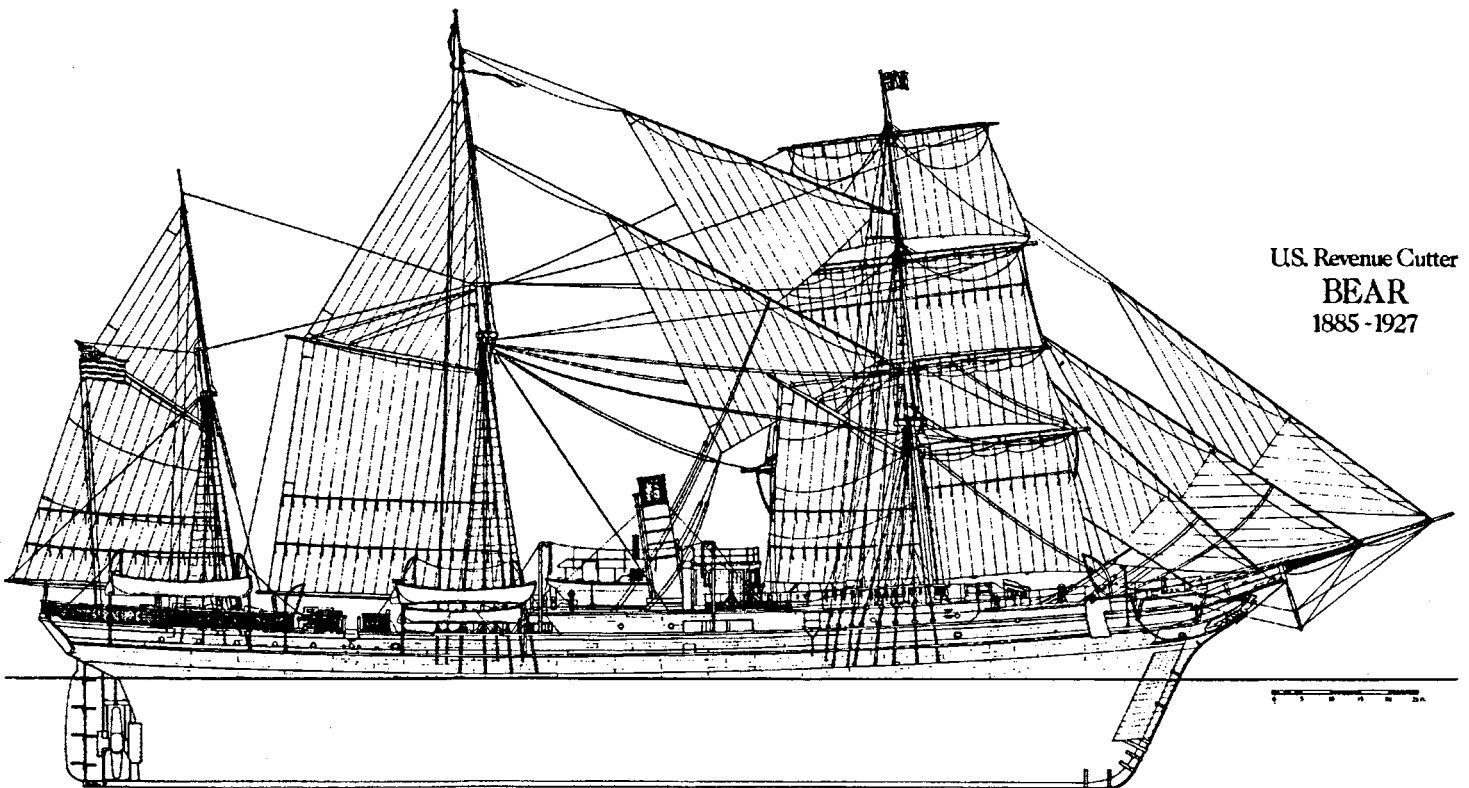


5NR  
**topside**



Vol. 94, No. 2  
Fall 1994



U.S. Revenue Cutter  
**BEAR**  
1885 - 1927

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

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**Elsie M. Nichols, ADSO-PB**

We would like to take this opportunity to welcome Elsie Nichols aboard the staff of *Topside*. As you may know, Elsie was our *Topside* Editor for eight years and brings with her a wealth of knowledge and experience, not only of publishing, but of many years with the Auxiliary.

We also want to hear your comments. Critiques, suggestions and distribution concerns should be addressed to the Editor.

There is still some confusion with our mailing address. Please disregard any other addresses you may have for us and send your articles to the above P. O. Box address. This will ensure that your photos, disks and articles will be received in good condition.

The next *Topside* Deadline has been set for **1 October 1994**, to meet the Winter Conference Schedule. **So please send your articles to us as soon as possible.**  
—The Editor

**1994**

**Fall Conference**



**Holiday Inn & Conference Center**

**York, PA**

**9. 10. 11 September**

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

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**New Flotilla  
Chartered in  
Division X**



On Saturday, July 30, 1994, Flotilla 10-9 was chartered. The Flotilla will be called Beltzville to coincide with the geographic area in which it will meet. The ceremony, conducted by LCDR Robert Duld was held at the Sunset Restaurant, on Route 209 about 10 miles north of Exit 34 on the Northeast Turnpike Extension. There were 55 guests in attendance, including LCDR Duld and his lady Marcie, all of EXCOM, the new flotilla members and friends.

The new flotilla developed as a result of an Expansion Committee, chairman James J. McCabe, which was established in Division Ten during the winter of 1993. This committee recommended holding Public Education classes in three areas of Division X not presently covered by current Flotillas. The class held in Beltzville with Gene Murphy as the course supervisor paid off. Of course thanks goes to other members of the division who slogged through the ice and snow: Jim McCabe, Helen McCabe, Paul Mackes, Don Merriman, Ed Thomas, George Kanfer, Al and Loretta Wagner, and Shirley Murphy (Gene's right hand) who helped with the classes. Also thanks to Herman Frese and Lee Kehr who did the BQ'ing with Gene Murphy.

There are a total of 10 new members and 5 transfers forming the new Flotilla which is headed by Gene Murphy, FC and George Kanfer, VFC.

*Elsie M. Nichols, ADSO-PB, 5NR*



*Left to Right: Gene Murphy, Flotilla 10-9 and LCDR Robert Duld during Charter presentation.*

**FALL 1994**

**U. S. COAST GUARD**

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

**FIFTH COAST GUARD DISTRICT (NR)**

District Commander ..... RADM William Ecker  
Chief of Staff ..... CAPT J. E. Schwartz  
Chief of Boating Safety Division ..... CAPT R. J. Davison  
Director of Auxiliary (5NR) ..... LCDR Robert J. W. Duld  
Asst. Director of Auxiliary ..... CW02 Kenneth M. Edwards

**5(NR) DISTRICT AUXILIARY OFFICERS**

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

**1994 Calendar of Events**

Event	Deadline
Eastern Area Meeting (EXCOM) .....	To Be Determined
Western Area Meeting (EXCOM) .....	26 August
Conference Reports Due to DIRAUX .....	26 August
Central Area Meeting (EXCOM) .....	31 August
NACON 1994, Orlando, FL .....	1 - 4 September
District Fall Conference .....	9 - 11 September
District Election Results to G-NAB .....	12 September
Annual Schedule of District Board Meetings to G-NAB .....	12 September
District Board Meeting Minutes to G-NAB .....	16 September
Stop FY-94 Facility Inspections .....	30 September
Last Day to Submit 1994 Workshops .....	30 September

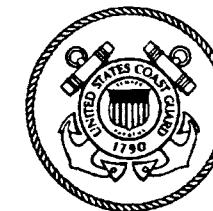
**New District Staff Officers**

**Communications** DSO-CM ..... James R. Barsuglia  
ADSO-CM ..... Judith C. Dodd  
**Public Affairs** DSO-PA ..... Thomas F. Cusack  
**Publications** ADSO-PB ..... Elsie M. Nichols

**New Instructor Trainers**

Nancy K. Davis 302-738-4935 (1-4)	Richard L. Raudabaugh 717-795-7343 (5-3)	Ernest E. Karlson 717-737-4774 (5-3)
Barbara G. Cunningham 609-882-1087 (6-1)	Isabel H. Jones 215-368-5471 (6-5)	Arline L. Dolich 609-795-5491 (6-6)
Ira R. Dolich 609-795-5491 (6-6)	David O. Becker 610-367-6676 (10-5)	William E. Stumbers 302-945-7596 (12-2)
Caroline K. Sweigart 609-654-6002 (13-7)	William J. Riches 609-983-1537 (13-7)	

**Rear Admiral  
William J. Ecker**



**District Commander  
Fifth Coast Guard District**

Members of the Fifth District Auxiliary (NR) are happy to welcome aboard, Rear Admiral William J. Ecker, who assumed Command of the Fifth Coast Guard District on June 22nd following the retirement of RADM W. Ted Leland.

Rear Admiral William J. Ecker assumed duties as Chief, Office of Navigation Safety and Waterway Services, at United States Coast Guard Headquarters, Washington, D.C., in September 1991. He was director of programs for: search and rescue, recreational boating safety; aids to navigation; radio navigation; rules of the road and navigation regulations; vessel traffic services; bridge administration, domestic and polar ice operations; consumer affairs; and the Coast Guard Auxiliary, a civilian volunteer force of about 40,000.

Rear Admiral Ecker graduated from the Coast Guard Academy in 1960 and served in a variety of seagoing and shore assignments during his career. He served on Coast Guard cutters *WESTWIND*, *WINNEBAGO*, *RESOLUTE*, and *MELLON*. The tour on *CGC MELLON* included deployment to Vietnam.

Shore assignments included duty as assistant professor in the engineering department at the U. S. Merchant Marine Academy; Chief, Information and Analysis Staff in the Office of Marine Safety, Security and Environmental Protection, Washington, D.C.; and Chief of Staff of the Fifth Coast Guard District, in Portsmouth, Virginia.

Rear Admiral Ecker's decorations include the Legion of Merit, the Meritorious Service Medal (3), the Coast Guard Commendation Medal (4) the Navy Commendation Medal, The Commandant's Letter of Commendation Ribbon (2), the Coast Guard Unit Commendation with "O" Device, the Coast Guard "E: Ribbon (2), the Coast Guard Bicentennial Unit Commendation Ribbon, the Navy Meritorious Unit Commendation, the National Defense Service Medal (2), the U. S. Coast Guard Artic Service Medal, the Vietnam Service Medal, the Humanitarian Service Medal, the U. S. Coast Guard Special Operations Service Ribbon, the U. S. Coast Guard Sea Service Deployment Ribbon (3), the RVN Gallantry Cross Unit Citation, the RVN Civil Action Citation, the RVN Campaign Medal, the Coast Guard Rifleman Marksman Ribbon and the Coast Guard Pistol Sharpshooter Ribbon.

A native of Brooklyn, N.Y. Rear Admiral Ecker is married and has three children.

*The Editor*

## DIRECTOR OF AUXILIARY (Past)

### CDR Albert C. Muccilli

This is my last chance to address all of you since I will have been retired prior to this issue of *Topside* reaching you.

First and foremost, I want to thank all of you for the beautiful case to hold my newest cue stick you presented to me at the Spring Awards Conference in Cherry Hill. It is absolutely top-notch and I will always treasure it for all of the wonderful memories it will bring back when I see it and think of my associations with all of you over the last three years.

I did not know a great deal about the Auxiliary when I volunteered to take this position. As I leave I am aware that I still don't know everything, but I am much more appreciative of the wonderful job you folks do. Auxiliarists willingly give up their time on a winter night to teach a boating safety class when it would be much easier and infinitely more comfortable to be at home in front of the television. Auxiliarists train other Auxiliarists on the weekends when it would be easier to use their boats for fishing or a family outing. Auxiliarists are out on a very hot ramp examining other peoples' boats when it would be easier doing anything else. In today's society ordinary people don't do those kinds of things, and I've seen you do them on a regular sustained basis. You do this in spite of the roadblocks that the Coast Guard and the Auxiliary throw in your path. I have done my best to break down those roadblocks and make your job easier. I will urge my relief, LCDR Bob Duld to do the same for you.

I am extremely pleased with the relationship that exists between the Auxiliary and the Active Duty Coast Guard personnel. You have done a remarkable job helping the stations do their job and I know that the regulars appreciate all of your support. Keep up the good work and I am sure that all involved will benefit from the experience.

In closing, I would like to thank you once again for the beautiful gift, but most of all, for your friendship and support over these last three years. I wish you continued success in all of your endeavors and I salute everyone of you. You do so much to be proud of and the American taxpayer could certainly use more organizations such as yours. Remember that all you do is appreciated, not only by the Coast Guard, but also by the boaters. Continue to do your job with a great deal of pride, you've earned it. Don't get bogged down with AMOS numbers, and most of all, **HAVE FUN!**

After 23 years in the Coast Guard, I have many fond memories, but because of the people in the Auxiliary, this has been the best that I could ever ask for.

*Albert C Muccilli, CDR (Past), USCG*

## DIRECTOR OF AUXILIARY

### LCDR Robert J. W. Duld New DIRAUX Appointed

LCDR Commander Robert J. W. Duld took over as Director of Auxiliary (5NR) upon the retirement in June of CDR Al Muccilli.

LCDR Duld entered the Coast Guard on 19 June 1972 and comes to us with quite a diversified background. Upon completing Basic Training and graduating from Engineering school with distinction he served his first tour as an engineer on board the CGC *DEPENDABLE* (WMEC-626). Subsequent tours of duty were CG Light Station Point Arena, CA; CGC *Oleander*; CGC *Sangamon*; Advanced Engineering School; RTC Yorktown, VA; Marine Safety Office, Pittsburgh, PA; Marine Inspection Office, Houston, TX; Marine Safety Office, Huntington, WV; and Marine Safety Office/Group Philadelphia, PA.

LCDR Duld has held a variety of noteworthy positions including Shore Station EPO and XPO, EPO of two CG Cutters, Group Supervisor of Advanced Engineering School, Chief of Marine Environmental Protection (MSO Pittsburgh), Asst. Chief of two Marine Inspection Depts, Chief of Vessel Inspections and Senior Investigating Officer (MSO Huntington).

LCDR Duld's personal awards include a Coast Guard Commendation Medal, two Coast Guard Achievement Medals and two Coast Guard Good Conduct Medals. He also has been awarded the Coast Guard Unit Commendation, three Coast Guard Meritorious Unit Commendations, the Bicentennial Unit Commendation, the National Defense Service Medal with bronze star, the Humanitarian Service Medal, the Coast Guard Sea Service Ribbon, the Coast Guard Rifle Ribbon and the Coast Guard Pistol Ribbon.

LCDR Duld was promoted from Chief Warrant Officer to Lieutenant under the Coast Guard LDO program February 1989.

LCDR Duld is a native of Coplay, PA and is married to the former Marcie Borowski of Pittsburgh, PA. They have one child, Angela - 18 and reside in Whitehall, PA.

LCDR Duld looks forward with gratefulness and enthusiasm to this opportunity to serve as Director of Auxiliary (5NR).

*Robert J. W. Duld, LCDR, DIRAUX, 5NR*

## UNIFORMS

The uniform distribution center at Cape May has informed me that the manufacturer of uniforms they had been dealing with is going out of business and Cape May had to find another source for uniforms. It has taken many days to find a manufacturer who would agree with the conditions proposed by the Coast Guard.

In the past, oversized uniforms, could take up to 120 to 180 days to be delivered to the customer. Due to the anticipated closing of the factory, there is a backlog of some forty oversized uniform orders. These uniforms will not be manufactured and delivered until June 1994. However, starting June, the new manufacturer promises to have oversized uniforms shipped to Cape May in forty-five days or less. This will occur because the new provider will cut just one

oversized order instead of waiting for a number of orders as was the case in the past. It is unfortunate that the forty orders will not be delivered by the new manufacturer because these orders are in the hands of the former manufacturer who has a contract for these orders with the Coast Guard and must honor this contract.

I sincerely hope the Auxiliarists will not blame Cape May for this situation as they are doing their best in serving the Auxiliary in procuring uniforms.

**The Cape May Uniform Locker is now open every Friday beginning 5 August 1994 from 0800 to 1500.**  
The toll free number to call is 1-800-874-6841.

*PDCO William Dischert, BC-MUL*

## CHIEF BOATING SAFETY

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

In my last article (Spring '94 issue) I briefly described the 5th District Boating Safety Program goal and objectives. To repeat, the goal is - "to minimize loss of life and property," and the three major objectives are:

1. Attack the leading cause of death in boating accidents - drowning.
2. Attack the leading causes of fatal accidents - improper boat handling, improper loading, and hazardous environment.
3. Attack the leading contributing factor to fatal accidents - drinking.

Incidentally, these problems are very similar for other parts of the country. It's not surprising then, that the slogan for the 1994 National Safe Boating Campaign was "Boat smart, Boat Safe, Boat Sober"! Note that each of the three parts of the slogan fit neatly with one of the three Fifth District objectives.

As a further illustration of the problems we are facing, I include the following narratives for the thirteen fatalities that occurred in the *State of Virginia in 1993*. Note their relation to the objectives:

#### Fatal Boating Accidents, Virginia, 1993

Date	Age	Body of Water
4/20/93	52	Carter Creek Victim entered creek at full throttle, hit rough water and was thrown from boat. Victim was not wearing PFD. Cause of death : Drowning.
5/9/93	29	Smith Mountain Lake Boat traveling at high rate of speed. Victim and passenger were thrown from boat. Boat began circling and hit victim, killing him. PFD not worn.
5/10/93	21	Chesapeake Small catamaran sailboat overloaded, one pontoon took on water and boat capsized. Occupants started swimming to shore. Victim did not make it. No PFD's on board. Cause of death: Drowning.
5/18/93	18	Lake Montclair Small Jon boat overloaded with six people. Boat started to take on water. Occupants started to swim to shore. Victim did not make it. PFD not worn. Cause of death : Drowning.
5/20/93	8 months	Lake Accotink Parents of victim were involved in horseplay or racing with two other canoes. Their canoe became unstable and capsized. There was no PFD on the baby and he drowned. Both parents had been drinking.
6/4/93	23	Chickaminy Lake Three occupants took a canoe ride at night. The canoe capsized, the victim could not make it to shore. No PFD's on board. All three were drinking heavily. Cause of death: Drowning.

6/17/93 15 Farm Pond  
Three youngsters were fishing from a small jon boat. Victim hooked a fish and stood up. Boat capsized, victim could not swim. Other two youngsters held onto the boat until rescued. No PFD's on board. Cause of death: Drowning.

7/12/93 66 New River  
Victim was standing in boat fishing and fell overboard. Victim was accompanied by his wife who was suffering from some type of illness and could not help him. PFD was not worn. Cause of death : Drowning.

7/13/93 9 Smith Mountain Lake  
This is a very difficult accident to describe. Child fell from bow of pontoon boat between pontoons. Victim was hit by the engine. The autopsy report reveals that the cause of death was drowning, complicated by head injuries from being hit by the propeller. The child had on a PFD but it could not be determined whether or not it was buckled or zipped properly.

7/16/93 25 Farm Pond  
Victim fishing alone from canoe, fell overboard. No PFD worn or on board. Cause of death: Drowning.

8/1/93 70 York River  
Boat hit large wake. Two passengers were thrown overboard. Operator threw cushion to one passenger and pulled him back aboard. PFD's not worn. Victim could not swim and drowned.

9/9/93 40, 16, 10 Folly Creek  
Two boats hit nearly head-on. It was at night and neither boat had running lights on. There were eight people on one, and one on the other. All three fatalities occurred as a result of the crash. The other six passengers all suffered injuries of some degree.

10/9/93 17 Russell Fork River  
Victim and a friend were rafting white water when victim fell overboard. Strong current swept victim up under a large overhanging rock. It held him there. Victim was wearing a PFD. Cause of death: Drowning.

Convinced? I am.  
The next question of course is how best to work on these problems. The following are some of my thoughts:

- Concentrate patrolling and CMEs in those areas where the problems in your area of responsibility are greatest.
- Patrol during times when problems are most likely to happen.
- Work with the group or station to develop a strategy for areas to patrol and times to patrol.
- Talk about the problems as they relate to your area of responsibility during boating education classes, when talking to others working on boating safety issues, and whenever you find yourself talking to a boater.
- All of us, use our heads, be creative!

Now, let's all go out and work to produce a banner year for boating safety. And don't forget. . .

*Winter is won, Spring has sprung,  
Summer is here, Let's have some fun!*

*R. J. Davison, Captain, USCG*

## DISTRICT COMMODORE

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

### C Plus

Having just returned from the National Eastern Area Conference with the National Rear Commodore Plaque for Public Affairs safely tucked in my suitcase, I have to consider what we did to earn this award. What grade do we deserve? To me, this award is a report card and I know we all remember those dreaded cards.

When I went to school, we received a report card showing our progress and understanding of the subjects we were required to study. My school had a term, referring to a particular grade, called "a gentlemen's C." This referred to a grade in the vicinity of C minus to C plus. It was a grade associated with getting by, or maybe a bit better.

Well *Fifth Northern*, I say *we done good*. I know, all our grades weren't top notch but we did make progress and understand what we need to do to be number one. We accomplished what we started to do and that is telling the public who we are and what we do. We did it in our Public Education classes, at the CME stations and on Patrols. We were on Television, the Billboards and the Crown of Lights. And, from the reports I am receiving, this year will be even better.

While we don't give report cards as such in the Auxiliary, we do receive an *Annual Member Summary and Status Report*. That's our report card. I'm sure you have reviewed yours by now and I ask, "Are you satisfied with your accomplishments?" Personally, I feel I could have done more but I don't know where I would have found time! I will just have to plan my schedule better!

By now, most flotillas will have completed their Public Education classes and are well into Patrols and Courtesy Examinations. Considering this is *mid term*, what grade would you give your unit, yourselves? What would it take to bump it up one grade? All the slogans, vision statements, pushing, and cajoling in the world can't force anyone to take the personal initiative needed to effect a change. The responsibility for action lies with you and refers to how well one manages oneself. It's somewhat like quitting smoking. You can quit *cold turkey* or you can wear *the patch*. It all boils down to "you do whatever it takes."

We had around thirty members attend the various activities and workshops at EANCON. Trips to the CG Academy, Mystic Seaport and the Maritime Museum were available. We completed another phase of Strategic Planning for the Fifth District. We had workshops on everything from Education to Vessel Examination. Here is where the latest information is available. They demonstrated the new *IS System* and discussed the *Auxiliary Act of 1994* at length. There was something for everyone and to my surprise the round trip took less than a tank of gas. I know we all returned more knowledgeable than we were when we left home. However, we missed you. You should have been there!

Edward W. Rearick, DCO, 5NR

## DISTRICT VICE COMMODORE

Nancy K. Davis, VCO, 5NR

A number of years ago we in the Auxiliary were worried about "Growth and Retention" of our members. In 1994, we in the Auxiliary are worried about our member resources, and DCO Rearick's slogan is "retaining through training." In 1993 our recruitment efforts were negated by the number of members who were disenrolled. Ten years ago a "what if" letter was printed to bring to Auxiliaries' attention what may be the feelings of disenrolled members.

### I Hope the Following Letter Need Never Be Written:

*"Dear Auxiliarist:*

*I was a student at a boating class given by you folks. On the last night of class, we saw a film about the Auxiliary. I don't remember much of what it said, but when someone asked if I'd like to join, I thought I could learn more, so I said 'Yes.' They got me all signed up and collected my dues. I went to my first meeting, but wasn't sure I was in the right room until I spotted one person in a uniform. When the meeting started, they had a lot of reports with numbers and goals and lots of initials (AMOS, AUXMIS, PE, OP, VE, etc.). They argued about the dues, they argued about a picnic, and they stated flat out that they would not participate in some IT/T program. I never did find out what they were talking about except for the dues and the picnic AND the meeting dragged on for hours. (I didn't learn much about boating that night.)*

*The second meeting I attended wasn't much different. A couple of people did say 'Hi' to me, but I was left pretty much alone. Someone who said they were the FSO-MT wanted to know how I was going to help the Flotilla. They said I'd make a good examiner, but they'd have to send for the books and get a class set up. They'd be in touch. I never did get the book, and at the next meeting, they said they'd forgotten, but would order the books as soon as they got home.*

*Quite frankly, after a couple more meetings, I got tired of this type of treatment. I stopped going to the meetings. No one bothered to contact me to see what the problem was. I was really surprised when I received a letter stating I was going to be disenrolled. What I want to know is: What am I being disenrolled from?*

*Signed,*

*Chuck Itall"*

What might we do so that the previous letter need never be written? First of all, start presenting the Auxiliary story during the first five minutes of each class. Pick a specific topic or area of the Auxiliary, and talk about it. Tell the students what the members of

your Flotilla do, not what the members in Alaska and Hawaii do. Face it, our boating interests lie in the area where we do our boating.

Secondly, wear your Auxiliary uniform when you attend your Flotilla meeting. You spent the money for it, now wear it. As a member, you will look much more professional and a part of the Auxiliary when you are wearing your uniform. Otherwise, how do new members know they are attending a meeting of Auxiliary members, maybe they walked into a yacht club meeting.

Each Flotilla should have a BUDDY SYSTEM. All members should be greeted when they arrive. Special attention should be given to prospective and new members. Each and every member, whether old or new, should be made to feel welcome, wanted, and needed. So many times, we allow the problems of every day life to weigh us down and forget the goodwill toward our fellow boaters and fellow members. Please, don't forget that many of us are hesitant to voice our ignorance on a subject or to say that we don't know what something means. Help the members by using fewer acronyms in conversation and reports, and speaking in such a manner so that all members can understand what you are saying during a conversation.

Division Captains and Flotilla Commanders! I implore you to make sure that your meetings are interesting and full of information. One of the biggest complaints in the Auxiliary is that members don't know what is going on. Do you "pass on" all the information that you receive in the mail? Please see that your staff officers give concise reports, and arrange for an interesting speaker or have a member present some type of training. Remember, a good instructor can make dull boring subject matter come to life and be enjoyable. Give the members a good reason to spend another night out at their Flotilla meeting.

Once each Flotilla is using the BUDDY SYSTEM with all members, when the meetings are interesting and fun filled, and when we can have fun doing the projects and work that are the Auxiliary's mission, I know that there will be no use for "Chuck's" letter.

Take a moment at the next Auxiliary function you attend, take an extra step, introduce yourself to someone you don't know. Take an interest in the other members of our organization. I've heard many times that boaters take care of fellow boaters. Make sure that as Auxiliaries we care for fellow Auxiliaries as well as fellow boaters!

Nancy K. Davis, VCO, 5NR

## FROM THE WEST

Clyde E. College  
RCO-W, 5NR

With boating season in full swing and most of the Public Education courses completed, it is a good time to BQ all those prospective new Auxiliaries. While their enthusiasm and eagerness are at a peak and they are still in studying mode continue with the *Auxiliary Procedures Course*. This serves several purposes. First, it expands and reinforces the BQ materials. It prepares the new members to go into elected office when desired (it is, in fact, a requirement.) The APC also is an excellent tool for showing new members the high quality and standards of the Coast Guard Auxiliary.

Following that go right into Boat Crew Training and VE training. Stimulate interest by inviting new members along on patrols or to CME stations as observers. Why not combine the fourth cornerstone and have a family day or weekend at a lake, river, or the shore? The most successful flotillas have found the secret ingredient to be adding fun and fellowship to the process. All this involvement and training cements relationships, improves cohesion of the unit, and enhances retention.

While on the subject of fun and fellowship, I would like to invite you to join us at the **Fall Conference in York, PA this September 9, 10 and 11**. The **Holiday Holidome** offers wonderful accommodations and great food. There are many things to see and do in the area: the famous **York Fair**; **Gettysburg Battlefield**; numerous outlets and malls and much, much more. We are planning a "social" day Friday prior to the evening business meetings. So come Thursday evening and let's start the weekend by making some great memories! For those of you who do not regularly attend conferences, give this one a try. There will be fun, fellowship, business, and an opportunity to learn something new and exciting. The combined talents of several District Staff officers have afforded us some very special and valuable learning opportunities. One such was learning to make a sun compass. Another session was learning to use a sextant. Don't miss the next one at the Fall Conference. See you there!

Clyde E. College, RCO-(W), 5NR

### On the Cover... Bear 1885-1927

One of the great ships in U.S. Coast Guard history, the Bear was built as a seal catcher by a Scottish shipbuilding firm in 1874. Ten years later the U.S. Navy acquired the ship to lead an expedition that eventually rescued the survivors of a failed arctic exploration mission. In 1885 the Bear was transferred to the Revenue Cutter Service, which had recently established the Bering Sea Patrol.

During the next forty years the Bear became a familiar sight in the frigid waters off the Pacific Northwest and Alaska. The duties

were varied and arduous: stopping illegal seal kills, pulling stranded whaleships out of the ice, providing medical care to Eskimo villages, and, on several occasions, transporting Russian reindeer to Alaska.

In 1927 the Coast Guard turned the Bering Sea Patrol over to the modern, steel-hulled Northland. The Bear was decommissioned and turned into a museum at Oakland, California. That placid interlude, however, turned out to be short. In 1932 Admiral Richard Byrd purchased the Bear to serve as the flagship of his exploring operations in the Antarctic. The venerable ship made three voyages to the southern continent under Byrd's command. During the Second World War the Bear joined the Northland on the Northeast Greenland Patrol.

A Philadelphia businessman bought the Bear in 1962 with the intention of turning the old vessel into a floating museum and restaurant. A yard in Halifax, Nova Scotia replaced the World War II-vintage equipment with a bridge structure and barkentine rig reminiscent of the ship's Revenue Cutter Service days. In March, 1963, while under tow on the way to Philadelphia, the Bear foundered in a storm and sank.

The cover drawing, which represents the Bear's 1897 configuration, is based on the detailed set of plans prepared for the Smithsonian Institution, by Merritt A. Edson in 1963. A few features, such as the run of the hull planking, are based on photographs.

Courtesy of Commandant's  
Bulletin Board Staff - Washington, DC

## FROM THE EAST

L. Daniel Maxim, RCO-E, 5NR

### Questions Needing Answers Private Thoughts on Strategic Planning

In the closing months of 1994, the Auxiliary generally, and the Fifth District in particular, will prepare a strategic plan that will chart our course over the next five years. The EXCOM, District Board, and each of the Divisions and Flotillas will have an opportunity to contribute to the strategic plan for the Fifth District, Northern Region. This article offers some ideas and explanations.

Every year the District Planning Group (DPG) meets to set AMOS goals for the District and the various Divisions. In turn, the Flotillas within each Division meet to apportion the Division Goals among the Flotillas. These plans are "incremental" in nature. That is, the DPG works from past performance in our District (and nationwide norms), and generally makes only incremental (rather than dramatic) recommendations for change. Such incremental planning works well if the organization is more or less "on track" to begin with, and there are few (or only gradual) changes occurring in the external environment. Until recently, these assumptions were probably valid, and incremental planning made sense.

Now, however, many aspects of our external world are changing. To cite just one example, Coast Guard budget reductions are an important fact of life, and the Coast Guard is looking for ways to "do more with less." The Auxiliary is recognized as one of the most cost-effective government investments. Naturally, the Coast Guard is looking to the Auxiliary for help. This help could take the form of increasing the level of support that the Auxiliary provides the Coast Guard in our "traditional" missions, but is more likely to mean investigating ways in which the Auxiliary can contribute directly to the Coast Guard in areas that are "new" or, at least, less traditional. Watchstanding, establishing SARDETs, performing ATON tasks, working in Marine Environmental Protection (MEP), augmenting Coast Guard boat crews, flying as an observer on Coast Guard aircraft, assisting in Marine Safety Office work, and inspecting fishing vessels

are just a few of these newer missions. These new missions create many exciting opportunities for the Auxiliary. But the prospect of these new missions also raises questions. Perhaps the most significant of these questions is "can we continually expand our activities (particularly as membership growth rates have been declining in recent years)?"

Many Auxiliarists believe that we are already stretched too thin. In years past, the formula for the "ideal" Flotilla was 1/3rd of our members instructors, 1/3rd of our members vessel examiners, and 1/3rd of our members active in the operations program. But what happens when (because only 20% to 30% of the members of the typical Flotilla are active) it is the same 1/3rd that has to do all the work? Are we so overworked that we have to abandon some programs if we undertake others? If we have to make "trade-offs" or tough time allocation decisions, how can we decide which programs are more important or useful than others? At the margin, is it a better use of your time to go on an eight hour patrol, teach 4 two hour PE classes, or spend the same amount of time on the ramps doing CMEs? If Auxiliarists supplement regulars at a Vessel Traffic Service facility, for example, should they be asked to do fewer CMEs in exchange?

Perhaps we can make changes in our way of doing business that enable us to do more, say by attracting additional members or by using our time more effectively. Can we increase our administrative efficiency so that we don't have to waste as much time on nonproductive activities? How can we attract—and more importantly—retain highly qualified personnel? Answers to the above questions require both thought and data. (We lack important data on the effectiveness of our programs.) Incremental planning is not the way to come to grips with these tough questions.

In contrast to incremental planning, strategic planning is much broader in scope and addresses more fundamental questions

of the "why are we here?" "who are our customers?" "what should we be doing?" variety—looking at the forest rather than individual blades of grass beneath the trees. Strategic planning considers revolutionary as well as evolutionary answers to these key questions. To borrow from Kennedy rhetoric, some look at things as they are and say "why," others look at things as they should be and say "why not." Strategic planning adopts the latter view. To be sure, we cannot effect dramatic changes overnight, but we can develop a program that will bring about dramatic change over the long term. Anyone who has served as few as 10 years in the Auxiliary will tell you that some dramatic changes have already occurred.

Commodore Rearick, your EXCOM, and your Division Captains have wrestled with these questions, and developed some tentative ideas and answers. A preliminary (very preliminary) strategic plan for our District has been developed. In the coming months, you will be asked for your ideas for "Tomorrow's Auxiliary." Take some time to think about these issues so that you will be prepared to contribute constructively to the development of our strategic plan. Its not often that we have such an opportunity to chart our own destiny.

On another topic, by the time you read this we will have a new boss of the Fifth District. Rear Admiral William J. Ecker, formerly the Chief, Office of Navigation Safety and Waterway Services (which made him the Auxiliary's overall boss) and a former District Commander, has relieved Rear Admiral Leland as the District Commander. Based upon my experience and that of many others, Admiral Ecker is a real friend of the Auxiliary, highly competent, and likely to prove very successful in his new job. Introduce yourself, wish him well, and assure him of our continuing support when you see him at one of our conferences.

L. Daniel Maxim, RCO-E, 5NR

## FROM CENTRAL

William E. Strumbers  
RCO-C, 5NR

### Fellowship

Are we having fun? You be the judge. I sometimes wonder if our priorities are in order. We talk about the four corner stones and we stress three of them - operations, vessel examinations and public education, but we tend to forget fellowship.

We have courses for all of our qualifications, and we teach special courses, but what about fellowship? We spend a lot of money on uniforms and equipment, but what about fellowship? We have patrol areas for operations, ramps for vessel examinations, classrooms for public education, but where do we have fellowship?

When we see each other we talk about Auxiliary activities, but we never seem to talk about fellowship plans. We practice team work in all of our activities, all but fellowship. We have a point system (AMOS) to measure success in our programs, but how do we measure fellowship? And we also have a tracking system (AUXMIS) for all of our activities, but how do we track fellowship?

So I say to you do we really have a fellowship corner stone? Should we be working on one and where on the list of priorities should it be? I do believe if we practice fellowship, we develop cheerfulness or a happy environment, thus producing teamwork and "bingo" isn't that the bottom line. And why shouldn't we have fun., we go around but once in this lifetime.

Now I know some of you are concerned about sexual harassment and discrimination, but a pleasant smile can't hurt. It may lead to a handshake and maybe a pleasant conversation. Then comes friendship, then comes fellowship. Do we need to be careful? Well yes, but not necessarily defensive. If you're a male, treat the opposite sex as you would your sister; and if you're a female, treat the opposite sex as you would your brother. I'm not sure that this is a good analogy, but I'm sure you get the point.

Are you apprehensive about the legal letter that was sent to you? Well you should be concerned, but don't imprison yourself. Use sound judgment, but do go on living. Life is too short and precious to waste, and we have a lot of fellowship to look forward to.

Don't short change yourself.

One more thing. Everyone on this earth wants to be recognized, so why not do it with fellowship. And, I do hope you will keep me informed on your secrets of success for fellowship.

*Have fun,*

*William E. Strumbers. RCO-C. 5NR*

## PAST COMMODORE

John McIntosh, PDCO, 5NR

### Brainstorming

Brainstorming is a very effective way to use the creative ability of a group of people to stimulate the generation of ideas. The ability to focus the attention of a group of members to a particular problem is always more successful than one individual trying to develop ideas or solutions alone.

The equipment needed for a brainstorming session would be an easel, a large paper tablet, a black marking pen and a roll of masking tape. If need be, a large blackboard or whiteboard could be used in place of the easel and tablet.

The group should consist of five to ten members who have some knowledge of the problem or process being discussed. One of the members serves as leader and a second as recorder. Before starting, it's necessary to identify what will be brainstormed. The topic should be stated as precisely as possible. For example, the topic stated in the 1993 Auxiliary Vessel Examiner Workshop. (COMDT NOTICE 16794) was "How can we improve the CME and MDV Program in our Flotilla".

Brainstorming works best when certain guidelines or rules are followed. The leader should review these with the members before starting the session. Each member, in rotation, is asked for ideas. The leader and the recorder both participate. Each member offers only one idea per turn, regardless of how any he/she has in mind. Not everybody will come up with an idea during each rotation. When this happens, the member just says pass.

Ideas should be stated in as few words as possible, maybe five to seven words. The leader will often have to restate a lengthy idea into a shorter statement, if so the originator of the idea must agree.

The recorder writes the ideas on the

paper or the blackboard as they are given. If space permits, include the initials of the suggestor of each idea. Later on, in the discussion phase, the originator of the idea may be called on for clarification. When each sheet is filled, remove it from the tablet and tape it to the wall where everyone can see it.

During this phase of brainstorming there is no evaluation of the ideas presented. No idea is to be criticized or belittled. This will surely curtail any creativeness. The leader must be alert to keep this from happening.

On the other hand, informality should be encouraged. Humor, some exaggeration and good natured laughter can stimulate the atmosphere for innovative thinking.

A brainstorming session should last from an hour to one and one half hours. A longer session can result in repeated ideas or in more members passing than presenting suggestions. The large number of ideas gathered now have to be narrowed down. There will be a large number of good ideas, as **MK2 John Poker, USCGR**, pointed out in an article in the **February 1994** issue of the **Commandants Bulletin**.

*"When ideas start being passed around a group, the value of each idea is increased. The first idea helps develop the next, and the one after that can be based on both the preceding ideas. In this way each person helps the other come up with the best solution."*

Now the group can focus on the ideas receiving significant votes. They can look at a few important items rather than a large number. These items can now be discussed pro and con and again voted on, using the same procedure to establish a ranking or priority for adoption and action.

*John McIntosh, PDCO, 5NR*

## PAST COMMODORE

William E. Pierce  
PDCO, 5NR

This will probably be the last "Topside" before the Fall Elections. I would like to tell you my personal view of what to look for in a candidate. First and foremost I want a person who has demonstrated that they are an Auxiliarist. What that means to me is they are working for the Auxiliary and the Coast Guard. They are going on patrols, teaching either Public Education or Member Training, doing their Vessel Exams, etc. They may not be doing all of the above but they are doing a lot of something for the organization. Second, I want the person to be one that I can work with, who is willing to be part of the team. Third, I want that person to have leadership qualities, can they handle a member that wants to go off on their own and do their own thing even if it's against current policy, and do it in a way not to offend the person. Fourth, I want that person to declare that they would like to have the job well in advance so I can have time to evaluate them on the above. I may not like the person who is running, but if they meet the above and someone I like doesn't then I have no choice but to cast my vote for the person who is the most qualified. I also, strongly, feel that if the person I did not vote for wins the election that I will support them 100%. The Coast Guard Auxiliary is a great organization and we need quality leadership from the Flotilla Commander to the National Commodore. Please, if you have doubts about a candidate ask around about their qualifications, leadership ability, and most assuredly about their production for the Auxiliary and the Coast Guard.

Now that you have been elected the hard task of picking a staff comes into play. Again, please, do not appoint your friends if they will not do the job. Pick a person who wants the job, is qualified to do the job, can work with your members, and is not going to sit on their duff and hope the job will get done without them. Remember it is your staff that will make you look good, pick the best.

The most important thing to remember is once the elections are over support the winners, they will be our leaders for the year or years to come and they will need your help and support to keep the Auxiliary the great organization it is. **GOOD LUCK!**

William E. Pierce, PDCO, 5NR

## IMMEDIATE PAST COMMODORE

Eugene M. Pester, Jr.  
IPDCO, 5NR

While we are still in the late summer season, we should all be looking forward to the autumn season and the fall district, division and flotilla elections. Trust me, it is not too early to seek out worthy candidates - look closely at the credentials and actions of those seeking elected office at the district, division and flotilla level.

Soon, the aura of "election fever" will pervade the scene at the Auxiliary gatherings. This fever ranges from a frantic search for a willing eligible candidate, in some areas, to a hotly and sometimes bitter contest in other locations. Whatever the case, one thing is certain - the right to hold elections and choose leaders in all walks of American life is one of the most cherished privileges enjoyed by the citizens of this country. As such, this should be protected and exercised in a responsible manner.

The above statement is like motherhood and apple pie. That is, everyone agrees and is in favor of it. But what does it actually mean in practice? I can comfortably say that it means many things, but among those are two points I would like to make which have a great significance in our organization.

- There can only be one winner in an election.
- The total capabilities of a unified group have greater than the sum of the capabilities of individuals.

The first point is obvious in its simplistic form. The not-so-obvious extension of that point though, is that if the "winner" is a competent individual, who carries out his or her duties in a responsible manner, the winner circle extends to include the entire organization and the whole group becomes a "winner", and this leads to the second point.

Unity and teamwork are synonymous with effectiveness. Once the elections have been completed and the winners have been certified, it is time to put "election fever" to bed for another season. Winners and losers alike must put their differences behind them, join hands, and march forward together. Surely the benefits of this harmonic activity will be greater than the sum total of that of individuals going their separate ways, stepping on each other's toes, and throwing up roadblocks instead of tearing them down.

Winners accept the honor gracefully and with humility. Losers, accept the defeat with maturity and a will to support the organization, while proving their merits for the next election in a constructive manner.

Everyone, support your leaders enthusiastically, join hands and march forward together.

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

## PUBLIC EDUCATION

Barbara G. Cunningham  
DSO-PE, 5NR

Public Education and Member Training have been teaming up in 5NR to prepare our District for the new Instructor Qualification Course (IQC), which will soon replace the current method of training new instructors. In April, Caroline Sweigart, DSO-MT, and I attended the National Instructor/Trainer (IT/T) Qualification course in Indianapolis. We learned about the new course and the role planned for the IT/Ts once the IQC is implemented. Just as they do now, the flotillas will continue to do their own training of new instructors and they will receive member training credit for doing so. The IT/Ts will sign off on lesson plans and presentations for members of flotillas other than their own. The main difference between the current course of study and the new IQC is that the new IQC leads prospective instructors step by step to the point where they can prepare a lesson plan and present a two-hour course. The students will be asked to prepare five-minute, ten-minute, thirty-minute lesson plans and presentations as well as a two hour lesson plan only. While it will take time to learn to do this, the learning will take place in small steps and the new instructor, once fully qualified, will be much better prepared than are new instructors under the current system.

After training the first group of about twelve IT/Ts in June, Caroline and I plan to work with this group to train additional IT/Ts from every division in the district. This training will be conducted over the weekend of September 23 through 25. At that point, if the District Commodore and the Director of Auxiliary are satisfied that there are enough IT/Ts in the district, 5NR will implement the new IQC.

Barbara G. Cunningham, DSO-PE, 5NR

## PUBLICATION EDUCATION/MEMBER TRAINING VIDEOS AVAILABLE

DATE	TIME	TITLE	VIDEO	PRODUCER	COMMENTS
1992	04:54 05:10 07:00	Collisions Explosions Dangerous Vapors & Fumes	Boat Accident Prevention	USCG	NAV Rules Mar Engines Mostly gasoline
1992	17:22  14:32 16:30 13:24 15:50 12:50	1. Boats & Boating  2. Laws, Regulations & Equipment 3. General Seamanship 4. Small Boat Handling 5. Navigation Rules & Vessel Lights 6. Aids to Navigation, Charts & Piloting	Let's Go Boating I	CA Dept. Boating & Waterways	Types of boats
1992	10:42  13:19 18:17 10:02 11:18	7. Weather  8. Sailing 9. Emergencies 10. Regional Boating 11. Emergencies	Let's Go Boating II	CA Dept. Boating & Waterways	
1993	11:50	Lifelines: A Few Pointers on Safety from America's Inland & Coastal Tug & Barge Operators		American Waterways Operators Foundation	
1990	16:00 10:30 11:00	Rules of the Road for Basic Boating Aids to Navigation: Road Signs of the Waterways Great Rides are Safe Rides	PWC		
????	16:35  14:35  10:30 08:32 23:30	A Little Common Sense  The Choice is Yours  Road Signs of the Waterways Trashing the Ocean Cold, Wet & Alive		USCG Boating & Safety  National Safe Boating Council	
1992 ????	08:30 16:08	This is the Coast Guard Auxiliary Your Guide to Serious Fun		USCGAUX Kawasaki & USCG	Walter Cronkite
1992	08:48	Always Ready '93		USCG	USCG
1993	11:00	Boat Smart...Boat Sober - The Hazards of Boating While Intoxicated		USCG	
????	24:00	Judgement on the Water	A lesson in small boat safety	PA Fish & Boat Commission	Available on loan from Harrisburg

The above list of videos (currently in effect) should be available in every Flotilla or Division

## OPERATIONS

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

Operations, to date, are going slowly. (I'm writing this early June) I've talked to several Operations Officers and they are not filling the AOR every weekend. They need YOU out there on patrol, your flotilla needs the patrols, and the Coast Guard expects us out there. I know quite a few of us got our boats in the water late this year but by now we all should have them ready, lets get out there, please!

I have also asked the Operations Heads how the training is going and that seems to be going better than last year, let's keep up the good work. We need more qualified crew, operators, and coxswains and it looks like we will be getting them. We also need our present crew, operators and coxswains on patrol now. The summer is getting shorter, already, let's do our part to make this another banner year.

To date I have received no applications for TOP-PROP! I have heard from several divisions that they have a boat or several boats that will be in the competition. Get those applications in so judges can be assigned for your area competition.

A reminder- If you are the operator of record (the patrol orders are in your name) you MUST be on the boat at all times when it is underway. We have had a couple of incidents where this did not happen, let's NOT let this happen again!

A reminder- Once your patrol is completed, fill in your orders and send them to your SO-OP the next day. (keep your copy on record until you have been reimbursed, just in case there is a problem with payment you will have your copy for proof of the patrol). Please do not let it go to long before you start checking on why you did not receive payment.

A reminder- Remember the public sees us as the Coast Guard, please, conduct yourselves in a manner that will make the Coast Guard proud to have us on their team.

A reminder- No patrol should be boring. While on patrol train, check the Aids to Navigation, check the bridge lighting, check your local marinas to see if they have added a new lift or installed a ramp, etc. Patrols can be fun if you follow the above guide-

lines. Assign tasks for all your crew before, during, and after the patrol. It will keep them more alert and give them a purpose other than filling the required crew needed for the patrol.

Have a wonderful Summer. Enjoy the weather while it lasts and please call your SO-OP for a patrol or two while there is still time to do them. Hope to see you on the water.

Ken Laird, Paul Mackes, Bob Kepfer, and Bill Pierce-all here to serve you in the Operations Department.

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

## BOAT CREW

### CG Auxiliary Boat Crew Manual

There is a revised Auxiliary Boat Crew Manual (COMDTINST M16798.27) coming out this summer and there are a couple of significant changes in the manual to report. First and foremost is the title. It is now called the Auxiliary Boat Crew Seamanship Manual. The name of the Boat Crew Manual was changed because G-NRS-2 is in the early stage of working with the Auxiliary Operations Branch (G-NAB-2) at headquarters to develop a single boat crew seamanship manual for use by everyone involved in Coast Guard afloat operations - the active duty and reserve as well as those in the Auxiliary. The other big change in the new manual is that it is no longer divided into five volumes with chapters in each volume. It now contains only chapters -22 of them to be exact. The new manual is 534 pages long, over 250 pages less than the current manual. During the revision process, a greater reduction in the number of pages was purposely given up to ensure that illustrations were appropriate in size and number. This should make the text better and the whole manual more valuable in general. Once printed the manual will be distributed to field units, districts and areas. It will also be stocked at the Auxiliary National Supply Center (ANSC) for further distribution to Auxiliarists working in operations. However, the stock of the current manual was replenished last summer. ANSC will continue to issue the old manual until the stock is depleted, at which time they will begin issuing the new manual. The old

manual is still a very useful publication and contains current operational procedures for use in afloat operations.

*Reprinted courtesy of  
CDR T. Martin, G-NAB,  
"ON SCENE" magazine*

## MAIL

### Penalty Indicia "Leftovers"

By now everyone should be familiar with using the Penalty Mail Stamp system for their official Auxiliary business mailings. However, did you know that you may be distributing material that still contains the Penalty Indicia imprint?

Items such as Public Education examination critique sheets, Specialty Course examination critique sheets and "Join the Auxiliary" pamphlets, along with other items, still exist with Penalty Indicia self mailers. Of course, after 30 September 1994 the Postal Service will no longer allow use of Penalty Indicia by any government agency. The Coast Guard will be subject to financial penalties if Auxiliary items with Penalty Indicia markings are mailed after that date.

Eventually this type of Auxiliary material will have a pre-printed Business Reply address. Until then it is up to us to make sure that the existing Penalty Indicia pages do not make it into the postal system. For example, remove the critique sheets before distributing course examinations. You may obliterate the Official Business and Penalty Indicia markings and pass out the critique sheets separately for the course monitor to collect. Remove the interest card from the "Join the Auxiliary" pamphlet. Instead write the name and phone number of the local MR officer on the pamphlet. Do not put Penalty Mail Stamps on any of the material before distribution. Many forms and cards are not returned by the recipient. Postage applied to them is wasted money. I am sure that you have other ideas on how we can effectively use this material without taking the risk that Penalty Indicia mail will be used. Send me your ideas and I will submit them for publication in future "Topside" articles. Meanwhile, please make sure you follow the above guidelines.

*Reprinted, courtesy of  
The BLINKER", USCGAUX, Fifth  
Coast Guard District - Southern Region*

## TRAINING AIDS

### Training Aids Competition

A Training Aid Contest was held at the Spring Conference, Cherry Hill Sheraton, on Saturday the 23rd of April 1994.

There were 16 registrations submitted from the District and 14 were on exhibit on the day of the contest. Entries were in the following categories:

- 1 of Category 1 - Boat Handling
- 1 of Category 4 - Navigation Rules
- 2 of Category 6 - Marlinspike
- 1 of Category 7 - Aids to Navigation
- 2 of Category 8 - Piloting
- 3 of Category 9 - Sailing
- 4 of Category 12 - Patrols and SAR

The criteria for judging the entries were as follows:

1. The Aid judged best in each of the categories will be awarded a "Certificate of Appreciation".
2. The Aid judged the most outstanding will be awarded a "Best of Show" plaque.
3. A "Best Participation" plaque will be provided to the Division having the most entries submitted.

The winners in each category submitted were:

- Category 1 Howard L. Humphries (05N-07-09-175)
- Category 4 Ivan E. Levin (05N-13-01-039)
- Category 6 Charles Maltbie (05N-13-06-008)
- Category 7 Donald Viscido (05N-07-04-108)
- Category 8 Robert L. Turner (05N-01-09-004)
- Category 9 Weldon C. Harris (05N-06-10-024)
- Category 12 Charles M. Magee (05N-03-02-097)

A Plaque for "Best of Show" to:  
Howard L. Humphries (05N07-09-175)  
A Plaque (2) for "Best Participation" to:  
Division I and Division III

The judges were: PDCO William Dischert, IPDCO Gene Pester, Peter F. Pierpont, Power Squadron.

*Congratulations*, not only to the winners, but to all members who submitted an entry. The entries were excellent and were the hit of the "Trade Show". I would have liked to

have seen greater participation in the contest because I know there are Training Aids throughout the District that deserve recognition.

*Leonard E. Karter, SPO*

## TQM

### Total Quality Management (TQM) - Customer Expectations

Meeting customer expectations, indeed even anticipating and exceeding them, are the cornerstones of total quality management (TQM). For the U.S. Coast Guard Auxiliary (USCGAUX), the United States Coast Guard is one of its most important customers. The others, of course, are the boating public and USCGAUX members.

It is sometimes difficult to get a handle on these expectations and determine how an organization is performing in meeting customer needs. However, the following makes it crystal-clear how the Coast Guard views the Auxiliary in terms of meeting its current and future expectations.

The comments below are excerpted from an article in the May 1994 issue of "Proceedings", a monthly journal published by the U.S. Naval Institute. The words are by Captain Lawson W. Brigham, U.S. Coast Guard, the former head of the Coast Guard's Strategic Planning Staff.

*"The volunteer, civilian U.S. Coast Guard Auxiliary continues to be an extraordinarily successful and cost-effective organization. Established by Congress in 1939 to promote safety in U.S. recreational boating, the Auxiliary now has three major programs: free courtesy examinations of recreational boats (284,142 in 1992); providing public education courses on all aspects of boating; and assisting the regular Coast Guard in search-and-rescue missions and during regattas and other marine events. In times of budgetary stress, the Auxiliary, with its minimal federal funding, becomes an ever more essential component of the Coast Guard's total work force."*

*(Reprinted from Proceedings with permission/copyright 1994 U.S. Naval Institute)*

There you have it folks. Some very positive talk about our work by one of the customers we work for. Satisfying customer expectations is important. Who knows, someday, the recreational boating public might acknowledge our efforts.

*Ira R. Dolich, SPO-TQM, 5NR*

## VESSEL EXAMINATION

**H. William Schmitz  
DSO-VE**

The year is moving right along and so far the weather is cooperating, after a rough winter and spring.

The district and national vessel examiner schools were very successful and we want to thank all those that attended. We also want to thank those members that very graciously supplied their vessels so that the students could practice their technique of performing courtesy marine examinations. A special thanks goes to Paul Owens and Gene Henderson, for their help in obtaining the vessels.

As of this date, enough CME decals have been distributed to all the SO-VE's to more than meet the district goals as well as the national goals - over 29,000 to be exact. Check with your FSO-VE, if you need CME decals. Every FSO-VE should have enough to allow every vessel examiner to meet their goals. Why some vessel examiners have to have more than they will ever need is beyond me. If every vessel examiner would set their own goal and ask for the number of CME decals accordingly, every one would have their fair share. We are so pleased that the reports we are getting from most, not all, of the SO-VE's. They are telling us that they are keeping a control over the issuance of decals. Unfortunately some of the SO-VE's are not even sending reports in and without them we are stymied.

PLEASE, PLEASE, let's not have to wait until the 1995 CME decals are issued for us to meet our 1994 goals. Let's use the 1995 CME decals for 1995 vessel examinations. We asked for your help in performing enough CME's so that 5th Northern will surpass 5th Southern in the total amount of courtesy marine examinations given. Please don't let us down, we can do it with your help. We hope to have a report from National showing us the standings of all the districts, and as soon as we receive this information, we will pass it on to you.

*Let's go Fifth Northern  
Do More in 1994!*

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



**1994 FALL CONFERENCE**  
**5TH DISTRICT NORTHERN REGION — U. S. COAST GUARD AUXILIARY**  
**9, 10, 11 September 1994**  
**Holiday Inn & Conference Center - York, PA**  
**SCHEDULE OF EVENTS**



<b>FRIDAY 9 SEPTEMBER 1994</b>	<b>SATURDAY 10 SEPTEMBER (Continued)</b>
1500 - 2000 Registration Desk Open	1830 - 1930 Cocktail Reception (No Host Bar)
2000 - 2130 Captains' Meeting	1930 - 2230 Banquet
2000 - 2130 District Staff Officers' Meeting	<b>SUNDAY 11 SEPTEMBER</b>
2130 - 2200 District Board Meeting (ELECTIONS)	0830 - 1000 Past Captains Association Breakfast
2200 - 2300 Welcome Aboard Reception (No Host Bar)	<i>(Members and Guests only)</i>
<b>SATURDAY - 10 SEPTEMBER 1994</b>	<b>UNIFORM OF THE DAY</b>
0730 - 1000 Registration Desk Open	<b>FRIDAY Casual</b>
0800 - 1700 District Materials Center Open	<b>SATURDAY (Before 1800) Tropical Blue or</b>
0800 - 1200 CPR Training <i>(Registration Required - Limit 8)</i>	<b>Appropriate Civilian Attire</b>
0830 - 1200 District Board (Reconvenes)	<b>(After 1800) Dinner Dress Blue</b>
0830 - 1200 TRADE SHOW	<i>(White Shirt, Black Bow Tie, Miniature Medals) or</i>
0930 - 1100 Spouse/Guest Coffee & Program	<b>Dinner Dress White or</b>
0945 - 1045 Public Affairs (PA Workshop)	<b>Appropriate Civilian Attire</b>
1100 - 1200 Career Candidate (CC) Workshop	<b>SUNDAY Casual</b>
1100 - 1330 Lunch (on your own)	
1330 - District Board (Reconvenes)	
1330 - 1630 CPR Training <i>(Registration Required - Limit 8)</i>	
1545 - 1700 MT/PE Workshop (What are IT/Ts?)	

**Western Area Entertainment, Tours and Points of Interest**

The Western Area wishes to make your stay in York a very memorable one for you and your family.

The York Interstate Fair will be in progress this weekend. The fair grounds is only a short distance from the Holiday Holydrome. Admission is \$4.00 for adults, \$1.00 for children from ages 6-12, and children under 6 are admitted for free. Parking on the ground is \$4.00 all day. There are plenty of things to do and see. Don't miss it.

Entertainment on the grandstand for the weekend is as follows:

- SEPT 9 - Brooks & Dunn
- SEPT 10 - Billy Ray Cyrus
- SEPT 11 - Tanya Tucker

We want to be sure that everyone is satisfied, so we are offering the tours listed in the following columns:

**FRIDAY - September 9 (9:30 AM to 5:00 PM, Min 30, Price \$21.80 each:**

- Pfaltzgraff Potter Factory
- Lunch at Shoneys (soup, salad and fruit bar with sandwich)
- Harley-Davidson Plan Tour
- Meadowbrook Outlet Village

**SATURDAY - September 10 (10:00 AM to 5:00 PM, Min 30, Price \$48.55 each)**

- Stewartstown Railroad
- Lunch at Lamottes
- Family Heir-loom Weavers
- Colonial Courthouse, Gates House & Plouth Tavern

**SATURDAY - September 10 (9:30 AM to 5:00 PM, Min 30, Price \$17.70 each)**

- Historical Society of York County
- Wolfgang Candy
- Lunch Central Market (on your own)
- Harley Davidson Museum
- Meadowbrook Outlet

All tours are run by  
The Red Lion Bus Company.

Please register by 24 August 1994  
and send your check to:

**Henry L. Reeser**  
99 Acorn Drive  
Mt. Wolf, PA 17247

Phone: 717-757-1494

Please make checks payable to  
U.S.C.G. AUX - Div. XIV

If we do not have enough for the tour, we will return your check. We must have the minimum for any one tour before it is a GO!

There are plenty of golf courses around York, and I will be happy to secure starting times for you. I do not need any money ahead of time for this. Just tell me what you want — Starting Time and How Many.

*Henry L. Reeser, CDP-XIV*

**Conference Registration Form**

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

**Holiday Inn & Convention Center**

**9, 10, 11 September 1994**

Name: \_\_\_\_\_ Name \_\_\_\_\_  
Member No. \_\_\_\_\_ Member No. \_\_\_\_\_

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

**Saturday Night Banquet:**  
 Prime Rib (\$23.00) # \_\_\_\_\_ \$ \_\_\_\_\_  
 Chicken in Puff Pastry (\$19.00) # \_\_\_\_\_ \$ \_\_\_\_\_  
 Crabcake/Filet Mignon  
 Combo (\$23.00) # \_\_\_\_\_ \$ \_\_\_\_\_  
 Stuffed Flounder (\$23.00) # \_\_\_\_\_ \$ \_\_\_\_\_

**Past Captains' Breakfast:**  
 Member \_\_\_ Guest (\$10.00) # \_\_\_\_\_ \$ \_\_\_\_\_

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

**Workshop Reservations**

I will attend the following workshops:

- CPR: (AM Session) No. \_\_\_\_\_
- CPR: (PM Session) No. \_\_\_\_\_
- Public Affairs: No. \_\_\_\_\_
- Communications No. \_\_\_\_\_
- Operations No. \_\_\_\_\_
- Member Training/Public Education No. \_\_\_\_\_
- Information Systems No. \_\_\_\_\_

Spouse/Guest Program Free, (but check (✓) if attending) \_\_\_\_\_

*Reservation Deadline - 31 August*

*(Add \$5.00 after this date)*

Make Checks Payable to U.S.C.G. Auxiliary 4(NR)

Send this side of the form to:

**Ira & Arline Dolich**  
**Conference Coordinators**  
**108 S. Mansfield Blvd.**  
**Cherry Hill, NJ 08034**

**Hotel Reservation Form**

**Holiday Inn & Conference Center**  
**U.S. 30 & Route 74**  
**at Manchester Mall**  
**York, PA**  
**717-846-9500**

Name \_\_\_\_\_

Address \_\_\_\_\_

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

Please reserve

Single \_\_\_\_\_ Double \_\_\_\_\_ Non Smoking \_\_\_\_\_

Arrival Date: \_\_\_\_\_ Departure Date \_\_\_\_\_

**Reservation Rates**

Single or double \$64.00 per night  
 Deadline for Reservations: 29 August 1994  
 Check In Time: 1500

Require one night's deposit to guarantee room

**MAKE CHECKS PAYABLE AND MAIL TO:**

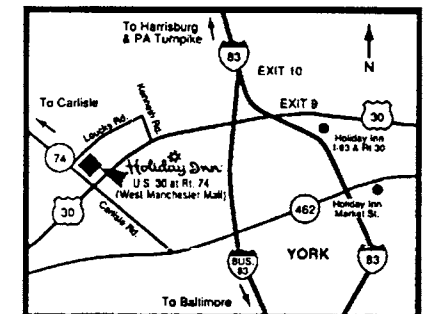
Holiday Inn Hotel & Convention Center

or

Phone with major credit card

State that you are with the USCG Auxiliary

Holiday Inn and Conference Center  
 U.S. 30 at Route 74 at the West Manchester Mall  
 2000 Loucks Road  
 York, PA 17404  
 (formerly Sheraton Inn)



**PHONE**  
**717-846-9500**  
**FAX**  
**717-846-9500**

**LOCATION:** U.S. Route 30 at Route 74 at the West Manchester Mall

**DIRECTIONS:** From the East, take I-76 West (PA Turnpike) to exit 18, I-83 South to exit 10, Route 30 West to the 6th traffic light, make a right onto Kenneth Road, make a left onto Loucks Road.

From the South, take I-83 North to exit 9W, follow Route 30 West to the 7th traffic light, make a right onto Kenneth Road, Make a left onto Loucks Road.

From the North, take Route 15 South to I-83 South to exit 10, Route 30 West to the 6th Traffic light, make a right onto Kenneth Road, make a left onto Loucks Road.

From the West, take I-76 East (PA Turnpike) to exit 18, I-83 South to exit 10, Route 30 West to the 6th traffic light, make a right onto Kenneth Road, make a left onto Loucks Road.



*In Memorium*  
**Robert H. Nichols**

Robert "Bob" Nichols passed away on May 5 shortly after his 20th year anniversary in the Auxiliary in April. Bob originally joined in the Fifth Southern District in 1974 because that was where he was active in boating. He and Elsie transferred to the Fifth Northern in 1977 at the time Flotilla 24 was chartered in this district. Bob was active at all levels, flotilla, division and district. He was Flotilla Commander of 10-8 for 2 years and has been a Division Staff Officer of Division 10 for almost 10 years. At District Level he was ADSO-PB for eight years when Elsie was Topside Editor. That is when most of the district became acquainted with him. He made many friends and the article below was written by one of them with whom he was very close. This article gives a little insight to his delightful personality. *Thank you Bill.*

**BOB NICHOLS**

I first met Bob many years ago and his attitude throughout the years that I knew him changed very little. When Bob had an opinion on anything (and he had an opinion on most everything), he was not afraid to express it. He would express it in such a way that you knew instantly that it came from Bob. When he saw a problem he would want it corrected NOW! He never pulled punches but would let go just like he saw it. I always loved him for that even though I was often the person Bob wanted to correct, fix, repair, or change the system. Many of his concerns were taken care of because he was right. They were the easy ones. The other ones?

Bob loved the Coast Guard Auxiliary and the people who made it the great organization it is today. He was not one who wanted to be out front leading and getting the credit, but stayed in the background and did the work, got the job done, and moved on to the next project.

Those of us that were fortunate to know Bob knew that his best friend, lover, and mentor was Elsie. Their life together must have been wonderful. Bob's even, mild mannered temper (at least while he slept) must have been easy to live with. I've been witness to a couple of his, shall we say discussions, with Elsie.



They were fun to watch and listen to. Bob would lose, he knew he would before he started, but he made his point and it would be noted. I can remember once in San Antonio (we were there for an Eastern Area Conference) where Elsie had bought out the entire city, according to Bob. Well he got up the next day and declared in no uncertain terms that "there will be no spending and buying today, period!" That day we were all going to Mexico for the day and we stopped in a small town called Bracketsville. This is the town the picture "The Alamo" was filmed in. Well it naturally had a gift store and Bob found a Turquoise ring that he fell in love with. Elsie and I were looking at the other stuff when Bob came over and said "Remember what I said this morning about no shopping and spending today? Well I meant that for San Antonio. Can I buy this ring?" Boy it sure looked good on his finger from that day on.

Bob, I'm going to miss you, but you will not die as long as those of us that knew you live. We will all carry a part of you with us, a part that I cherish. Thank you for being the Bob Nichols that you were, thank you for your love and caring, thank you for imparting your thoughts and wisdom to those of us you cared for and thank you for that one more refrigerator magnet.

*William E. Pierce, PDCO, 5NR*

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

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**ADDRESS CORRECTION REQUESTED**



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