shortly receive one ribbon, free of charge, from the 5NR Director's Office. Auxiliarists who were previously awarded this ribbon are entitled to wear a 5/16" gold star(s) for each award. The star(s) are available through the District Store.

Information per AUXWEB data and as instructed in the Auxiliary Manual, COMDINST 16790.E, Appendix 11-B

60th ANNIVERSARY BALL

June 26th 1999, the evening was clear and the company was grand.

District 5NR gathered to celebrate the US Coast Guard Auxiliary's 60th Anniversary in style. Thanks to the preparations of our host Ron Boice, DSO-PA, the food, arrangements and the program were excellent. The decorum and tone of the evening was prompted by the location of our festivities, the Officer's Club at the Willow Grove, PA Naval Air Station. We were welcomed at the gate in proper military fashion and as we wound our way through vintage aircraft to the club, the excitement of the evening intensified. With a great amount of fellowship, our cocktail hour gave us time to catch up on the events of the previous winter and our plans for the coming boating season. Our dinner was tasty and grandly served, the table seating allowed for the conversation to continue from table to table. Ron and Linda Boice, DSO-MS put together a program, both tasteful and interesting. From the entrance of the color guard to the final cake cutting ceremony the entire program left us speechless. (Pun intended). Thank you Ron and Linda for a truly wonderful evening.

Article and photos by Mel Borofsky, DSO-PB



Our hosts, Ron and Linda Boice



Scenes of the evening.



COMO George Leuck, RCO-E, knows how to get his photo into **TOPSIDE..for sure!!**

WELCOME TO 5NR

Commodore Locasale and the entire Auxiliary membership of the 5th Northern District welcomes the following new members to the United States Coast Guard Auxiliary.

<u>Name</u>	<u>Flotilla</u>		
James L. Bennett	16-10	Joseph R. Gutierrez	7-11
Stefanie Borst	2-10	Paul C. Lehr	7-11
William J. Carey	15-4	David P. Wenitsky	21
James J. Conners	7-12	Daniel F. Zehrung	21
Piave Corradi	16-3	Mark Mather	21
Edward L. Daley	72	Betsy Ann Levy	2-76
Nancy C. Daley	72	Wilbur C. Brown	51
Dale A. Detweiler	56	Joseph A. Powers	77
John D. Ennis	13-3	Louis R. Esposito	7-12
Linda I. Gardner	15-1	Carolyn J. Otto	12-5
Gary O. Gardner	15-1	Margaret A. Slusser	15-5
Leroy E. Graff	15-6	Robert J. Fanella	15-5
Theodore R. Hall	16-7	Hurley F. Slusser	15-5
George R. Hogrefe	16-7	Jill H. Baylus	12-2
Roger F. Jordan	4-7	Michael A. Snyder	12-2
Scott A. Lehman	56	Donna A. Roseberry	12-2
James S. Manion	13-3	Carl J. Ballato	12-2
Albert E. Manton	38	Connie J. Ballato	12-2
Gary L. Marinangeli	15-4	Lisa R. LaSanta	4-11
Michael A. Mason	13-3	Anthony M. Alessi	16-1
Judith A. McAdam	12-9	Michael A. Babcock	14
John N. McAnany	2-10	Robert H. Batta	16-1
Carroll W. Meile	14-2	Joseph C. Bonk	7-12
Patricia A. Phillips	13-3	Gordon E. Brown	10-2
Thomas J. Rice	2-10	Howard Burakof	16-1
Clifford C. Rose	15-6	Joanne M. Capodanno	16-1
Williamette E. Sharp	14-7	John R. Cathcart	7-12
Jennifer A. Shermeyer	56	Robert M. Davis	16-1
Edgar A. Shoff III	14-2	Joseph M. Eltz	42
Judith M. Stackhouse	15-1	George A. Grable Jr.	42
Alba D. Thorn	14-2	Edward J. Green	15-4
Ronald A. Thorn	14-2	John E. Harrison	16-1
Michael W. Turner	47	Karen Harrison	16-1
Joseph J. Venzlowsky	52	George S. Hartigan	16-1
Wolf R. Vieth	82	L. Leslie Horn Jr.	16-8
Patricia A. Beattie	14-2	Stanley Kalesnik	48
Luther W. Beattie	14-2	Kenneth S. Kwicinski	16-1
E. Frank Cerione	34	Rita Langston	42
Sandra L. Cerione	34	Phillip C. Licetti	16-8
Nora J. Felts-Herbert	16-5	Warren J. Long	16-8
Virginia E. Gray	15-7	John Maruhnich	15-4
Charles W. Helwig	12-5	James M. McElwee	48
Joseph E. Herbert	16-5	William P. McElwee	48
Kevin G. Holzwarth	15-7	William G. Merrell	16-1
James M. Hye	15-4	James J. Morantz	16-1
James L. Kille Sr.	34	Joseph Pretto	16-1
Michele A. Long	53	Mark Reed	79
Robert J. Marceau	16-5	Maryann A. Vanjonack	19
Patricia E. Mayer	15-7	Judith F. Wellington	19
Thomas J. Morrissey	34	Peter S. Wellington	19
Tamra S. Neer	72		
Ronald E. Paterno	16-5		
Robert J. Puharic	10-2		
Mark E. Schools	34		
Priscilla A. Schools	34		
Dorothy A. Smith	16-5		
Douglas L. Smith	16-5		
Robert J. Somers	2-10		
Lyn A. Thomas	72		
Michael Vladika Sr.	15-4		

<u>Name</u>	<u>Flotilla</u>
Michael J. Vladika	15-4
Kenneth R. Xiques	12-5
Stan Morantz	24
Susan J. Engle	7-11

IN MEMORIAM



It is our sad duty to report that the following members of the United States Coast Guard Auxiliary have departed our shores and crossed over the bar.

Annett Keating	Flotilla 13
Donald F. Kepner	Flotilla 24
Willis E. Braun	Flotilla 24
Alex T. Marr	Flotilla 2-76
Donald L. Grabert	Flotilla 35
George Fender	Flotilla 42
George C. Nickel	Flotilla 48
George B. Dintiman	Flotilla 53
Richard Mandato	Flotilla 79
Henry Schneider	Flotilla 7-10
Frank L. Dalley	Flotilla 7-12
Mary Colna	Flotilla 11-1
Lothar H. Meyhofer	Flotilla 12-2
Frank Kamp	Flotilla 12-2
Warren Gluyes	Flotilla 13-3
Carl Reynolds Jr.	Flotilla 14-1
Michael R. Deitzler	Flotilla 14-3
Robert J. Millar	Flotilla 14-3
Norman Wettig	Flotilla 14-7

Rest in Peace

Please advise the DSO-PS 5NR of any corrections or omissions to the above list.

*Compiled by William Reimer, DSO-PS 5NR
Berwyn, PA*

WELCOME TO 5NR
*List is through August 1999
Compiled by Linda Spayd,
DSO-FN 5NR
Reading, PA*

NATIONAL TRAINING UPDATE

CORRECTED 18 AUGUST 1999

New Member Training	Text	Study Guide	Instructor Guide	Course Time(hour.)	Examinations
New Member Course	AUXMAN M126790.1E	P16794.40A	P16794.39A		Edition 9, Test 82 Open Book, Passing Grade 80%
Qualification Training					
Instructor Qualification	Part A Part B	P16794.44 P16794.45	P16794.46 Transparencies	12 hours	Edition 3, Test 21 Edition 5, Both Open Book
Vessel Examiner	M16796.2E	M16796.5A	M16796.4A	10 hours	Edition 8, Test 1 Open Book
Marine Dealer Visitor	M16796.3B	Included in Text	None	6 hours	Code 601, Edition 1, Test 1 Open Book
Air Operations	M16798.3D	None	None		Pilots: Test 4 (1998)
Pilots & Observers	M16798.5A				Observer: Test 3 (1998)
Specialty Courses					
Administration ¹ (AUXMIN)	Auxiliary Manual (AUXMAN)	P16794.37A ²	P16794.38A ²	12 hours	INTERIM EXAM Edition 9, Test 52 Closed Book
Communications (AUXCOM)	P16794.32B ³	Included in Text	P16794.33B ³ Lesson Plans Transparencies	14 hours	Edition 5, Test 53 Closed Book
Navigation (AUXNAV-A) (AUXNAV-B)	M16798.16A ⁴ Same	M16798.16A ⁴ Same	M16798.17A ⁴	32 hours	Closed Book (A):Edition 1 (3/98), Test 1 (B):Edition 1 (3/98), Test 1
Patrols (AUXPAT)	P16794.28A	Included in Text	P16794.27A	10 hours	Edition 7, Tests 51, 52, and 53 Closed Book
Search and Rescue (AUXSAR)	P16794.35B	Included in Text	P16794.36.B Transparencies	12 hours	Edition 9, Test 51 Closed Book
Seamanship (AUXSEA)	Chapman's Piloting, Seamanship, and Small Boat Handling	P16794.42	P16794.41 CH-1 Transparencies	10 hours	Edition 4, Test 51 Closed Book
Weather (AUXWEA)	P18794.30A	Included in Text	P16794.29A Transparencies	12 hours	Edition 6, Tests 51, 52 Closed Book
Auxiliary Officer Training					
Administrative Procedures Course (APC)	Text Auxiliary Manual M16790.IE Chapter 4	Study Guide P16791.2	Instructor Guide None	Course Time (hours)	Examinations INTERIM EXAM Edition 8, Test 51 Open Book, 90% PASSING SCORE
Auxiliary Leadership (AUXLEA)	P16794.47, CH-1 Auxiliary Manual M16790.IE	Included in Text Transparencies	P16794.48, CH-1 Auxiliary Manual M16790.1E	8 hours	None
Boat Crew					
QUALIFICATION Navigation Rules NAVRULES #485		P16798.11	P16798.10	20 hours	70 Series Closed Book Passing Grade 90%
REQUALIFICATION Navigation Rules (NAVRULES REQUAL)		P16798.11	P16798.10		90 Series Open Book Passing Grade 100%
Crew/Coxswain	Seamanship Manual ⁵ M16798.27	Training/ Qualification Guide M16798.28			

Notes: (1) Under revision (8/99). (2) Out of Stock; Course being revised to new Auxiliary Manual. Use previous course until new course is available. Use INTERIM EXAMINATION (12/98). (3) Corrections incorporated in latest printing. (4) A completely new AUXNAV course is now being issued. Three color transparency sets have been provided to each DSO-MT for loan out. The course is also on CD-ROM. (5) New boat crew manual in preparation. **AUGUST 1999 CHANGES IN BOLD TYPE.**

Submitted by Oliver D. T. Lynch, Jr., Chief, Department of Training
Mt. Airy, MD

NATIONAL CONVENTION '99 - ORLANDO, FL



DCO John A. Locasale carrying the new 5NR Flag during the parade of flags.



NACON Ev Tucker & NADCO Dan Maxim sharing some Auxiliary wisdom.



VCO Robert & Joanne Perrone at the Saturday night banquet.



D-AD Lee Crossman & DC-T Ira Dolich sharing a rare idle moment.



BC-ANN Otis and Marie Littleton sharing a good laugh.



DCO Lee Ward (1SR).
Told you so!



Gail and Linda Fisher, friends from 1st Southern.



N-A Bob Platt showing ADSO-PB Michele Borofsky his "mouse" trick.



DCO John Locasale leading the 5NR contingent.



DSO-LP John and Maryanne Bellenzeni a striking couple ready for the banquet.



YN3 Dezaray Williams of the DIRAUX office, all work and little play!!



PDCO Bob Wecker enjoying a coffee break during the busy schedule of the day.

NATIONAL CONFERENCE 1999 - ORLANDO, FL



MURPHY'S LAW

ANYTHING THAT CAN GO WRONG- DID

Memorial Day Weekend - off to the Bay for the first time this summer! Me and my husband Dick had picked up the boat the night before —only a slight problem with our batteries but the repair people told us it should be okay. We reached our destination, Mayo Ridge Marina in Maryland. We put the boat into the water and, bingo-it hooked onto a bolt in the ramp and we ended up with two flat tires on our trailer. Luckily, Marine management gave us a slip to keep the boat in for the week and they assured us they would fix the tires during the week.

Out on the water—gorgeous weekend. We went to White Hall Bay for some R&R. I smelled an odor. When Dick awakened from his "siesta", I mentioned it to him and he responded that he forgot to check for a bird's nest before he took the boat to Mariner's Choice. I proceeded to clean out the debris where the anchor was kept and discovered a bird's nest (they go to great pains to build those sturdy little homes). I smelled this awful odor and knew I would be touching something I didn't want to—so Dick took over. You guessed it—poor little birds—he left without their mommy! Well, while cleaning out the birds, we left the hatch door open and debris from the nest blew in onto our nice clean bedding sheets (I had just put them on). So I cleaned that up again. After that we had a nice evening, dinner on the boat and settled in for a nice, restful night. All of a sudden the lights started to flicker (uh-oh battery!). No TV that night. So we went to sleep —only to be awakened and kept up all night being bit by something (fleas-from the bird nest!). They literally bit us all night long! NO REST FOR THE WEARY THAT NIGHT!!



Carol and Richard pose with their investment that keeps on "taking".
Photo submitted by Carol Simpson, FSO-SR 14-4

Sunday morning we went back to the Marina, then we went into town and bought a defogger for the bugs and 2 new batteries. Dick put the batteries in at the Marina and we took to the water again. All was not lost—he found a new place for us to stay (Rhodes River). We had to stay out of the cabin for two hours while we defogged the boat, so we just sat and enjoyed the peace and quiet. The night was peaceful and calm and we needed it! The only nice thing about this was that we had to go back the next weekend, June 6th, for the boat to get it out of the slip and get it dry-docked. (Usually we don't go down two weekends in a row.)

IF THAT WASN'T BAD ENOUGH-on June 19th we went down to the bay again. We always try to make a trip a couple weeks before our 4th of July vacation week to check everything out on the boat. We took a leisurely drive down even though we knew Dick had to put brake lining and wheel bearings on the trailer so it would be ready to go. When we arrived, we noticed something wrong with our antenna (surprise!). It was gone!! And the part that was there looked burnt. So we checked in the office to see if there was any trouble at the Marina that week. We were told not and possibly the sun burnt the facing right off

the antenna (have you ever heard of such a thing????!) We left and went into town immediately to pick up a new antenna (when you own a boat, it's not just the water that's salty!). Brought that back-just one more thing for Dick to do before we could get into the water. Those chores were finally done about 5:00 p.m. Alas, we were ready to go-OR SO WE THOUGHT! Backed the boat up to the ramp, Dick's in the boat ready to start it, I'm in the truck ready to take off with the trailer when he drops in the water and-YOU GUESSED IT-the boat would not start. So we brought up it out of the water and took it back where we had it parked. Dick checked it all out and wanted to test the batteries (the ones we put in the last time we were down). Luckily they did have a battery tester there and we were told to put it back in the water to test it. So we did. Batteries checked out fine and as Dick was inspecting everything, he discovered that there were some burnt wires. Dick asked the guy if there were any storms down here that week and we were told there was a doozy on Tuesday and the guy said he almost soiled his pants! Problem solved. Lightning struck our antenna and burnt out everything but the lights!! So we trailered the boat back home.

On the way home, the bearings started to heat up and we had to stop in Glen Burnie, go to Wal-Mart and pick up a jack (which we didn't have in the truck), and once again, Dick had to loosen the lining on the bearings. We finally made it home at 1:30 a.m. that Saturday night/Sunday morning.

After a little hassle with the insurance company, we did get the boat back the Friday night before we left for our week's vacation in Crisfield on Saturday, July 3.

Murphy's Law or Comedy of Errors??!

ADDENDUM-FYI-We did catch 25-30 fish (mainly croakers) each evening at Crisfield and the boat ran fine. BUT--we went down the end of July again and after we were situated in Rhodes River for some R & R, all of a sudden no lights. Boat wouldn't start so we couldn't take showers or run anything. No NAV lights either for that night. Dick rigged up a candle for us (what you can do with a little ingenuity!). Sunday morning we called a towing service and he noticed our voltage wasn't up where it should be. So the alternator also had been affected by the lightning striking our boat. They jumped our battery and we were on our way home again-with the alternator this time! What will it be next???

*Dick & Carol Simpson, FSOs-VE and SR 14-4
Biglerville, PA*

DISTRESS BEACONS

COMPARISON OF THE 406 Mhz AND 121.5 Mhz DISTRESS BEACONS

406 Mhz Beacon

121.5 Mhz Beacon

Coverage:	Global.	Ground station dependent; ground stations have an effective radius of about 1800 nm. Current coverage is about one third of the world.
Reliability: False Alerts/ False Alarms:	<p>All alerts come from beacons. Satellite beacon transmissions are digital, coded signals. Satellites process only, coded data, other signals are rejected. About one in ten alerts are actual distress.</p> <p>Beacon-unique coding/registration allow rapid incident corroboration. Registration mandatory 9/13/94. 90% beacons are registered. About 80% of false alarms are resolved by phone or radio call to registration points of contact prior to launching SAR assets.</p>	<p>Only about 1 in 5 alerts come from beacons. Satellites cannot discern beacon signals from many non-beacon sources. Beacons transmit anonymously. Fewer than 3 in 1000 alerts and 3 in 100 composite alerts are actual distress. Since 121.5 Mhz beacons transmit anonymously, the only way to ascertain the situation is to dispatch resources to investigate—a costly disadvantage.</p>
Alerting:	<p>First alert confidence sufficient to warrant launch of SAR assets. Earlier launches put assets on scene earlier - average 2.5 hours saved in maritime, 6 hrs. in inland.</p> <p>Average initial detection/alerting by orbiting satellites is about 45 minutes – worst case 60 minutes. Average subsequent passes every 60 minutes.</p> <p>Vessel/aircraft ID, point of contact information provided with alerts allows rapid corroboration or stand-down. Allows false alarm follow-up to continuously improve system integrity/reliability.</p> <p>Near instantaneous detection by geostationary satellites. System provides world-wide coverage.</p>	<p>High false alarm rate makes first alert launch unfeasible. Absent independent distress corroboration. Assets must wait for additional alert information</p> <p>Same as 406 Mhz.</p> <p>Alerts are anonymous. 121.5 Mhz technology not capable of transmitting data.</p> <p>No capability.</p>
Position Information:	<p>1-3 nm (2-5 km) accuracy on average. Position calculated by doppler shift analysis.</p> <p>100 yard accuracy with GPS-equipped beacon. GPS position processed with initial alert. System infrastructure now available.</p>	<p>12-16 nm (15-20 km) accuracy on average. Position calculated by doppler shift analysis.</p> <p>No capability.</p>
Locating the target:	<p>Superior alert (non-GPS) position accuracy limits initial search area to about 12.5 sq nm (20 sq km).</p> <p>121.5 Mhz homing signal facilities target location by radio direction finder equipped search units.</p>	<p>Initial position uncertainty results in 450 sq nm (700 sq km) search area on average.</p> <p>No GPS Capability.</p> <p>Same as 406 Mhz.</p>
Power output:	5.0 watts	0.1 watt
Average cost:	\$750.00 - \$1,000.00 (EPIRB) \$2,500.00 (GPS equipped EPIRB) \$2,200.00 - \$3,500.00 (ELT)	\$200.00 - \$500.00 (EPIRB) \$600.00 - \$1,500.00 (ELT)

AROUND THE DISTRICT DIVISION 1 WILMINGTON, DE

USCG SARDET WILMINGTON, DE

SARDET Wilmington, DE offers boat crew training and Qualification Examiner (QE) sign-offs for all members every weekend. In addition to crew training we also offer communications opportunities and training at our COMMS station.

All of the hard work and efforts expended over the winter



Division 1 Auxiliaries at work at our communications and training center.

has paid off. The SARDET team, with loving and tender care made our dream a reality. We have a newly refurbished vessel equipped with radar, GPS and RDF capabilities. We are also on our way to a new and larger communications and training center.

With this dream on the way to fulfillment, Division 1 is ready to move into the millennium, proud of our membership and fellowship. We are offering our new members, as well as our established Auxiliaries real reasons for belonging to our organization.

*Article and photos by Roz Schwebel, SO-PB 1
and Jane Brereton, SO-SR 1
New Castle, DE*



AROUND THE DISTRICT DIVISION 2 PHILADELPHIA, PA

"SAVE OUR SEAS" GOES TO SCHOOL

During the past school year, I used educational information with my 4th graders that was prepared by the Coast Guard Auxiliary. The "Save Our Seas" unit was well prepared and appropriate for elementary students. They enjoyed the hands on activities as well as *Inky and Captain Cleanwater*.

What a tremendous resource we have in the Auxiliary!

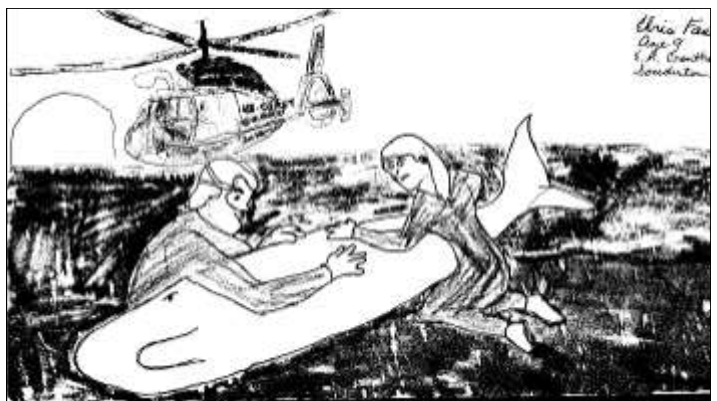
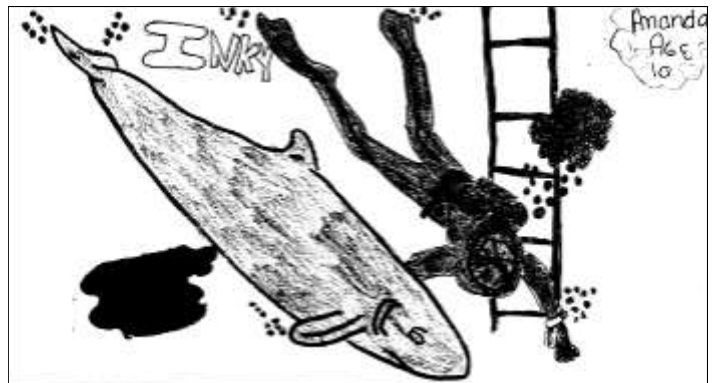
*Linda Keller, Flotilla 21
Philadelphia, PA*

BELOW ITEMS WERE FROM MS. KELLER'S CLASS



- Letters and drawings from:
- Deanna Price, age 10
 - Kristen Ryan, age 10
 - Amanda, age 10
 - Chris Faust, age 9

All thanked the Coast Guard for the "stuff" we sent to them.



AROUND THE DISTRICT

DIVISION 2

PHILADELPHIA, PA

FLOTILLA 24 PROMOTES NAVIGATION



Flotilla 26 Basic Coastal Piloting instructors pointing out new work to be covered in the advanced class. (l to r) Students Victor and Debbie Begley, Instructors Clifford Dunn, FSO-MV, and Rosa Neff, FSO-MT.

*Photo by Eugene Henderson, SO-OP 2
Jamison, PA*

Flotilla 24's coastal navigation courses directly follow their Boating Skills and Seamanship (BS&S) presentation. A 2 night session of navigation is offered during that course to whet the appetites of the students and give them a glimpse of what is covered. Many students "graduate" to the navigation classes.

*Submitted by Rosa Neff, FSO-MT 24
Roslyn, PA*

FLOTILLA 2-76 AT SEARCH & RESCUE DETACHMENT (SARDET) WILMINGTON



(l to r) Vince Diano, Vic Tenaglia, FSO-MT, Mike Fitzpatrick, Muriel Lewis, IPFC, Emil Milano, FSO-OP



Manning the radio station, (l) Charlie Lyman and Emil Milano, FSO-OP



Aboard the USCG Cutter RED WOOD during National Safe Boating Week festivities at Penns Landing, Philadelphia, PA. Rita Kratzer, DSO-SR 5NR and 2 crew members of the RED WOOD. Rita is distributing "Match Cars" for all of the kids (large and small) who came aboard that day.

*Photo and caption by Muriel Lewis, SPO-NSBW 5NR
Havertown, PA*



Vic Tenaglia, FSO-MT, explaining GPS to members of Flotilla 2-76.
*The above photos and captions by Muriel Lewis, SPO-NSBW 5NR
Havertown, PA*

AROUND THE DISTRICT

DIVISION 3

WEST JERSEY

This past Spring, Division 3 had considerable activity during National Safe Boating Week. The Division had many vessel examination stations with accompanying safety booths. The public responded to and appreciated our efforts. In addition, our Safe Boating Week proclamation was on the PECO Crown of Lights (see photo) on four different nights. Our message was shown several times each night. The Philadelphia Phillies were also quite helpful, our message was shown on their scoreboard.

Delaware Bay Day was held on June 5th at Port Norris, NJ. We estimate attendance at 12-15,000 people. Three Flotillas and approximately 25 Auxiliarists represented the Division. Many vessel examinations were performed on land while we had patrol boats in the water during the course of the day. As an adjunct to the activity, we operated a radio station at Long Reach Marina for many hours during the day and evening.

On our 60th Anniversary, PECO came through again with the "Crown of Lights" message reading COAST GUARD AUXILIARY 60TH ANNIVERSARY. WORLD'S PREMIER ALL VOLUNTEER SAFE BOATING ANNIVERSARY. The Philadelphia Phillies also presented our message on their scoreboard.

*Submitted by Thomas F. Cusack, SO-PA 3
Thoroughfare, NJ*



AROUND THE DISTRICT

DIVISION 4

SOUTHEAST, PA

AIM DAY AT ATLANTIC CITY

Division 4 had two Academy Introduction Mission (AIM) candidates and their families toured the Air Group Atlantic City's facilities on the 6th of June 99. Don Eggins, SO-CC 4 and Mel Buckman, FSO-CC 4 hosted the group. We spent the day touring the facility.

*Article & photos submitted by Melvin J. Buckman, FSO-IS 43
Philadelphia, PA*



Aim candidates Dave Holden and Andrew Kennedy talk with a CG Pilot who was also a graduate of the Coast Guard Academy.



Mel Buckman & Don Coggins with AIM candidates in the "land/sea" car at Gardner's Basin Marina, Atlantic City, NJ.



Mel Buckman getting a helo demo (on the ground, of course).

AROUND THE DISTRICT

DIVISION 5

HARRISBURG, PA

SIMULATED BOAT-CRASH DRILL

Last fall, a simulated boat-crash drill was held on Raystown Lake with all local rescue units in that area participating, including the USCG Auxiliary. At 0630 Matthew Strubhar and I, Howard Guest, launched the facility we were using that day and waited for a call over the radio announcing a disaster. That was all the information we were given. Since we didn't want to appear as though we'd been tipped off, we distanced ourselves from the anticipated scene of the "crash".

At 0915, a report was aired that announced a drill depicting a speed/excursion boat collision with casualties downstream. We slowly made our way to the general area and sighted the scene. There were people in the water around the boat, injured people onboard, and there was a fire at the bow of the boat and on the water, drifting out from the boat. (Fire was simulated by popcorn on the water, which was appreciated by the resident geese).

We were the first craft at the scene and due to the passage of time, the people in the water (PIW) were beginning to show signs of hypothermia. Mart and James Marker, Flotilla 93, began to recover the PIW, who were very grateful. A private pontoon boat appeared and assisted in the recovery measures, and due to the hypothermia potential of the victims, their help was readily accepted.

An Army Corp of Engineers' boat arrived and began recovery efforts so we resumed retrieving the PIW. Another Auxiliary facility arrived and they picked up two 'deceased' victims and took them to the 'morgue' location on shore. The 'deceased' participants, thinking their parts were complete, left the scene, which triggered a search for two missing "corpses".



After transferring the PIW to the pontoon boat (a great recovery platform for this situation), we were dispatched to pickup the recovery divers from the dock and transport them to the scene of the 'accident'. Although my facility is 24 ft. long and equal to any towing requirement needed on this lake, having the six huge men and their gear on board kept us glued to displacement speed on the trip to the scene.

Eventually, all PIW were 'rescued' and participants adjourned to a park pavilion to review and critique the entire operation. The professional efforts displayed by the Auxiliary personnel were obvious to all evaluators. Essentially, it was a most valuable experience for everyone involved and highly recommended as a training exercise.

Article & photo submitted by Howard Guest, Flotilla 56 Chambersburg, PA

1998 ARMY CORP OF ENGINEERS BALTIMORE DIVISION VOLUNTEER OF THE YEAR

U.S. Coast Guard Auxiliary, Flotilla 56, Chambersburg, PA, was the recipient of the Army Corp of Engineers, Baltimore Division, 1998 Volunteer of the Year Award. Norrice King, Army Corp of Engineers, Raystown Lake Staff, presented this award, to George Stewart, Flotilla 56 Commander, on 4 Jun 99 at Raystown Lake, Huntingdon, PA.

As Auxiliarists assembled for a briefing prior to the Raystown Regatta weekend, Ms. King was introduced. She thanked everyone who volunteered his or her time in support of the upcoming Regatta. She then explained that each year, the Baltimore Division of the Army Corp of Engineers selects an individual or organization as the



(l) George Stewart, FC 56 receiving the award from Norrice King, Raystown Lake Staff, Army Corps. Of Engineers.

Volunteer of the Year, based on services and hours spent at individual sites. With these criteria in mind, she then began researching the various volunteer works being performed at Raystown Lake. The activities and support of the U.S. Coast Guard Auxiliary became a forerunner in her research, particularly Flotilla 56 of Chambersburg. She noted that although Flotilla 56 is part of Division 5 and not assigned to the Raystown Lake area, they supported Division 9 Auxiliarists with providing training to both the public and other Auxiliarists, conducted safety examinations on vessels, provided emergency service to the boating public, and provided valuable support services during the Lake's local events while ensuring the lake's resources are protected as they are enjoyed by visitors to the Lake.

During 1998, Flotilla 56 accrued over 621 patrol hours, with 41 patrols on the water and 108 people involved. They assisted 150 persons in distress and help was provided in areas ranging from disabled boats needing a tow, to helping locate lost boaters and providing immediate transportation to land for boaters needing emergency first aid. This information was provided to the Baltimore Division of the Army Corp of Engineers, which led to the selection of U.S. Coast Guard Auxiliary, Flotilla 56 as the 1998 Volunteer of the Year.

Article & photo by Jeannie Brenner, ADSO-PB Fayetteville, PA

AROUND THE DISTRICT

DIVISION 5

HARRISBURG, PA

NSBW GALA AT CITY ISLAND

U.S. Coast Guard Auxiliaries of Division 5, 5NR, were out in full force for National Safe Boating Week (NSBW) at City Island, Harrisburg, PA, on 29 May 99. Various local Television Stations had their crew on hand filming the US Coast Guard helicopter demonstrating rescue procedures. They also interviewed John Locasale, DCO 5NR, and others involved in organizing the event. Spectators milled around the area throughout the day, visiting the PA booth and watching the demonstrations, with the main attraction being the Coast Guard and Police helicopters. Leonard Keever, NSBW Chairman for Division 5, and his committee did a great job of organizing this event.

*Submitted by Jeannie Brenner, ADSO-PB
Chambersburg, PA*

*Photo by Leonard Keever, SO-NSBW 5
Mechanicsburg, PA*



David Costanza, SO-CM 5, mans the radio while Cindy Adams, FC 52 and Ann Nash, FC 53 lend moral support.

Flotilla 56 Hosts a 21 -Day Retreat

In celebration of the U.S. Coast Guard Auxiliary's 60th Anniversary, 23 Jun 99, Auxiliaries from Flotilla 56 turned out in force to host the 21-Day Flag Retreat ceremony at the Marine Corp League, Chambersburg. For 14 years, Flotilla 56 participated in this yearly event comprised of 14 veteran organizations that share in hosting the daily flag retreat ceremony from Flag Day (14 June) through the closing ceremony on the 4th of July. Each organization has numerous members who travel every day to a different retreat site throughout the Cumberland Valley hosting this patriotic salute to the Flag. U.S. Coast Guard Auxiliary, Flotilla 56, selected the 60th Anniversary of the Auxiliary to host the ceremony.



At dusk, attending members of all the organizations assembled in formation as the Flag Retreat began. The Flotilla's Color Guard was comprised of Norman Montoy, Matt Struhbar, and Steve Marthouse with Wally Brenner presiding as master at arms and Jane Turnau, as the Flotilla's Reporting Officer. Following the flag retreat, the other participating organizations were invited to remain for a special ceremony, which included a brief history of the Auxiliary, including accomplishments of the Flotilla, and the acceptance of three new members into the Auxiliary.

*Submitted by Jeannie Brenner, ADSO-PB
Fayetteville, PA*

While leisurely cruising during a patrol, the silence is invaded by a message as channel 16 on the marine radio came alive with the message: "Auxiliary vessel 001, this is Auxiliary vessel 190, over". We immediately responded and were advised that vessel 190 was requesting assistance. Noting the location given, the crew of the Good Ship Mockingbird was off!

As we arrived on the scene, we found vessel 190 dead-in-the-water and a crewmember held up the offending part, a well-worn accessory belt.

The able crew of vessel 001 (S. Shafer and B. Frotscher) took the disabled vessel, manned by R. Miller, L. Abbott, and M. Strubhar, in a stern tow. Shifting to an alongside tow, vessel 190 was docked and repairs were promptly made. Mission complete!

*Article and photo by Seth Shafer, FSO-PE 56
Chambersburg, PA*



Bill Frotscher, FSO-MA 56 watches towline while the distressed vessel is being towed to the dock for repairs.

AROUND THE DISTRICT DIVISION 6 WEST TRENTON, NJ

FLOTILLA 6-10 OPENS RADIO STATION

On the eve of their 60th Anniversary and National Safe Boating Week, the Coast Guard Auxiliary dedicated a new radio station in Tullytown, PA. Situated along the area known as the "Cove" on the Delaware River and in a trailer donated by a local marina, Flotilla 6-10 is now in a better position to serve the boaters of the Lower Bucks County (PA) region.

On hand to welcome the guests for the dedication were members of the Flotilla, led by Flotilla Commander Weldon C. Harris and Division (6) Captain William Schmitz. Beginning the ceremonies, Auxiliarist Fred Willing (FSO-CC) led the Pledge of Allegiance, with welcoming comments from Harris and Schmitz.

Having one of the radios in the shack tuned to the Coast Guard emergency frequency band at all times on weekends between the hours of 10 a.m. and 8 p.m., the Flotilla will be able to facilitate communications between boaters in trouble and the regular Coast Guard. The nearest facility being the SARDET (Search & Rescue Detachment) at Bordentown, NJ.

*Article and photos Al Linquist
Bristol PA "PILOT", June 10, 1999*



AROUND THE DISTRICT DIVISION 7 SOUTHERN OCEAN COUNTY, NJ

BOAT CREW TRAINING CONTINUES



Ted Daley, FSO-PB 72, honing his navigation and plotting skills while on patrol off Atlantic City, NJ. Ted participated in a regatta patrol for the "Around the Island" 22 1/2 mile swim in conjunction with Division 8.

*Photos submitted by Ted Daley, FSO-PB 72
Little Egg Harbor, NJ*



George Mueller, FSO-PE 6-10, mans the radio while looking out for boaters on the Delaware River.

In Memoriam

Topside regrettably announces that

Annette Keating

crossed over the bar earlier this year.

Annette Keating was a talented, former Editor (DSO-PB) of Topside.

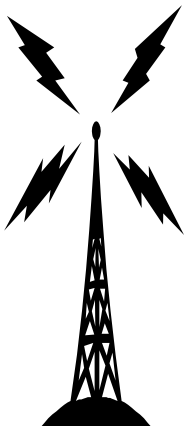
AROUND THE DISTRICT

DIVISION 7

SOUTHERN OCEAN COUNTY, NJ

USCG HONORS DIVISION 7 AUXILIARISTS

Four Auxiliarists from Division 7 received letters of commendation from Vice Admiral Roger T. Rufe, Commander Atlantic Area, USCG. The Auxiliarists were recognized for their efforts in assisting the Federal Communications Commission (FCC) and the US Coast Guard in identifying sources of illegal transmissions such as false distress calls on VHF channel 16.



The Auxiliarists, Victor Krygowski, PDCP 7, Mary Louise Cassell, FSO-CM 7-12, Patrick Appello, Flotilla 7-12 and Paul deFerrari, Division 7 Captain received their letters for allowing the FCC and The Coast Guard to install radio monitoring equipment in their homes. The Auxiliarists also volunteered many hours monitoring the equipment and making timely reports.

Did it work? You bet it did. Using evidence obtained from the monitoring equipment, an individual was arrested for making false distress calls. In their letters, Vice Admiral Rufe praised them for their “professionalism and superlative efforts” in supporting the FCC and the US Coast Guard.

*Submitted by Victor Krygowski, PDCP 7
Waretown, NJ*

DIVISION CELEBRATES 60TH ANNIVERSARY WITH A PICNIC

Division celebrated the 60th Anniversary with an awards picnic held at the Lacey Elks Club. Over 175 Auxiliarists and their friends and families joined in fellowship to mark the occasion. “Tons” of food was consumed, “gallons” of beverages flowed and “thousands” of awards were presented. Members of the Coast Guard, from Station Barnegat Light, joined in our celebration. Their participation in our awards affair contributes to its amazing success year after year.

*Submitted by Mel Borofsky, DSO-PB
Little Egg Harbor, NJ*



“Hamming” it up in the kitchen at the Division 7 awards picnic (l to r) Kathleen deFerrari, ADSO-PE, Ray Panfile, VFC 7-10, John McVey, VFC 7-11, and Joe Cherichella, SO-PB 7 and chairman of the event.

*Photo submitted by Kathleen deFerrari, ADSO-PE
Lanoka Harbor, NJ*

FOUNDERS DAY IN WARETOWN



Auxiliarists of Flotilla 7-10 participated in the Waretown, NJ's Founders Day in August. At their safe boating booth is (l to r) Edna Fredrick, ADSO-PA, Helen Sweeney, FSO-MA, Ray Panfile, SO-PS 7, and Ken LeQuier, FSO-PE.

*Photo and caption by Edna Frederick, ADSO-PA
Whiting, NJ*

PWC TRAINING



Members of Flotilla 7-10 participate in on-the-water PWC training this summer. Operating the PWC is Valerian Podmolik, FSO-MT, passenger Joyce Timm, while Jeff Frederick, FSO-MS looks on.

*Photo by Edna Frederick, ADSO-PA
Whiting, NJ*

AROUND THE DISTRICT

DIVISION 7

SOUTHERN OCEAN COUNTY, NJ

THE BARGE IS IMMORTALIZED

The "Historical Committee" of Lacey Township recently presented Flotilla 79 with an original painting of their meeting place, painted by Randy Nelson of Forked River. Attending were members of the Historical Committee, Commanding Officer of Coast Guard Station Barnegat Light, CWO Kenneth Holmes, and members of Flotilla 79.

There were two successive houseboats, known as "Homer's Houseboat". The first operated as a restaurant from June of 1924. In 1930 a new houseboat was purchased and for 60 years the restaurant operated in the same slip at the Municipal Dock.

The last houseboat is still there, now tidily resurrected, and serves as the headquarters of the Coast Guard Auxiliary,



At the presentation of the painting are (l to r) Paul deFerrari, DCP 7, William Morrison, FC 79, the artist, Randy Nelson and CWO Kenneth Holmes, USCG, CO Station Barnegat Light.

Flotilla 79. With a lot of hard work and paint the members transformed the barge into a very comfortable meeting place. The Flotilla holds its regular business meetings and training sessions on the Barge. The first question asked by long time residents is "Where's the clam chowder?".

*Submitted by: Kathleen "Mickey" deFerrari, ADSO-PE
Lanoka Harbor, NJ*

COAST GUARD DAY

Division 7 celebrated Coast Guard Day and the Auxiliary's 60th Anniversary with a proclamation by local Mayor, Carl W. Block. The week of August 8-14 featured a gala display of Coast Guard and Auxiliary teaching and life saving equipment.

Division 7 Staff Officers displayed and demonstrated their specific roles and the responsibilities of their offices. A local dealer displayed two personal watercraft.

Coast Guard Station Barnegat Light displayed their new 47 foot life saving boat and oil clean up equipment. Air Station Atlantic City provided a helicopter demonstration of finding and rescuing a person from the water.



At their booth (l to r) James Frederick, FSO-MS 7-10, Frank MacDonald, SO-MA7 and Joe Barcello, DSO-MV.

*Photo by Edna Frederick, ADSO-PA
Whiting, NJ*

There was a local band to end the day's events and there was a lecture by a Mr. William Newell on early life saving on Long Beach Island, NJ.

It was estimated over 400 people visited the displays.

*Submitted by Francis G. MacDonald, SO-MA 7
Beach Haven West, NJ*

ONCE A COASTIE ALWAYS A COASTIE

Bill Dages enjoys Coast Guard work. He served in the Coast Guard 1943-48. During his hitch, along with many Coast Guard duties, he transported troops to combat zones during World War II. In 1982 Bill returned to his love of the water by joining the Coast Guard Auxiliary, Flotilla 7-12.

Bill is a Ham Radio Operator, thus his love in Auxiliary work is communications. At Beach Haven and Barnegat Light Stations he has logged 15,973 hours in 3305 missions through 1998. He also has 165 hours patrolling in Barnegat Bay.

*Submitted by Francis G. MacDonald, SO-MA 7
Beach Haven West, NJ*



AROUND THE DISTRICT

DIVISION 7

SOUTHERN OCEAN COUNTY, NJ

"POB" REDEFINED

Congratulations to new coxswain Wally Wubbenhorst. Wally, FSO-MV, commanded his first patrol, assisting the Tuckerton Baymen's Boat Parade, commemorating the town's 300th Anniversary.

What a premier event it was! Not only was it Wally's 1st patrol, it was also the first Tuckerton Parade in over 20 years. Wally commented, "Not only did we have 30 boats to escort, but my crew included the Division Vice Captain, Mel Borofsky and our Flotilla Commander, Edith Hopkin, eyeballing my every move. The Tuckerton Creek and lagoons were loaded with well wishers and sightseers. They roared their approval of the Coast Guard and our vessel. The flash bulbs never stopped popping." Rounding out the crew for the evening was Wally's First Mate, (wife) FSO-VE Bernyce, ADSO-PB, Michele Borofsky and FSO-FN Lillian Balter.

The parade started at 1900 and lasted for almost three hours. Wally also had a "SAR" of sorts. One of the decorated boats, a "Pirate Ship" lost it's mascot. We participated in a real POB (parrot overboard), see photo. The crowds of people watching enjoyed the rescue thoroughly.

Reprinted from "Making Way", a publication of Flotilla 72 Tuckerton, NJ



With their "rescued" POB, Michele Borofsky, ADSO-PB and Coxswain Wally Wubbenhorst, FSO-MV.

Photo Mel Borofsky, DSO-PB

THE MAKING OF A MONUMENT CHAPTER 2

An earlier *TOPSIDE* story featured the finding and transporting of a vintage motor life boat from the scrap heap at Cape May to a resting spot of honor on Long Beach Island, NJ. The final installment can now be written.

On a hot and sunny day in July, the vessel was dedicated as a monument and unveiled to the public. Members of the Coast Guard Regulars and Auxiliary mixed with former Guardsman who served on the vessel during her 30 years of service. With the assistance of members of Flotilla 7-12 and the leadership of former Coast Guard Captain, local Township Commissioner Pete Murphy, the monument is now a reality.

Over 200 attended, many traveling hundreds of miles to mark the historic occasion. Visit the monument on your next trip to Long Beach Island.

*Article and photos by Mel Borofsky, DSO-PB
Little Egg Harbor, NJ*



CAPT Thomas C. King (l), CO Air Sta. Atlantic City congratulates Commissioner Pete Murphy while Mel Borofsky, DSO-PB looks on. The star of the show, Motor Lifeboat, CG44355, is in the background. CAPT King and Mr. Murphy were speakers at the dedication



Members of Flotillas 74 and 7-12 await the start of the dedication.



Members of Flotilla 72 visit the new monument on Long Beach Island.

AROUND THE DISTRICT

DIVISION 8

NEW JERSEY

DIVISION 8 ACTIVITIES

Throughout the Summer Season, Operational Crews of Division 8 have taken part in a variety of on-the-water events sponsored by the communities of South Jersey. Notable among our "Team Coast Guard" activities was the popular annual "Night in Venice" (see photos below) which attracts hundreds to an evening boat parade held in the bays surrounding Ocean City, NJ. In addition to Coast Guard vessels, Auxiliary vessels assigned to patrol the long evening included an active duty Coast Guard Member as part of the crew. No serious incidents were reported. This successful operation is a credit to the organizational coordination of both Coast Guard Station Great Egg and participants of Division 8.

Several popular "Swims" have and continue to take place within our area. The most recognized was the famous "Around the Island Swim" of 7 August. This daylong swim around Absecon Island attracts competitors from all over the world.

*Submitted by Jeanne Stretch, DCP 8
Brigantine, NJ*



DSO-MA Sue Wade (l) and Jeanne Stretch, DCP 8 at the parade.

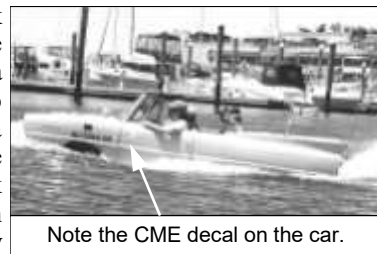


Marc Brody, SO-MT 8 prepares a tow line "just in case".
Photos by Gil Finkelstein, VCP 8
Linwood, NJ

CAPE ATLANTIC SAFE BOATING WEEK

Saturday June 5th, the weather could not have been better. The combined activities at Coast Guard Station Atlantic City included an AIM (Academy Introduction Mission) seminar in the morning, a flare demo at 1100, and a Coast Guard reunion for former Coast Guard personnel from Station Atlantic City.

Courtesy Marine Exams were performed at the Farley State Marina and at the Coast Guard Station. There was also the return of the amphibious automobile which took willing guests out for a ride on the water. At 1400 a helicopter from Group Atlantic City performed a basket drop rescue simulation over Clam Creek in front of the CG Station while CG and Auxiliary operational facilities kept the boating public a safe distance from the "rescue".



Note the CME decal on the car.

The 87' Coast Guard patrol vessel *Mako* was moored at the Station and was open for visitors. Later in the afternoon the *Mako* with dozens of thrilled Auxiliarists and friends shoved off for a half-hour demonstration of her abilities off Atlantic City. Upon her return the Auxiliary picnic was in full swing. Close to 100 people attended, and savored the great food and good company. This event was one of the best ever, and all who worked so hard to make it so successful should be proud of the work congratulated for their efforts.

*Article and photo by Gil Finkelstein, VCP 8
Linwood, NJ*



"Night in Venice"



Photos by Gil Finkelstein, VCP 8
Linwood, NJ

AROUND THE DISTRICT

DIVISION 8

NEW JERSEY

SCENES OF THE SUMMER IN DIVISION 8



On patrol during the "Around the Island" swim, (l to r) Robert "Curley" Neiman, FSO-VE 83, Coxswain "Bud" Troiano, ADSO-OP and Inez Troiano, VFC 83.

Unidentified photographer



Celebrating the 60th Anniversary of the Auxiliary at Cape May are (l to r) George Smith, PFC 86, LT Tracy Wannamaker, Sta. Cape May, "Jake" Lincoln, 5NR Historian, COMO John A. Locasale, DCO 5NR and Mike Hause, FC 86.

*Submitted by "Jake" Lincoln, 5NR Historian
North Cape May, NJ*



Receiving his Coxswain rating from LT Tracy Wannamaker (c) CO of Coast Guard Boat Station Cape May is Robert "Curley" Neiman while Jeanne Stretch, DCP 8 looks on.

*Photos above and below by Bud Troiano, ADSO-OP
Wildwood Crest, NJ*



Flotilla 86 cook out celebrating the 60th Anniversary of the Auxiliary.

MEMORIAL DAY CELEBRATION AT CAPE MAY



Members of Flotilla 82 prepare their flower boat for the Memorial Day ceremony at Cape May, NJ.

Flotilla 82 launched their flower boat on Cape May Beach. As the boat was towed to sea by an Auxiliary facility, the USCG Color Guard bugler sounded taps and the USCG Rifle Squad fired a salute. A USCG helicopter dropped a wreath into the sea astern of the flower boat. Several hundred spectators lined the beach for this annual event. Many fine comments were received concerning the military professionalism displayed by the Auxiliary members.

*Article and photo by William A. Wenker, FC 82
Cape May, NJ*

AROUND THE DISTRICT

DIVISION 9

WESTERN LAKES, PA

RAYSTOWN LAKE REGATTA

Division 9 had patrol and communications support from Divisions 5, 14, and 15 at the Raystown Lake Regatta. Signs stating "Gotta Regatta" were on display in the areas around the lake, in Huntingdon, PA, to announce this year's races. Spectators and racers came from miles around to watch or participate in this yearly event. For weeks prior to the event George Clapper, DCP 9, as the Accommodations Coordinator, and Mike Redmond, SO-OP 9, as the Patrol Commander, were writing letters and making phone calls to find accommodations and to recruit support from Auxiliarists.

Friday, 4 Jun, was the race course preparation day. Boats adorned with the signs designating them as USCG Auxiliary Patrol vessels began pulling into Seven Point's public launch area by 0930. By 1030, four Auxiliary vessels were on the lake for the scheduled safety patrol. Their first assignment was to remove all debris on the water, which had accumulated over the winter months. One Auxiliarist reported that they pulled enough wood out of the lake to build a boat. On the shore, a temporary communications station was set up to keep a log of the day's on-the-water activities. By noon, debris in the race area had been removed and Auxiliary vessels were maintaining the integrity of the course for the Formula I race boats. Activities for the day ended by 1700 and Auxiliarists made their way to their accommodations for the weekend.

Saturday and Sunday activities began early with patrol vessels and communications station being in place by 0830. Two Auxiliarists manned the on-shore communications station and 10 regatta patrol vessels maintained course integrity. Three vessels provided safety patrols on other areas of the Lake on Saturday and two on Sunday. Though the days were long and the nights were short, all those involved still found time for some fellowship during the weekend.

*Article and photo by Mike Redmond, SO-OP 9
Lewistown, PA*



Wally Brenner, VCP 5 and Seth Shafer, FSO-PE 56 launching the Board Inc. Facility at the public launch, Raystown Lake, PA.

AROUND THE DISTRICT

DIVISION 10

ALLENTOWN, PA

SUMMER STUFF IN DIVISION 10



George and Doris Vanderslice, 10-2, on safety patrol aboard the "Barbara S" on Lake Nockamixon, PA.

Another vessel receiving assistance on Lake Nockamixon. She was towed to the dock for repairs by the "Barbara-S".



Clarence Deemer, FC 10-2, at a CPR class sponsored by Flotilla 10-2 for their operational personnel.

This and the above photos by Paul Mackes, SO-OP 10 Allentown, PA

AUXILIARIST OF THE YEAR

Pat Sayre, FC 10-6 (I) with Auxiliarist of the Year Clarence Smith and his wife Nancy.

Submitted by Pat Sayre, FC 10-6 Norristown, PA



AROUND THE DISTRICT

DIVISION 11

READING, PA

WATER FEST ON BLUE MARSH LAKE

On June 13th, Division 11 members took part in the "water fest" on Blue Marsh Lake, located west of Reading, PA.



Taking a short break from patrol, (l to r) Margaret Lewullis, VFC 11-3, Dale Magnuson, FSO-PS 11-3 and William Lewullis, DCP 11.



Terry Hilbert, VFC 11-6, performs a Courtesy Marine Exam for a visiting boat owner at Blue Marsh Lake, PA. In spite of the ominous weather, many CMEs were performed that day.

The US Corp of Engineers sponsored the event, and featured scuba rescue teams, a rescue helicopter and other rescue organizations. Unfortunately heavy showers dotted the area and many of the spectators left early. The rain did not seem to affect the boating traffic and Division 11 provided three safety patrol vessels and crews. Vessel Examiners tolerated the weather and performed Courtesy Marine Exams.

*Article and photos by John M. Lenart, SO-OP 11
Birdsboro, PA*

AROUND THE DISTRICT

DIVISION 12

DELAWARE

PWC PADDLE

I'm writing in response to the question asked in the 1999 Spring and Summer issue of The Topside. In the article titled "Vessel Exam Views", a question was asked as to why paddles are not required for a PWC.

While performing Courtesy Marine Exams, I was pleasantly surprised when I came across a PWC with a collapsible paddle. The handle snapped onto the Paddle and it was stored in the storage area with room to spare.

In addition to suggesting that the owner carry a tow rope the examiner might like to mention that there is a paddle on the market that would be suitable for a PWC.

Telescoping Paddle
Finally—a paddle that matches the water!
 Great to have along just in case—adjustable from when you might need it! Rugged, two-piece aluminum paddle extends to 42" and fits in the storage compartment of most PWCs. The high-impact, light-colored plastic blade is covered by a shock-resistant, carbon-fiber handle. Includes a great gift: 10-year float of exclusive purple storage bag with reflective stripes.
 Model PWC: 200g 270g
 Item #46228 L

124

A WEEK OR VISIT YOUR NEAREST MARINE CENTER

I found this ad in a popular boating catalog, probably available from many sources.

Ed.

*Francis C. Doyle Jr., FSO-VE, 12-1
Millville, DE*

DIVISION 11, cont

BOAT CREW TRAINING



Division 11 boat crew trainees demonstrate anchoring technique to Linda Spayde, DSO-FN, while completing the final phase of qualifications. They are aboard the operational facility (OPFAC) belonging to Carl Sheetz, SO-OP 11.

Auxiliaries aboard the vessel, who qualified successfully are Dale Magnuson, FSO-PS 11-3, Bonnie Strohl, FSO-PB 11-3, Terry Hilbert, VFC 11-6, Neil Scheidt, FC 11-8, Elaine Scheidt, FSO-FN 11-8 and Marc Brenner of Flotilla 11-9.

As you can see, a true Division 11 group venture.

*Article and photo by William C. Lewullis, DCP 11
Aristes, PA*

AROUND THE DISTRICT

DIVISION 13

CENTRAL NEW JERSEY

DIVISION 13 ACTIVITIES

Members of Division 13 have been active helping fellow boaters, assisting the Coast Guard, and continuing our own nautical training.

We have been very busy with member recruitment and public education. All flotillas offer the Boating Skills and Safety classes, and some offer the Sailing and Seamanship, Navigation and Boating Safely classes as well. We are constantly trying to make our classes more interesting for the public by utilizing visual aids, posters and "hands on" exercises. The boating classes also resulted in some of the students joining the Auxiliary. Our Courtesy Marine Examinations are located at various marinas and launch areas to serve a diverse boating public.

Members have been busy with Public Awareness activities. Flotillas 13-3 and 13-6 assisted Group Philadelphia with its Sea Partners booth at the spring Philadelphia Boat Show. Flotillas 13-1, 13-5, and 13-6 had public affairs booths with Courtesy Marine Exam stations for National Safe Boating Week; Flotilla 13-10 set up a public affairs display at the township library; Flotillas 13-1, 13-3, 13-5 and 13-6 participated with other exhibitors at the "National Night Out Kickoff Rally". Public Affairs displays promoted safety by emphasizing safety on the water and Auxiliary membership. Literature on the auxiliary and safe boating was distributed, and Coast Guard approved safety items were displayed.

Our dedicated Member Training Officer serves at both the Flotilla and Division level. All operations specialty courses are scheduled and announced to members. Class schedules are flexible to meet the time needs of members, and individual tutoring sessions can be arranged. Member training workshops on Operations, Vessel Examiner, Public Education and Instructor Training are presented by the Flotillas. Guests from other Flotillas are always welcome, so no one needs to miss a

required workshop.

Several Division 13 members took advantage of the Area Boat Crew School that was offered at the Cape May Coast Guard Training Station. All who participated became crew qualified, and rated the program as a very positive experience.

Our Academy Introduction Mission (AIM) program is doing very well. Last year's *AIMsters*, three of which attended AIM Week, all received appointments. In addition, two other young people who participated in the selection process, but were not chosen to attend AIM also received appointments. The Recruiting Assistance Program (RAP) portion of the Career Counseling (CC) program also is progressing with seven candidates screened and paper work submitted to the Coast Guard recruiter. One of these candidates graduated at the top of his class and is currently serving his first tour of duty in Hawaii.

Flotilla 13-6 was named "1998 PUBLIC EDUCATION WINNER" by the New Jersey State Police (NJSP). The District Commodore, John A. Locasale, at a recent Division Meeting, presented a Certificate of Appreciation signed by Michael A. Fedorko, Colonel and Superintendent of the NJSP, to the Flotilla Commander. The Flotilla Commander and Vice Commander also received 1998 District Service Awards for their efforts in the area of Public Education.

And last, but by no means least, we have gained several new members so far this year.

Article & photos submitted by Janice Marshall, SO-SR 13 Westampton, NJ



Members of Flotilla 13-6's Instructor Team receive the State Police's 1998 Public Education award. (l to r) Buzz Lombardi, FC, Charles Maltbie, Pete McCartney, Don Shields, VFC, Art Miller and Bruce Holton.



Buzz Lombardi, FC (l) and Donald Shields, VFC, admire their 1998 District Service awards for their efforts in the field of education.

AROUND THE DISTRICT DIVISION 13 CENTRAL NEW JERSEY

NATIONAL NIGHT OUT RALLY

In spite of the extreme heat and high humidity the Auxiliary was well represented at the *National Night Out Kickoff Rally and Police Expo* held in Mount Laurel, NJ on August 1st.

The event was held in the afternoon at the Laurel Acres Park. Almost every law enforcement and service organization from Burlington County was represented. Each organization set up a table and demonstrated how they served the community.

Thanks to the tent brought by Francis "Buzz" Lombardi, FC from 13-6, the Auxiliarists were given some shade for the afternoon. Buzz set up a general Coast Guard Auxiliary information table and was accompanied by Donald Shields and Marty Beneshefsky, also members of Flotilla 13-6.

Dave Berlin VCP from 13-3 and Mel Kleinfeld, 13-5 set up a Sea Partners and Marine Safety Table. Ensign McGlinchy and Reservist Karie Mellema represented the Coast Guard Reserve. Dan Charter, FC 13-5, Pat Charter, DCP 13, and Janice Marshall, SO-SR 13, were also there.

*Article and photos by Melvin Kleinfeld, 13-5
Cherry Hill, NJ*



Demonstrating the use of a heaving line (l to r) Dave Berlin, Reservist Mellema and Mel Kleinfeld.



Kassandra Brewer is being signed up a "Sea Partner" by Mel Kleinfeld of Flotilla 13-5.

AROUND THE DISTRICT DIVISION 14 SUSQUEHANNA BASE, PA

SCENES FROM THE SUMMER



Members of Flotilla 14-2 just posing for a picture (no letters about hats and PFDs, please!). Pictured are Henry Reeser, Todd and Colleen Shreve, Millard Sipes, COMO Bob Wecker, John and Diane Houseman, Ron and Alba Thorn.

*This and below photos submitted by Diane Houseman, FSO-PA 14-2
York, PA*



Flotilla 14-2 participating in York, PA's 250th Anniversary parade. On the float boat are (waving) Ralph Diller, IPFC, (sitting) John Houseman, FSO-CM, and (standing) Tony Surtasky, retired USCG Reservist.



Prepping their vessel for York, PA's parade are (l) Todd Shreve (gulp! without the hat!) and Ralph Diller, FSO-AN 14-2.

AROUND THE DISTRICT

DIVISION 15

FRONTIER

SECOND ANNUAL ERIE CANAL CRUISE

Three boats from Flotilla 15-6 and one from 15-5 launched from Seneca Lake State Park on a beautiful, hot, sunny June day. The pastoral scenery passed slowly by as we motored to our destination for the first evening. We safely tied up to the wall by Paulo's restaurant near Weedsport where we enjoyed a delicious meal and spent a restful night.

An early start the following day put us at the Three River Point. "Harmony", the lone sailboat in the group, was fitted with a storm jib on a makeshift mast which could easily be lowered. With advice on bridge clearance from "Just Wishin" the mast was raised and lowered and a 1-2 mph advantage pleased all the power boaters. Plans to spend the second night at the Fulton Town Marina were changed. We enjoyed a good meal at the Lock 3 Restaurant and spent a pleasant night tied to the wall west of town.

The third day we navigated 6 locks with no trouble. The wind picked up considerably in last 2 locks leading to Oswego on Lake Ontario. With one bent boat pole we finally headed for the Coast Guard Station to spend the night. During dinner a rainstorm blew in and the temperature dropped about 20 degrees. We toured the Coast Guard Facility and their 40-foot rescue boat. It was a real treat to experience first hand daily life at Coast Guard installation. Many thanks to the staff for their wonderful hospitality.

Before leaving in the morning we bravely ventured out to the lighthouse in a windy chop where the waves were crashing over the seawall. The first two locks again proved difficult. The captain of "Mavric" was so tenacious in holding onto the lock

lines when a rogue wind blew in, that he needed to be saved by his quick thinking wife who grabbed his legs before he went over the side. Phoenix was a good rest stop in the afternoon. After a nice dinner in Baldwinsville, we visited the lockmaster who was proudly polishing the antique controls. We met Sue and Bill Orzell, authors of a book published by the NY State Canal Society, who were locking through on their sailboat. We spent the night in town alongside a pretty park.

Our plans to spend the last evening at Seneca Falls were changed when we learned that the dam was being repaired. We were allowed to pass through the 2 locks but were unable to tie up to their wonderful town docks because the water level was lowered six feet. This inconvenience did afford us an unusual view of the canal. It was low and weedy, only three feet in places.

Our 5-day trip took us along the Seneca/Cayuga Canal, the Erie Canal and the Oswego Canal for nearly 200 miles. It was a most enjoyable trip and we look forward to continuing our travels along the Erie Canal next summer.

*Submitted by Valerie Duperron, FSO-PB 15-6
Ulysses, PA*



Members of Flotilla 15-6 canal group aboard the CG 40' Rescue Boat at Oswego, NY. (l to r) Harold Miller, IPFC, Leon and Diane Reed, Marion and Rick Vespe, FSO-CM, Astrida Miller, FSO-SR, Valerie Duperron, FSO-PB, and Roland Duperron, FSO-PS.



Thaddeus Piotrowski, FSO-MV 15-5 towing a stranded PWC to shore on the Susquehanna River near Sunbury, PA.

*Both bottom photos submitted by Astrida V. Miller, SO-PB 15
Covington, PA*



Flotilla 15-5 training "Man Overboard" drills on the Susquehanna River.

AROUND THE DISTRICT

DIVISION 15

FRONTIER

NAVIGATION HAZARD REMOVED

While on patrol on Lake Wallenpaupack, PA we spotted a sunken boat that rose to the surface and presented a hazard to navigation. We towed the boat 300 feet to shore and then after bailing out most of the water, we were able to get it secure ashore.

The crew consisted of Coxswain Don Bowes, DCP 15, Grace Bowes, 15-4 and Vincent DeAngelo, 15-4.

Caption and photo submitted by Don Bowes, DCP 15 Lewisburg, PA



PA STATE LAUREL FESTIVAL

Flotilla 15-6 participated in the PA State Laurel Festival Parade in Wellsboro, PA, with 2 boats and 10 Auxiliaries. The parade was viewed by an estimated crowd of 25,000 people and it was a culmination of week-long activities.

Articles and photo submitted by Astrida V. Miller, SO-PB 15 Covington, PA



On the Flotilla 15-6 float are the PFD Panda (Ross Hawn, Jr., VFC), the US Army Corps of Engineers Safety Squirrel (Alana Kirkpatrick) and Flotilla mascot Linda Hawn.

SAFE BOATING WEEK IN WILKES BARRE

Flotilla 15-3 extended the "Safe Boating Week" to last for 4 weeks with activities scheduled every week-end.

May 21, 22, 1999 a Safe Boating Booth and Courtesy Marine Exam Station was held at the Grand Opening of the Marina in Wilkes-Barre, PA.

May 29 and 30, 1999 members held a Safe Boating Booth and CME Station at the Classic Boat Show at Harvey's Lake, PA.

A Summer Awareness Day was held at Lake Winola on June 6, 1999. Free boat inspections were available with a prize and trophy given to the owner of the safest boat. The Boat Doctor was on hand to answer questions about boat repair and care, the Fish and Boat Commission was also there to discuss boating laws and a safety information booth had information on a variety of topics. Free key chains were handed out and a free raffle was also held. Donations from local businesses and social service groups helped to make the event worthwhile.

The last event for "Safe Boating Week" was a Safe Boating Booth and CME Station at Harvey's Lake, PA. Lots of activities to signal the beginning of a very busy summer for members of Flotilla 15-3.

Submitted by Astrida V. Miller, SO-PB 15



Members of Flotillas 15-5 and 15-6 taking a lunch break from crew training on the Shikellamy Pool, Susquehanna River at Sunbury, PA.
Photo submitted by Don Bowes, DCP 15



John Borzell, SO-NSBW 15, performing a Courtesy Marine Exam at Harvey's Lake, PA.
Wilkes-Barre, PA Citizens' Voice/Mark Moran

AROUND THE DISTRICT

DIVISION 16

JERSEY SHORE, NJ

DIVISION 16 CELEBRATES THE AUXILIARY'S 60th ANNIVERSARY WITH A NAUTICAL FAIR



"Wow!" and "awesome" could be words used for Division 16's festive and successful all-day Nautical Fair. The Coast Guard Auxiliary's 60th Anniversary Celebration on July 10th was bigger and better than anyone expected. It drew some 2,300 people and generated almost 100 requests for further information on Courtesy Marine Exams or Public Education courses. Uniforms were everywhere as 75 Auxiliarists and 25 Coast Guard members worked together as a team to support this public awareness event held at Station Manasquan Inlet, in Point Pleasant Beach, NJ.



Something for Everyone

Exhibits and demonstrations which filled the Coast Guard Boat House, parking lot and the Station side-lawn, included: a Boating Safety booth; Auxiliary Recruitment; Coast Guard Recruitment; Marine Safety Exhibit manned by Sea Partners Flotilla Public Affairs booth; VHF Radio/EPIRB demonstration; First Aid exhibit with rescue vehicle and mini-hovercraft; PE Class presentations for Water, Boats 'n Kids and a local Radio Station broadcasting music with giveaways.



Still More... Touring, Browsing and Dunking

Crowds toured the CG-47-foot vessel from Barnegat Light, the State Police boat and an Auxiliary boat. Visitors gawked at the helicopter flyby and spent money at the Nautical Flea Market and the dunking booth, where the highlight of the day was the ceremonial dunking of DCP Bob Myers. Jenkinson's Aquarium displayed local marine shells and animals and a US Offshore Race boat was on display. Kids and adults of all ages enjoyed the balloons, meeting Mr. PFD Panda, body painting, refreshments, door prizes, souvenirs and let us not forget the decorated trolley with our very own carnival barker.



You Ask Who Did This?

Division 16 ... All Eight Flotillas

The hard work included months of planning meetings, excellent media Coverage, plenty of flyers, road signs, and unconditional cooperation. The thanks truly go to everyone. The motto was... "Don't bring me your Problems, Bring me the SOLUTION" and..., maybe good weather. The result was "SUCCESS and PRIDE" which is evident in the photos provided.



Photos by:
Brenda Wirth, 16-10

Writing by:
Tom Kindre, 16-10
and Donna Schleuss
16-7



AUXWEB

AND THE WINNER IS....

Since the start of Auxiliary online presence with AUXWEB 27 November 1995, we have seen an amazing growth in this extraordinary media. Today, there are nearly 200 Auxiliary Websites online with many more to come. Auxiliary sites are now visited over 1,000,000 times per year. Both by our members and the boating public we serve. They have become a vital information resource for our organization.

NACON99 honored the "Best of the Web". These sites have distinguished themselves with content, utility and innovation. They lead the way in conveying vast amounts of information quickly, efficiently and economically, making our task easier and more rewarding.

The first two sites are runners-up, and will be entitled to display a special one star logo on their home pages, which acknowledges their achievement! The Second runner up for the Best of the Web 99 is Division 9 of the 11th District, and the First runner up is Casco Bay Flotilla 21 of 1st Northern District!

The winning Website has a long history of service and was one of the early sites created 12 Feb, 1997. It gives a unique blend of innovative service and information for it's visitors, and has been a good example for others.

The winner of the 1999 Best of the Web is District 8 Western Rivers! District 8 also received an etched glass trophy and will be able to display a special "5 Star" logo on their winning Website. For further details on the winners, please see WEBCentral home page at: <http://www.cgaux.org/webcentral/>

The 2000 contest will be based on a "Members Choice" nomination process, where all members enrolled in the National E-mail Directory may cast one vote for their favorite site! There will also be First Place awards in 3 categories, District, Division, and Flotilla.

Watch for future details!

*Submitted by Jeff Mahl, DVC-IE
St. James, FL*

Reminder.....
The first issue of
TOPSIDE 2000
deadline is
December 31, 1999

THEN AND NOW

Ed. Note: During this year of our 60th Anniversary, TOPSIDE has attempted to bring the flavor of the past and blend it with the present and future of our organization. I hope we did this without offending or embarrassing any one individual. I am sure there were and are many more worthy Auxiliarists who went unmentioned in the few past issues. For this we offer our most sincere apologies and remind you of the very limited space allotted to our humble publication. Thank you for the contributions from your personal archives which made most of the reflections possible.

A BUD BY ANY OTHER NAME....



Pictured above is Marcellino "Bud" Troiano in front of Flotilla 42's entry into the Lansdowne, PA Fourth of July 1971 parade. Bud was Vice Commander of the Flotilla at that time and in the 29 years since the photo was taken Bud has risen through the ranks and has held almost every position at the Flotilla and Division level. He has been a District Staff Officer many times and served his Division (8) as Captain a few years back. Bud is still very active in Auxiliary activities. It is always a pleasure to meet up with him and his wife Inez at Auxiliary conferences. Bud currently serves as the Commander of Flotilla 83 in Wildwood, NJ.



Bud Troiano instructing a BSC class in Wildwood, NJ this summer

HISTORIC AUXILIARY VESSEL



A LETTER TO THE EDITOR RE AUXILIARY HISTORY

Hi Mel,

Your Spring and Summer 60th Anniversary issue of "Topside" was outstanding, and it's collection of photographs said almost as much as the printed words. One article and it's accompanying photo, in particular, resonated with me. On the inside back cover entitled "Auxiliary History", is the story of a two masted schooner under sail on Coast Guard patrol during WWII. According to the credit, Harry Peterson found this at an antique show and submitted it with an explanation of the service rendered by these vessels. While I can't identify this particular sailboat, as Harry requested, I might be one of those "old salts" he planned to contact locally for help. This slipped my mind when I spoke with him recently, so I thought I would send this information directly to you as an extension of the original article--a kind of sequel.

The enclosed photograph shows another "gray ghost", as those silent sail vessels on submarine patrol were known, but this one is stripped of it's wartime paint and sailing as a private yacht again. Interestingly, this schooner is still in Coast Guard service as an operational facility of the Coast Guard Auxiliary; if you look closely you'll see the Blue Ensign. This photo was taken just a few years ago on the Chesapeake Bay, a long time after and far away from its wartime patrol area off of Long Island Sound.

I happen to be familiar with the history of this particular vessel. It was designed by John Alden of Boston (Plan No.327A) and built by Harvey Gamage in South Bristol, Maine. It's 55' LOA, 43' LOD, has a beam of 11'6" and draws 6'4". Soaking wet it weighs close to 30,000 lbs., nearly half in ballast, and is carrying 1,030-sq. ft. of sail in the photo. The fisherman staysail and overlapping jib would add another 500 sq. ft. to the sail area. The vessel was launched in 1927 and spent its early years in New England and Long Island Sound. Except for the war years, it has always been a private yacht and operated for awhile as a sail training vessel by it's current owner of 35 years. It makes me wonder, too, if the schooner pictured in the last issue is still around.

If you can use the photo and the info, consider this permission to do so. The owner's a nice guy and wouldn't sue someone as personable, dedicated and competent as you. But if you can't, please return the picture. It's a source of inspiration and encouragement to my family and me as I complete some major rebuilding. Hopefully, then, my wife and I can sail and live aboard, again, as we have for the past 35 years. With the boat in dry-dock, I've been on the beach too long!


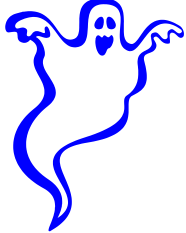


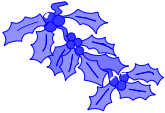


Best regards,

Ivan Levin, DSO-OP 5NR

PS Can I place a help-wanted ad in "Topside"?

United States Coast Guard Auxiliary

Fifth Northern District - 1999/2000 Calendar of Events

OCT	NOV	DEC	JAN 2000
<p>1 Start Year 2000 Workshops and Facility Inspections</p> <p>11 Columbus Day Observed</p> <div style="text-align: center; margin: 10px 0;">  </div> <p>16 Western Area EXCOM</p> <p>30 Central Area EXCOM</p> <p>31 HALLOWEEN</p> <div style="text-align: center; margin-top: 10px;">  </div>	<p>1 WINTER UNIFORMS</p> <p>1 EXCOM</p> <p>2 Election Day</p> <div style="text-align: center; margin: 10px 0;">  </div> <p>11 Veteran's Day</p> <p>13 Eastern Area EXCOM</p> <p>25 THANKSGIVING DAY</p> <div style="text-align: center; margin-top: 10px;">  </div>	<p>1 Division Auxiliarist of the Year to DCO</p> <p>6 EXCOM</p> <p>17 ADMIN 3 and AUX 15 deadline to DIRAUX</p> <p>17 Winter Board Reports to DIRAUX</p> <p>25 CHRISTMAS DAY</p> <div style="text-align: center; margin: 10px 0;">  </div> <p>31 Annual Currency Maintenance Deadline to DIRAUX</p> <p>31 <i>TOPSIDE DEADLINE</i></p>	<p>1 NEW YEARS DAY 7-9 Elected Officer's</p> <div style="text-align: center; margin: 10px 0;">  </div> <p style="text-align: center;">Training</p> <p>9 EXCOM</p> <div style="text-align: center; margin: 10px 0;">  </div> <p>15 Unit Meeting and PA Reports Due to DIRAUX</p>



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