

t pside

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in this issue.....

Remembering Elsie



Fall '99 Conference Photos





**U.S.C.G Auxiliary
Fifth Coast Guard District (NR)
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UNITED STATES COAST GUARD

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UNITED STATES COAST GUARD AUXILIARY

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On the Cover: USCG 21' Motor Lifeboat from the USCG Station Barnegat Light passing through the Barnegat Inlet. On board are the coxswain and crew from the CG Station with Auxiliarists of Flotilla 16-7 aboard for an orientation ride.

Cover photo by E. Robert Meyer, SO-OP 16
Freehold, NJ

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Join us at the Hawaiian Pool Party

Saturday Night Fun at our

Spring Conference 2000

Dress up in your
Loudest Shirts

Grassiest Skirts

Coconuts & Pineapples too
Prizes for the best (maybe the worst)
costumes of the night!!!!



topside winter 2000

DISTRICT COMMODORE

TIME FLYING BY

It seems unreal to believe one year has passed since I had the privilege of being elected to our District's highest office. 1999 has been a very exciting 60th Anniversary year for our Auxiliary. All our 5NR District levels organized and participated in many outstanding and varied activities. A host of PA announcements carried our loud and clear well-received Anniversary message to our customers throughout the year. The 60th theme was always evident at safety booths, marine day fairs, District parties and picnics. We also enjoyed raft-ups, dinner-dances and held public open-house visits. All in honor and tribute to the Coast Guard and our 60th Auxiliary celebrations.



Proud to report that due to the outstanding efforts per members last year in terms of RBS production 5NR will undoubtedly be in the enviable position of sharing National District Leadership. Kudos to all! My sincerest "Thank you and well done" to my EXCOM, District Staff (they are the best) and each and every member of our Fabulous Fifth Northern District. You all do make it happen!

We plan to continue improving and developing methods to support the Coast Guard and safeguard the boating public. Some years we do it better than other years, but because of your hard work and dedication we always do it well.

Changes are inevitable and a major change for us last year was welcoming aboard our new director CDR Steven Minutolo. His interest in the Auxiliary and enthusiastic leadership and support has made a profound and positive difference already. We wish him well and continued success in his new position.

We usually experience some changes each year and the

New Millennium, with no surprise, will bring more. New Missions, Diversity, Grant Applications programs. New advances and uses for electronic technology and communications. Entering partnerships with other boating safety organizations to conduct Auxiliary business. Flexibility is the key. It is fundamentally important now more than ever before to keep up with the times. Some of us in certain situations find change uncomfortable and tend to resist new ways. Please remember in order to continue to grow our Auxiliary we must adapt to the needs and desires of our contemporary customers. If we do not someone else will. Be reminded progress can never become a reality without change. Coach's advice, stay loose, have fun!

The one thing about our organization that will never change is the need to for each and every one of us to keep Recruiting and Retention our "job one," priority. It is the only formula for continuing our Auxiliary for the next 60 years. Recruiting quality membership is the finest and most lasting legacy you can, and we need to contribute to our Auxiliary.

As we begin a new century let us continue the momentum and renew our pledge of service to the Auxiliary and to the principles of Team Coast Guard.

My heartfelt appreciation to all our members and their families for the remarkable and immense contributions they voluntarily offer our Auxiliary. "You do make us proud".

Best wishes for a Healthy, Happy and Prosperous 21st Century.

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

OUR COMMODORE "MAN WITH A CAMERA"

During a conversation a few months ago, our Commodore, John A. Locasale, shared a neat piece of "inside" info with your editor. Commodore Locasale told me that he was doing some free lance camera work for a few local newspapers and he actually had a photo published over the summer. Not one to let a story slide by without an "investigation", I uncovered the following photo and story.

The gist of the story centered around a burning boat that was docked at a local marina. The smoke could be seen for miles, and who was first on the scene, camera in hand, of course, COMO Locasale. The Commodore admitted that he had a distinct advantage, the marina and fire scene were just a hop, skip and a jump from his home. He spotted the smoke, grabbed his camera, and was on his way.

The boat was a total loss and there was damage to the dock, but fortunately, no one was injured in the incident. The fire was attributed to a spark while the owner was working on the engine. Not only was there a good story and photo, there was a public education situation, and the Commodore pointed that out in our discussion.



Our congratulations to Commodore Locasale for a fine piece of work.

Photo by John Locasale, DCO 5NR

DIRAUX

Okay - the key issues have been heard, the challenges identified, the sleeves are rolled up, and I have almost memorized every Auxiliary acronym there is...almost. The bad news is that there are many key issues and challenges that will have to be addressed this year. The good news is that there are many key issues and challenges that will have to be addressed this year. I'll apply the cliché that, "When you rest, you rust" to the outlook we should collectively take during the next 12 months. Important subjects like the Qualified Examiner (QE) program, the Personal Water Craft (PWC) program, facility inspection requirements and the regional aviation program are getting fresh looks as I write, and focused efforts like OPSAIL 2000 and Op Safe Catch will undoubtedly test regional abilities to support operations and make a big difference. Hopefully, by this time next year (the "real" New Millennium?), we'll be able to look back and say, "We made major headway, we did!"



and quality of life by eliminating or waiving unnecessary administrative burdens and updating or revising operational requirements consistent with sound risk management principles. Or more simply, let's put our wealth of experience and insight to practical application by not just identifying problems or inefficiencies in our administration and workload...but by also offering solutions to alleviate them!

If there are any two things that are not lacking throughout the D5-NR Auxiliary, they are leadership and experience. Take advantage of them! A forte of diversity injected into Team Coast Guard by the Auxiliary is its fresh perspective on problem solving, and you are needed to help in this effort. I strongly encourage you to share your ideas with your Team Coast Guard counterparts and float them up your chain of communication so that they can be reviewed, considered and acted upon.

**two things that
are not lacking
throughout the
D5-NR Auxiliary,
they are
leadership and
experience**



On a brief but different tack, since my arrival about four months ago, many of you have noted and commented on some administrative and procedural changes in the way our office does business. I would be remiss if I did not say that there will be some more changes as time goes on, particularly in the way we support major events like conferences and training seminars, as well as property and forms processing. The never-ending effort to balance quality, service and common sense with cost and policy makes for quite a taffy-pull every now and then. Please trust that our office efforts are made to benefit as best and as uniformly as possible all of D5-NR while also addressing the interests of the Coast Guard and the American public as a whole.

To the newly elected and re-elected Auxiliary officers throughout D5-NR - congratulations! You have your work cut out for you this new year, but you also have some great leadership and friendship upon which to draw whenever you need it. Best of luck to you all! Now, let's take in line 2 and get underway!

*Commander Stephen J. Minutolo, USCG
Director of Auxiliary, 5NR*

**the
realization
that D5-NR is
part of a
great team -
Team
Coast Guard**

An appropriate starting point is the realization that D5-NR is part of a great team - Team Coast Guard - like any great team, one that constantly shores up weaknesses, tackles challenge head on, and gains ground in the name of continuous improvement. Recently, VADM James C. Card, Vice Commandant of the U.S. Coast Guard and Chair of its Leadership Council, discussed the need to focus our service wide attention on the three organizational emphasis areas that will help improve the state of the Coast Guard, namely: that Coast Guard personnel perform dangerous work in a hostile environment, that our duties demand a level of readiness unique among military services, and that a "dull knife" is a dangerous tool to both Team Coast

Guard personnel and the American public that depends upon us. How do you sharpen a dull knife? Choose and use the right whetstones.

In this vein, a major initiative underway centers on Coast Guard workload management. While obviously focused on workloads, its fundamental intent and underlying philosophy should have considerable regional impacts. The initiative calls for us to better manage our workloads through process improvement, reduction and balance. We are tasked with seeking out innovative ways to improve our customer service

COME TO SPRING CONFERENCE.....

Mandatory workshops offered

TCT - Vessel Examiners - Operations - Instructors

Meet and greet our new Director

april 14-16 2000, eden resort inn, lancaster, pa

VICE COMMODORE

The Auxiliary: "a volunteer organization" or "an organization of volunteers"

To many, the response would seem to be "what's the difference; they're both the same". Personally, I do not believe they are the same. There are subtle differences.

Webster defines a volunteer as "one who offers to enter into any service of his own free will" and defines organization as "... any unified group or systemized whole; especially, a body of persons organized for the same purpose".

First and foremost, we are an organization committed to dedicated service in support of the Coast Guard primarily in the area of Recreational Boating Safety. As such, we as an organization, have committed to maintain a state of qualification and readiness that will enable us to continue to perform our missions with efficiency and professionalism.

we are an organization committed to dedicated service in support of the Coast Guard primarily in the area of Recreational Boating Safety

This commitment comes at a price. In order to maintain our readiness and qualification we must sometimes play down the underlying concept of a volunteer being one who "joins of his own free will but who must commit to nothing within the organization". We must be willing to accept a modification of the definition to one who "joins of his own free will but is willing to

commit to certain requirements for the good of the organization".

No professional organization can long survive without defined goals and performance measurement devices and yes, even mandated tasks. These are absolutely necessary to maintain the qualification professionalism of which we are so proud.

I submit, therefore, that we are an organization of volunteers who are committed to joining of our own free will but willing to submit to mandates and requirements for the betterment of the organization rather than a volunteer organization comprised of individuals who join of their own free will unwilling to accept any requirements because they are a volunteer!

Robert I. Perrone, VCO, 5NR



we are an organization of volunteers who are committed to joining of our own free will

Hockessin, DE

REAR COMMODORE EAST

Bob Perrone, Vice Commodore, and I were fortunate enough to attend the U.S. Coast Guard Fifth District Commanders Conference at Fifth District Headquarters in Portsmouth VA. a few weeks ago. When we first arrived and looked around, there were only two other Auxiliarists in attendance and they were from the Fifth Southern Region. At first it was hard to figure out why we were invited, since the conference is for the Commanding Officers of the various Activities, Groups and Vessels operating within the District. However, I found it very informative. One of the things that we came to realize is that the Coast Guard and the Auxiliary share similar problems.



The number one problem is funding. The Coast Guard does not dwell on funding since they can not do anything about it. It is up to Congress to approve whatever funds they receive and they have to live with it. I believe that the lack of money is the number one complaint I hear as I travel throughout the District. In the Auxiliary we also live under the same constraints as our parent organization, and funding problems are probably not going to change in the near future.

The second biggest problem they have is communications. I can not imagine how many meetings I attend and hear that we in the Auxiliary also have a communication problem. That is something we all need to improve. Many times we receive information that confuses us. Instead of checking into the accuracy of the statement, we make an assumption that may be wrong. Then, when we find we are in error, we tend to blame it on someone else. The bottom line is we all need to pass on accurate and up-to-date information in the first place.

The third problem is training. It is not that the Coast Guard does not have enough training, it is the quality of training. I do believe that is our problem also. We have many excellent instructors throughout the District, and I am not being critical of them. However, there are some that instead of teaching what is in the book, conveniently decide that they have a better way, or a faster way, or a more convenient way. Whatever way, it is not the right way. When we do not go by the book, we lose our force, and have people doing things differently. In fact, Vice Admiral Shkor, Atlantic Area Commander put particular emphasis on the need for uniformity in training.

By the end of the fourth day it was evident that our being there had some value. Not only to us but also to the Coast Guard. We had the opportunity to provide input as to how they might be able to use the Auxiliary better.

I believe that if we work together and everyone works from the same page we can make a difference. I would like to wish all of you a healthy, happy and prosperous New Millennium.

*George F. Leuck, RCO-East 5NR
Toms River, NJ*

REAR COMMODORE CENTRAL

It is an honor to write an article for the first issue of "TOPSIDE" in the year 2000. The Y2K computer issue had not been a problem but much time and money have been expended in preparation for the changeover. If the computer experts had thought ahead some fifty years ago, this would not have been a problem.

During 1999 there were some very positive events. For one, some very dedicated Auxiliarists worked hard to refurbish the SARDET Wilmington boat which was launched on time in the Spring. The boat was well used in patrols and training on the Delaware River.

In addition there was a successful celebration of the 60th Anniversary of the Coast Guard Auxiliary. There was a banquet and celebration at the former U. S. Naval Air Station at Willow Grove, PA. This was well attended and was an excellent way to celebrate our past (and future). These were some of our significant events; space does not permit a complete evaluation of our activities in 1999.

I wish to thank the Central Area Division Captains and Vice Captains, and all members of the Central Area, for their cooperation in 1999. In the year 2000 I will again request their cooperation and support in trying to attain our goals and to further the activities of the Coast Guard Auxiliary. We did not achieve as much as I had hoped, but perhaps my expectations were beyond what we could accomplish in 1999. It is hoped we can regain our momentum in 2000 to regain any lost ground. There are many opportunities for our members to participate, especially our new members.

Please train our new members; they are our replacements! I plan to give you my support in furthering all of our Auxiliary programs in 2000.

LET'S MAKE 2000 A BANNER YEAR!

*Gene Bentley, RCO-C 5NR
Newtown Square, PA*



REAR COMMODORE WEST

Well, here we are in the new millennium. It is still difficult for me to think that the year 1999 is now in the history books and that I have finished my first year as RCO-W. The year has been a truly great experience for me. My wife Marion was my traveling companion on my many excursions around the area. We met many new Auxiliarists and had some good times.

One of the highlights of course was the 60th anniversary of the Auxiliary. It was unfortunate that we had to miss the ball held in June, but it took place at the same time as our vacation. I think it was an excellent idea and I think more events, similar to the ball, would go a long way in providing fellowship throughout the District. I feel that much more of this type of socializing is sorely needed even if not done on such a grand scale.

We, as Auxiliarists, were given many new opportunities to serve the gold side of the Coast Guard Team. In some instances we took advantage of the opportunity and in other instances we objected to the changes. This in itself is not bad. It sure would be a dull world if everyone agreed with each other. Disagreement should bring about discussion among the dissenters so that a common goal, for the good of the organization, is brought about.

Y2K will also be presenting us with many new challenges. Please accept them in the way they were presented. These decisions did not come easy for the people who made them. The restructuring of the Courtesy Marine Examination Program is a prime example. It will be difficult for some of you to see other organizations doing CMEs on the boat ramps. Just take it in stride. We have not been doing the job lately as we did in the past and many boats are not being examined for safety. The Auxiliary is still the key element in the program and we must set the example for the others who will become involved. Remember the objective is boating safety and the saving of lives. If these other groups can help us in reaching more of the boating public then that is a plus for the program.

Get rid of all the negative thoughts for the upcoming year and think positively. If you think you have a good idea, present it to your elected officers and let them move it up the chain of command. No idea is ever stupid. Take the opportunity in 2000 to serve the Coast Guard Team to the best of your ability. Stay "positive".

Allow me to close by congratulating all the newly elected officers in 5NR, both the incumbent and incoming, from the District Commodore to the Flotilla Staff Officers. May you have an exciting year as you usher in the new millennium. Please talk to the members in your unit, get them to talk to you and to each other. Don't get discouraged and once again stay "POSITIVE".

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



COMO Bentley in formal uniform engaged in rapt conversation at Fall Conference 99.

**Join him at
Spring Conference
in April.**

Join in the fun!

Photo by Mel Borofsky, DSO-PB

PUBLICATIONS

Hello Topsiders,

I guess I have to join in with the crowd and say Happy New Year, Happy New Century and all of those good words. Well here goes, HAPPY NEW CENTURY! (Whew, done!)



This is the time of the year when plans are set in motion for the coming year and it is also a good time to look back over the past year and reflect on the good stuff and not so good stuff that occurred. If I had to tally the good vs. the bad, my score would read 98% good, 2% not so good.

(98%) As editor of TOPSIDE I have the pleasant task of reflecting on a wonderful year of cooperation and support from the Auxiliarists of 5NR. Through your efforts we have produced a publication that highlights the talents, efforts and true spirit of volunteerism that exists in 5NR. The circulation of our publication goes beyond the membership of 5NR, we are distributed and read about around *the world*.

A proud fact, because of the quality of your photos and articles, TOPSIDE has become an important recruiting tool for the Auxiliary in 5NR. Our campaign of placing copies of TOPSIDE in public meeting places (libraries, doctor's offices, lube shops and the like) has drawn inquires about our organization and in turn has aided in bringing new members into the fold. Continue doing this, allow TOPSIDE to be an "official missionary" of our activities and fellowship.

For all of the above reasons and the hundreds of others, to all of the contributors, and there are many, I thank you for your support and pledge myself to continue the great tradition of TOPSIDE. *P.S., If your Flotilla or Division has not been getting the TOPSIDE coverage it deserves, now is a good time to start. Send in those photos and share them with us.*

(2%) The only downside to the year was the loss of the many members who "crossed over the bar". That phrase is used to express our loss and help comfort in those times of grief. We have our memories of the fellowship shared and we will always carry with us the valuable lessons taught by their wisdom and counsel. Sailors, rest your oars.

Sadly, someone of significance to TOPSIDE passed away around Christmas of last year. My predecessor, Elsie Nichols, is included in that final roll call. Elsie was our Editor of TOPSIDE for many years. Through thick and thin, through her own illness and disability, Elsie strived to make TOPSIDE the best of the best. Her efforts won acclaim for TOPSIDE a few years back, as the #1 Auxiliary publication in the nation. Her personal touches, to this day, remain in the pages of TOPSIDE. Each future issue will continue to be an extension of Elsie's talent and personality. Our keeping with the tradition of an excellent TOPSIDE will be a fitting, everlasting memorial. We will miss you, your fragile smile, your gravelly voice and especially your guidance along the way. Till we meet again.....

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

REMEMBERING ELSIE



A TRIBUTE TO ELSIE NICHOLS FORMER DSO-PB 5NR

My association with Elsie goes back to 1963 when she was a business associate of my late husband, Jim McCabe. When Jimmy started Flotilla 24 at the Willow Grove Naval Air Station, Willow Grove, PA in September of 1977, Elsie and her husband Bob were charter members.

We were in business together, we boated on the Chesapeake together, our children grew up together, and we shared our dreams and sorrows together.

Now Bob is gone, Jimmy is gone, and finally Elsie. All of my best friends have gone to the eternal rewards. I have only the good times that we enjoyed together to comfort me and buoy my spirits, and remembering those good times makes me smile. Yes, even laugh, as I recall the many situations in and out of the Auxiliary that we shared together.

Elsie was a great TOPSIDE editor who took National honors for her efforts. She took a so-so publication, got people to contribute, and made it come back to life. She gave of her time unselfishly and was dedicated to the District and its people.

Pat Brown (formerly of Division 5, now of Division 8) took the accompanying photo of Elsie in her formal "duds". Thanks Pat—it does her justice.

Elsie, we appreciated all that you did for our Flotilla 10-8, all of the new members mentioned, all of the expertise you offered us. You are sorely missed. Knowing you, you're probably getting things organized "upstairs" for when we finally meet again.

*Helen McCabe, FSO-PB 10-8
North Wales, PA*

DIVERSITY

The recruitment and retention of new members for the Auxiliary is now critical to fulfilling the mission of assisting the U. S. Coast Guard (USCG) to save lives and promote safety on the waters of the United States. Diversity and Diversity Management are the means designated by both organizations to recruit and retain new members. "Diversity" refers to the variety and uniqueness of the individual persons that are available for recruitment. "Diversity Management" addresses retention and refers to the process of fostering a positive environment where these individuals can flourish because they are recognized and valued.

Diversity and Diversity Management are new terms that point to change. The change in terminology is more deeply a change in language. Because language is created by people to communicate their experience of the world and the meaning they attribute to it, the challenge of new terminology is to understand the new world and the new meaning which precipitate it. Part of the current reality of the Auxiliary is the graying of its membership and the lack of new recruits who can assist the USCG in its operations. New recruits must come from American society which, like all living organisms, is constantly changing. In very practical terms, the Auxiliary must look to increasing the participation of women, youth and minorities to continue its mission of assisting the USCG.

The new terminology, reflecting the new world of the Auxiliary, was recently introduced by James M. Loy, Admiral, USCG, in the United States Coast Guard Diversity Policy Statement which follows:

"Diversity is the mix of differences and similarities at all levels of the organization. We draw great strength from our differences and build on our similarities to:

- (1) Create a positive environment, based on our core values of Honor, Respect, and Devotion to Duty that will promote personal and professional development and attract new talent.

- (2) Establish and maintain a diverse workforce that reflects America and its most valuable resource - people.

- (3) Promote policies, programs, and procedures that place high value on diversity and individual dignity.

- (4) Work diligently to remove barriers that hinder our progress.

- (5) Provide leadership that empowers all people to reach their full potential while contributing to Coast Guard missions.

- (6) Ensure that our individual actions support the spirit of this policy. Diversity is one of our greatest strengths. I challenge each of you to make an individual commitment to this policy."

Such policy statements are not casual meanderings from unreflective committees. Rather, they signal a certain refocusing, based on a changed situation whose consequences are critical for the well being of the organization and its mission. The first task at hand is to digest the statement and its implications; the second is commitment to it; the third is its implementation.

*Submitted by Tom Knadig, SPO Diversity 5NR
Ocean City, NJ*

CHALLENGE FOR AUXILIARISTS IN 5NR

The Wall Street Journal recently noted that the assets of charitable foundations are approaching the total value of all companies listed on U.S. stock markets in the mid-1960's and could reach \$1 trillion in a decade. Still, the number of

GRANTS

worthy causes dwarfs foundation assets.

The challenge for the USCG Auxiliary is to find permanent solutions to what seems like intractable problems: austere Coast Guard budgets and elevated operational expenses. We believe there are six keys to meeting this challenge.

THINK BIG: The value of Auxiliary assets, triples if you include (as we should) the value of human capital. While the number of Auxiliary members appears small, the 5NR can magnify its ability to produce lasting effects by using its human capital creatively. As important as the number of Auxiliarists is our capacity for finding and empowering those individuals who are catalysts for change. The right person can change the world.

FIGHT THE "ZERO-SUM GAME" MENTALITY: Foundations invest in society to provide greater returns. They have not, in the past, spent money on grants to the Auxiliary. We must convince them grants to the Auxiliary are worthwhile. According to a present-value calculation by the USCG Office of Boating Safety, the worth of the hours contributed by Auxiliarists is worth four times the cost of its operations, and that this worth could be augmented to as much as ten times its cost. Increased strategic investments in the Auxiliary by foundations will not only produce major economic returns, but also, more importantly, will prevent death, injury, and property loss from boating accidents.

TRANSFER SKILLS, NOT JUST MONEY: The adage is that it is easy to give money, it takes an effort to give your time. Remember that when you joined the Auxiliary, you pledged to participate to the best of your ability.

FOSTER TEAMWORK: The Auxiliary can play a matchmaking role that is as important as the money the Coast Guard receives. We are already entering partnership with other boating safety organizations to conduct Auxiliary business. The important thing is to insist that diverse individuals and organizations go beyond merely talking to each other and commit themselves to real partnership.

GET PERSONALLY INVOLVED: There is no substitute for rolling up your sleeves and working with people who can make a difference. The Auxiliary needs your help, your ideas, and welcomes your assistance. The Auxiliary will get the benefit of your participation and you will gain a direct understanding of the real problems of the Coast Guard and potential solutions, which makes you invaluable.

FOLLOW YOUR PASSION: Make your District Staff Officers aware of your dreams for the Auxiliary if you are enthusiastic about an idea and want to make it a reality. The result will be thousands of more active Auxiliarists, Auxiliarists who provide the best hope for the resilience and preeminence of the USCG in the 21st century.

Donna Hammaker, ADSO-Legal and SPO-District Grants

E-mail: hammaker@wharton.upenn.edu

George Leuck, RCO (East); Morton Perlman, FC 8-1; Thomas Egizi, FC 16-01 and Jan Munroe, DSO-IS

MARINE SAFETY

After three years of definition, evaluation and pure guess work, the 5NR Marine Safety department is making some steps forward. The last three years has been spent in focusing on a segment of the very large Coast Guard Department M. The overwhelming task of plunging into a multi-segmented program and finding a foot hold with which to begin was accomplished through an emphasis on public education and awareness. Three seminars were presented at the District Conferences where over 50 Auxiliarists learned hands on education techniques to present an environmental message to both children and adults. This will still be the strongest emphasis in 5NR and the member training sessions will continue. The department is finally ready to take some further steps forward.

Towards the end of 1999, Captain Gregory Adams, Commander, CG Group Philadelphia, stated his desire to implement the Auxiliary in HARPAT (Harbor Patrol) operations. A training program, presented by the Coast Guard would prepare Auxiliary Operations personnel to act as the "eyes and ears" in identifying and documenting potential environmental hazards and violations in our cities' harbors. The program would begin in the Philadelphia area, and upon a successful evaluation period, would be extended to our Eastern and Western Area components. At this point, the MS Department is identifying interested operational personnel so that a training session with the Coast Guard can be set up. Please forward your interest to the DSO-MS, Linda Boice.

A second step forward is in the area of Occupational Health and Safety (another component of Department M.) Dr. Richard Law, National Chief, Division of Health and Safety, is directing the Auxiliary's involvement in the Coast Guard's LifeSaver Program. The goal of this program is to "...ensure that every Coast Guard operational unit has sufficient numbers of emergency medical services (EMS) providers to allow deployment of an EMS provider on every search and rescue (SAR) or medical evacuation (MEDIVAC) mission. The skills required will be those of the American Red Cross First Responder program." The Auxiliary has been asked to supply medically qualified personnel to act as "Points of Contact for Study Related Questions (Mentors) and Skills Validators (Validators). There will be at least one Mentor/Validator for each small boat station. We need to first identify Auxiliarists with medical qualifications who would be willing to serve in such a capacity. A qualified Auxiliarist would be such person with credentials as physicians, dentists, nurses, nurse practitioners, physician assistants, EMTs at basic or higher levels, paramedics, pharmacists, physical and occupational therapists. Such individuals would also have to have current CPR certification. If you or anyone in your unit is qualified and interested in such a program, please contact the DSO-MS.

For all newly appointed MS officers, welcome aboard. As soon as all of you have been identified to me you will be receiving a letter from either myself or my ADSO-MS, Janet College. Here's to an exciting new year for the Fifth Northern Marine Safety Department!

*Linda S. Boice, DSO-MS 5NR
King of Prussia, PA
Did We Miss The Boat?*

Did we miss the boat in 1999 with our Marine Visitor program?
Did we achieve what we set out to do? Did we succeed, or did we fail?

MARINE VISITORS

Did We Miss The Boat?

Did we miss the boat in 1999 with our Marine Visitor program? Did we achieve what we set out to do? Did we succeed, or did we fail?

Well, that depends upon what our goals were. If our goal was to grow the Marine Visitor Program beyond what it was

If our goal was to grow the Marine Visitor Program beyond what it was previously, then we had a great success

previously, then we had a great success. We exceeded the previous year's numbers and we improved communication within the program as well as with the individual divisions in the district. We also started a number of new initiatives within our district such as the Boaters' Safety Bulletins which several of our divisions have started to produce. We got a good start in redefining the MV program as it is carried out so that it more closely correlates with the real needs of the marine dealers and boaters. From that perspective, we did really well in 1999.

So, what should we do in the year 2000 with our program? What we need to do is improve our effectiveness beyond the good start that we got in the year 1999.

In order to do this we have to understand what our real purpose is and work towards that purpose.

Our purpose is to ensure boating safety through the aid of the marine dealers by promoting our core safety programs such as the Vessel Safety Check and Public Education programs as well as promoting the Coast Guard and Coast Guard Auxiliary in their entirety.

In order to bring maximum support to these programs, we may need to rethink the way we have been doing things. We need to retrain ourselves to understand the goals of the job and how to do it effectively, and how to really promote those vessel checks and boating safety classes so that we get the maximum response from the boaters. Training and commitment are the keys. We need to train new visitors and retrain existing marine visitors at the Flotilla and Division levels, on the right way to do a quality and productive marine dealer visit, a visit that will yield positive results.

Once we have started to retrain ourselves in the proper techniques, then we need to reaffirm our commitment to the program, a commitment based upon the understanding that this is a valuable program, because it is the program that leads boaters to our Auxiliary, our core safety programs and safe operation on the water.

We need to train new visitors and retrain existing marine visitors at the Flotilla and Division levels on the right way to do a quality and productive marine dealer visit, a visit that will yield positive results.

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

MATERIALS

Recently added to the Inventory of the 5NR District Store:

COTTON NAVY SWEATER EMBROIDERED LOGO

This heavyweight sweater is a quality item that members will be proud to wear. It features a crewneck and has the Auxiliary Logo embroidered in silver on the left chest. It is available in navy blue only. Sizes - Small XX-Large.

LARGER SIZE BLUE WINDBREAKERS

Because of demand, two larger sizes of the blue lightweight nylon windbreaker have been added. Now available are sizes XXX-Large & XXXX-Large.

QWIK REFERENCE CARDS

In addition to the MARINE ELECTRONICS & NAVIGATION RULES, three new heavy plastic valuable reference cards have been added. These are COASTWISE PILOTING, INTERNATIONAL NAVIGATION RULES & BOATING GUIDE. These valuable reference cards are 8 1/2 x 11" and are full color on both sides.

These items plus many others are available from the 5NR District Materials Center. Give us a call!

*Regina Stretch, DSO-MA
Brigantine, NJ*

UNIFORM TIDBITS

E 1. DEVICES: The "E" Device is authorized to be worn by members who are currently appointed or have been previously appointed as a Qualification Examiner (QE) on the Auxiliary Operations Program ribbon (no miniature "E" Device for miniature medals is authorized).



2. COMBINATION GARRISON AND WORKING CAP DEVICES: Two slightly different Combination, Garrison and Working Cap devices are in use; the old one has a blue ring, which highlights the lettering "U.S. Coast Guard Auxiliary", and the new one has a gold ring. Both devices are authorized for wear.

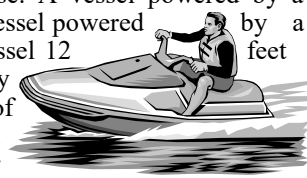
3. THE DARK BLUE UNIT BASEBALL CAP: The use of the letters "USCG" arched over "AUX" displayed on the ball cap is authorized for wear. Additionally, members are authorized to wear the ball cap with "US Coast Guard Auxiliary" ("Auxiliary" fully spelled out) displayed on the cap.

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

STATE EDUCATION REQUIREMENTS

Here is a re-cap of State educational requirements. This information is gathered from many sources, including the BoatUS web site, Boatsafe.com web page and various State pages. As legislative is dynamic, this information needs to be verified as current, prior to use.

- **DELAWARE:** Mandatory education. Boaters must complete a proctored, boating safety course. No minimum age.
- **MARYLAND:** Mandatory education. All persons born on or after July 1, 1972 must complete a proctored, boating safety course.
- **NEW JERSEY:** Mandatory education. Boaters must complete a proctored, boating safety course. Minimum age for certification is 13. No person under 13 years old may operate any power vessel on NJ waters. Those 13-15 years old may operate the following vessels after completing an approved boating safety course. A vessel powered by a motor of less than 1 HP or a vessel powered by a 12 volt electric motor or a vessel 12 feet or greater in length powered by a motor, or combination of motors of less than 10 total HP. Those 16 years and older may operate any power vessel in accordance with the following: People born on or after January 1, 1979 must complete an approved boating safety course prior to operating any power vessel. Persons born on or before December 31, 1978 are not required to complete an approved boating safety course **unless they are operating a PWC**. When a person is required to complete an approved boating safety course prior to operating, they must carry proof of course completion with them.



- **NEW YORK:** No mandatory educational requirements for anyone 18 years of age or older, to operate a vessel **except a PWC**. Those between the ages of 10 and 17 may operate a boat, **with the exception of a PWC** without adult supervision if they successfully complete a proctored or non-proctored boating safety course. Upon completion of the course, the individual must carry the required safety certificate at all times, while operating the vessel. **Education is mandatory for all PWC operators.** New York State has enacted legislation requiring all PWC operators to complete a course in boating safety by **January 1, 2004**. PWC operators must complete a proctored safe boating course.
- **PENNSYLVANIA:** Mandatory education for PWC operators only. These persons must complete a proctored, safe boating course. The minimum age to be certified for PWC operation is 12, the minimum operating age for PWCs is 12.

*The above information is as of June 30, 1999
Karen L. Miller, BC-BNN
Palm Harbor, FL*

OPERATIONS

First things first: Congratulations to Divisions 7 and 15 for exceeding their operations goals by the end of last Search and Rescue (SAR) season. If other Divisions did so, they evidently failed to ensure their timely data submission and will be recognized later. This stellar performance reflects effective leadership, good planning, and commitment on the part of boat crewmembers. I hope these two outstanding Divisions will maintain their level of performance in the coming year, and I urge the others to make every effort to attain their goals as well.

The success of the operations program is ultimately determined by performance at the local levels. Program leadership rests with the Division Captains and Flotilla Commanders, and their appointed Operations Staff Officers. The latter must maintain contact with each other to ensure adequate patrol scheduling and training of local operations personnel; the Captains and Commanders must then ensure that the job gets done.

The District Operations Staff also provides leadership and program support in several ways. Through a series of regularly scheduled staff meetings, the ADSOs and I review the latest available information including performance data, policies, and procedures to consider appropriate or desirable program changes. Information is derived from many sources including the local Auxiliary units and the members themselves. In addition, last year we inaugurated the Area Operations Executive Committee concept in each of our three areas. This effort brings together the principal actors for planning and monitoring the operations program "where the rubber meets the road" (or should I say "where the propeller meets the water?"). These committees consist of the area ADSO-OPs, the SO-OPs, SARDET coordinators, the representative of the Coast Guard's order issuing authority, and me. The Eastern and Central area committees met once last fall and all three committees will now meet in the Spring and again in the Fall this year.

The meetings were very fruitful and raised numerous diverse issues, among them: matrix changes, the need for additional QEs in some locations, the coxswain's responsibility to ensure that crew members were physically fit and capable of performing the mission, training on safety patrols, conducting unauthorized patrols (patrolling one day and requesting the orders on the next), inappropriate and improper radio transmissions, and a myriad of other concerns. You'll hear more about them through the chain of communication and in other articles as next season approaches.

I think two of the items noted above are of such paramount importance, however, that some discussion is warranted here. First, coxswains are responsible for ensuring that crewmembers are physically capable of participating in a mission under orders. On occasion a coxswain might have to deny a member's request to crew. A crew-qualified member who is unable to perform underway activities is likely to be a liability to himself, the mission and the Coast Guard. An adequate self-assessment and good sense should prevail in deciding one's capability to crew and contribute, rather than detract from, a mission. This is a very delicate matter, of course, requiring sound judgment, ultimate sensitivity, tact and diplomacy. In my view, therefore, if one's condition is dubious, the crewmember himself should make self-determination to refrain from participation and not shift the responsibility to, nor impose the burden upon, the

coxswain. When necessary, however, the coxswain must exercise discretion to protect the interests of all concerned.

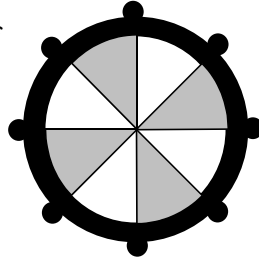
The other issue involves some members conducting patrols without prior authorization (orders), in uniform, with signboards and operational ensign displayed, and seeking the necessary paperwork *after the fact*. I don't know the frequency of such occurrences, but if my information is correct, I want to believe that it's been done in good faith and the mistaken belief in some implied authority. But, unfortunately, there is no implied authority, and anyone acting upon this misconception does so at their peril, *without* Coast Guard liability protection. Nor are they entitled to any reimbursement for expenses. In short, this is simply an "either/or" situation in which they act privately without orders as a good Samaritan, or, publicly under orders (with advance authorization!) as part of the United States Coast Guard with all of its legal protection and entitlements. Operations must never be undertaken without prior approval from an order issuing authority. No one should ever request an order issuing authority to issue orders after the fact; and, order issuing authorities (such as Division Operations Officers) should never comply with such requests.

Under "lessons learned," I want to remind everyone to heed all details when undertaking a stern tow. A situation involving a tow of several hours in very lumpy conditions resulted in a wake up call. Since the towline could not be attached to the towing eye of the disabled vessel, it was secured to a foredeck cleat through a chock. As Murphy's Law would have it, at the worst possible moment the tow line parted. A quick examination revealed that the towline chafed through at the chock. You guessed it--no chafe guard had been installed. An understandable oversight? Maybe, since most tows are conducted in relatively calm conditions and don't take very long, we often ignore the importance of chaffing gear. Chafe guards should always be applied as a matter of practice, thus assuring the integrity and longevity of the towline and the safety of all concerned.

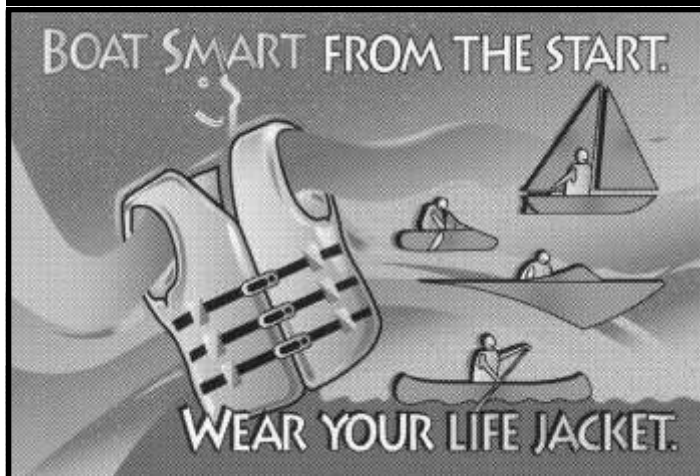
On another note, DSO-MS Linda Boice has informed me that MSO/Group Philadelphia is looking for operational support in carrying out its harbor patrol responsibilities this year. Some special training will be required of participants. All boat crewmembers who might be interested should communicate with Linda or myself.

Finally, in his book "Confucius Lives Next Door", T. R. Reid recalled that when he was learning to become a naval navigator a chief petty officer told him: "The best thing is to know where you are. It's a little worse not to know where you are. But the worst thing is to think you know you are someplace when you really ain't there." Just something to think about....

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



NATIONAL SAFE BOATING WEEK



Welcome to the end of the 20th century. Let's make it a real finale. I know you are all capable, judging from past performances.

At the time of my writing this, no dates have been received for the observance of National Safe Boating Week. However, we can still begin making plans. You can adapt your program to the theme at any time. The important thing is that you BEGIN planning NOW.

Actually, safe boating is a year-round goal, and you can set your program for any time in the boating season. Try not to compete with other Flotillas or Divisions in your area. Consider the resources that are available, and make allowances for the demands put on them. Or, get together with other units and make it a joint effort.

As soon as the National Safe Boating Week kits do arrive, order your material as soon as possible. Supplies are always limited, so get your orders in quickly. If you have had this position before, you know what to do. If you are new in the job, do not hesitate to check with your Public Affairs officer, or the person who was Special Projects Officer for-NSBW in the past.

And - feel free to contact me at any time if you have questions. Good luck!

*Muriel G. Lewis, SPO-NSBW 5NR
Havertown, PA*

MAY I USE MY HAND-HELD MARINE VHF RADIO ON LAND?

You must have a special license, called a **marine utility station license**, to operate a hand-held marine radio from land - a **ship station license IS NOT sufficient**. You may apply for this license by filing FCC Form 503 with the FCC. To be eligible for a marine utility station license, you must generally provide some sort of service to ships or have control over a bridge or waterway. Additionally, you must show a need to communicate using hand-held portable equipment from both a ship and from coast locations. Each unit must be capable of operation while being hand carried by an individual. The station operates under the rules applicable to ship stations when the unit is aboard a ship, and under the rules applicable to private coast stations when the unit is on land.

PUBLIC EDUCATION

Is Public Education Y2K compliant? Well Y2K is here and so are we, in spite of the terrible things forecasted, Y2K is just like any other new year except, of course, we are all a little older. So what is different about the Public Education Program? Not much really, We are working to making our PE program better, better courses, better instructors and of course better BOATERS.

The "Intent to Teach" form is still used and needed. With a little luck we might get the form on the 5NR web page. Maybe even a direct input as well. Meanwhile, I will accept this information in any format, written on the back of a grocery bag or on the proper form. What is required is the information. The program is set up to sort by ZIP code, so we need that for sure. The Info required:

**The
"Intent to
Teach"
form is
still used
and
needed.**

1. **What** Auxiliary course are you offering?
2. **When**, (date and time).
3. **Where**, (Address: City, State, ZIP code and County)
4. **Who** to Contact and Phone Number including Area Code.
5. **How** much will it cost. We cannot do detailed pricing information, only the price for one person, If you want to do family discounts etc. give out that information when you receive a phone call.

What do you get if you use the "Intent to Teach" form? A list of offered courses goes to Local Notice to Mariners, BoatUS, the States of Delaware, New Jersey and Pennsylvania and to DIRAUX, where the 800 lines are answered. I will also add you to the email list, you must be able to receive attachments in either MS Word or Excel. To automatically get on the email distribution list, just send me an email. The list goes out near the end of each month, all classes for 2000 will be entered as received. Please do not bother to send the information in the same month you intend to teach, because it will be too late to be added.

The course completion forms: These forms are to be sent to the Division IS officer. Do not send copies to the DSO, ADSO or to DIRAUX; that only confuses the issue.

If you have suggestions, questions, complaints or comments regarding Public Education, please contact your ADSO. If you contact the DSO first it will only delay your response. The ADSO-PE in your area is responsible for all area PE programs.

The 5NR Public Education Team

Hank Demler DSO-PE-5NR

Joseph B. Lupa ADSO-PE-East

Marshall E. Blume ADSO-PE-Central

Aline M. Harrison ADSO-PE-West

Wishing you all the best in your Y2K Public Education programs.

*Henry Demler, DSO-PE 5NR
Lebanon, PA*

PUBLIC AFFAIRS

By this time, most Flotillas and Divisions have Reinstated or selected their compliment of staff officers. Those officers who held their same positions in 1999 should be wearing their badge of office like a comfortable shoe. Those officers who are new are probably shaking their heads and saying, "What have I gotten myself into, and just what am I supposed to do?"

What have I gotten myself into, and just what am I supposed to do?"

The office of Public Affairs needs little explanation. Your job as a PA Officer is to publicize the missions, activities and goals of the Auxiliary, specifically, your local unit, to the public and to our own members. Easier said than done sometimes. Most new officers become overwhelmed with the job of getting the media to print and promote the Auxiliary. There is no magical formula for guaranteeing that everything you write will be printed, especially when you live in a large metropolitan or suburban area where many other Flotillas and Divisions are in close proximity. Don't let this frustrate you. Do your homework. Make direct contact with local newspapers, radio, and television stations to find out what type of articles and organizational notices they will print or air. Find out, as well, what their lead time is (when articles need to be in their hands) and what format they like (single page, double spaced, etc.) Try to get an actual name of the person at the paper who would handle such articles. If your unit is in a congested area-one where several units may be vying for the same space in the paper-coordinate with each other so that duplicate articles aren't being written. Don't give up!

One more important thing to remember: You don't have to do this job alone. There is no written law that only the PA Officer can write and submit articles. Encourage others in your flotilla to write about activities or missions that they have been involved in. Invite new members to write about why they joined and what they hope to gain as an enticement to bring more people into your unit. Make it a flotilla activity to plan now for the upcoming season of boat shows, Courtesy Marine Exam booths and Public Education courses. Don't let yourself be limited by what I'll term "traditional PA missions". Public Affairs happens each time you introduce the Auxiliary to the public. The most creative ideas will draw the most interest. Above all else, enjoy the job that you're doing. The public will share your enthusiasm when it is sincere, but they won't create it themselves. I ask simply that you let me know what you're doing. Routine articles about meetings and activities do not need my approval, however, articles concerning SAR, Operations or other Coast Guard Missions need to be submitted to me first before being printed. I am always available to offer assistance and ideas.

Every job is a self-portrait. Autograph your work with excellence. -

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

You don't have to do this job alone.



THE MV PROGRAM AND YOU

One of the most overlooked opportunities to really make a difference in your Flotilla, and the boating community lies in the Marine Visitor (MV) Program. As a Marine Dealer Visitor you hold one of the keys to enhancing your Flotilla in a variety of ways. Think for a moment about what you are doing and why you are doing it'

Be aware of the purpose, to promote safe boating for the recreational boating public through the aid of the marine dealer. It is important that we provide safety information through the marine dealer about equipment, public education, courtesy marine examinations, plus local, state, and federal laws.

How can we assure ourselves that our objective is being met? Here are some reminders;

Keep your marine dealer up to date on the latest information and programs. Don't just drop off some brochures. Take the time to discuss upcoming events with the dealer.

Make sure you visit the dealer regularly. Since the requirement is only 4 visits a year to maintain your qualification, it would seem that at least 1 visit each quarter is appropriate. Make sure your visit is not at a time when the dealer is very busy.

Be prepared to answer questions. Be aware of changes. Be prepared to show the dealer things like how to apply registration numbers. Know who to contact when a question arises that you may not have specific information about.

As a Marine Visitor you will find that you play an important role in other Auxiliary programs. Plan with other officers in your flotilla to assist when opportunities are available. For instance the dealer may be receptive to establishing a courtesy marine examination station. Explain the public education program to the dealer and provide the dealer with upcoming class information. Supply your dealer with the phone number of the Member Resource Officer who can answer questions about membership should a customer inquire. Make full use of every opportunity to promote activities within your flotilla with your marine dealer.

Make sure you wear your uniform correctly. Remember that you represent both the Coast Guard and the Auxiliary to both the dealer and the customers.

Prepare a report to deliver to your Flotilla about your activities between meetings. Make sure you attend required workshops. Encourage your Member Training Officer to conduct member training on the program.

And on a final note, please do the paperwork. If a problem arises in reporting, work with the appropriate staff to resolve any issues. Be timely about turning in your reports.

Remember that you are making a difference!! Keep up the good work.

*Russell M. Galson, VCP 3
Turnersville, NJ*

OP SAFE CATCH

WE NEED MORE OF THESE!



SPO CFV Leo Daley's car exhibiting the Commercial Fishing Vessel Examiner signboard.

OP SAFE CATCH



NEEDS YOU!

The US Coast Guard needs Auxiliarists to fill the personnel gaps in the COMMERCIAL FISHING VESSEL EXAMINATION PROGRAM. If you are in good physical condition (climbing ladders and the like) and have some free time to spare, the program could use your help. A full training program will be provided.

Contact Leo Daley,
CFV Special Projects Officer

BIG BLUE BUTTON

What's Up Doc?

A good question, even if it comes from a rabbit named Bugs! The new year brings new offices, and many changes that need to be made in your National E-mail Directory listing, located at the Big Blue "E-mail Directory" Button at the top of the CGAUX Member's page: <http://www.cgaux.org/cgauxweb/memtable.shtml>



You can also find the Directory at: <http://safetyseal.net/directory/directory.htm>

The Directory has recently been improved offering you a much greater level of service.

1) You can now select your own, easy to remember password, which gives you even better security. Just go to the Directory services page (via the Big Blue Button), and select the **"Revise my Listing"** option. You will be asked for your E-MAIL address, and your password (the old one you have used in the past). Then you will see a revision form. Just fill it out COMPLETELY, including the new password you would like to use. That's it!

2) If you lost or forgot your password, no problem! There is now an automated request option. Just select **"Lost your Password"** option and it will be sent via return e-mail to you.

3) Like to find a member, or going on vacation and want to find local members in that area? No problem with the new and very improved search capability. You can easily find members based on just about anything from their name, offices held, qualifications, or even their zip codes. Select the **"Search the List"** option.

4) If you have a new office for 2000, or any other change in your zip code, e-mail address, or qualifications, be sure to use the **"Revise My Listing"** option. Remember to fill out the form COMPLETELY.

5) If you haven't yet joined the Directory, enrollment is easy! Just click the **"Add me to the list option"**, and fill in the blanks. Its as simple as that.

6) If you have any problems or questions, help is now just a click away. Simply select the **"Other Directory Services"** option, and let us know what you need.



Visit the Directory today, and join over 5,000 members of Team Coast Guard with a listing. It's safe, protected by password, and the law. It's important for the Auxiliary and you to be there!

Jeff Mahl DVC-IR
JeffMahl@aol.com
St. James, FL

PERSONNEL SERVICES

TAKE A LOOK ...



New Service Opportunities

Marine Environmental Safety

- Public Outreach and Sea Partners
- Harbor Pollution Patrols

Aids to Navigation

- Federal and Private
- Bridge Inspections

Coast Guard Aviation

- Flight Standards and Training
- Air Patrols and Transport

Coast Guard Administrative Support

- Recruitment Assistance Program
- Worklife Personnel Support
- Photography
- Writing
- Public Appearances

Coast Guard Operational Support

- Crew on Coast Guard Vessels
- Radio Watchstanding
- Assistance to Active Duty Teams

New Recruiting Sources

- Pure Waters Agencies
- Environmental Professionals
- Chemical Societies
- Canal, Bridge & Lock Operators
- Local Airports & Aviation Clubs
- Photography Clubs
- Boat Builders
- Ham Radio Clubs & Shows
- Retired Military Personnel
- Local Government Organizations
- Senior Citizen Groups
- College & High Schools
- Fire Departments
- Ambulance Corps
- Power Squadrons & Other Organizations
- Local Industry

We can combine new service opportunities and new recruiting sources to build the Flotilla and meet the needs of the Coast Guard and the boating public.

WELCOME TO 5NR

Commodore John A. Locasale, the District 5NR Bridge and Staff are pleased to welcome the following new Auxiliarists to 5NR. You are now members of *Team Coast Guard*, joining one of the largest volunteer organizations in the United States. Wear your uniform smartly and fly your ensign proudly. We look forward to one day meeting and greeting each and every one of you as we strive to promote safe boating to the American public. We welcome you with the slogan of The United States Coast Guard, *Semper Paratus*, always prepared.



*This list is of new members entering the Auxiliary from 1 Sep through 31 Dec 1999.
Prepared by Linda Spayd, DSO-FN*

Timothy Bonsper 7-11
Kathleen M. Bailey 15-7
Robert S. Barclay 14-5
Betsy W. Bauer 16-1
Robert S. Baylor, IV 14-2
Thomas A. Bednar 15-7
Matthew G. Butler 24
F. John Caldwell, Jr. 85
Michael J. Caruso 16-1
Debra Ciamaichelo 12-2
Walter J. Ciociola 12-1
Richard W. Collins 16-7
Stacy D. Cooper 14-1
James N. Cox, Jr. 83
Tracey L. Crandell 43
Michael A. Crisanti 48
Robert J. Cucolo 7-11
Joseph A. Cummings 24
David J. Curran 49
Gerard P. D'Ambrosio 82
Edward E. Davis 15-1
Mary C. Daykon 15-7
Richard J. Daykon 15-7
Carl J. Del Monte 83
Brad A. Dilks 36
Anthony R. Dimartino 16-3
Joseph R. Domalewski 48
Donna M. Elder 14-4
Mary W. Ellsworth 16-1
Mark A. Ellsworth 16-1
Shawn D. Evans 12-2
Stacy J. Everson 24
Donald A. Ford 77
Ronald H. Fregeolle, II 16-1
Russell P. Friedrichs 24
Kenneth R. Fritz 49
Frank E. Gensemer 15-1
Arlene B. Gibson 12-4
Mary C. Goldberg 66

James D. Gotthelf 15-5
Thomas J. Greaves, Jr. 81
David W. Harkness 16-10
Charissa D. Harris 74
Shirley A. Harris 74
Tammy L. Hartlaub 14-4
Jaimle L. Hartlaub 14-4
Earl E. Herzog 49
Harry E. Holliday 15-1
Walter H. Hughes 14-2
John L. Ignozza 16-7
Marjorie Ignozza 16-7
Joseph D. Jenci 74
Louis Keating, Jr. 16-8
Lewis H. Keenan 24
Edwin F. Keller 84
Joyce L. Kintzer 14-3
Allen G. Kintzer, Jr. 14-3
Clarence M. Kohlenberg 12-4
John K. Larkin 79
Wallace G. Layfield 12-1
Richard C. Luiken 12-3
Shamus P. Mangan 15-4
Harry McAuciffe 16-7
Stephanie B. McAuciffe 16-7
Roland J. Miclette 12-5
Kevin J. Mimm 7-12
Richard E. Morley 83
K. C. Murphy 15-1
Carol C. Murray 7-11
Thomas A. Murray 7-11
Patrick B. Naskeo 16-10
Jane B. Olik 36
Wesley R. Pace 11-9
Dianne L. Peeling 15-1
Andrew J. Pope 15-7
Donald A. Pressel 14-2
Thomas F. Quinn 48
John W. Reinhardt 81

Robert L. Robinson 15-1
Lorraine A. Sabo 66
Frank L. Schmidt 16-7
Diana L. Schneider 15-7
Susan M. Seymour 16-7
Thomas J. Seymour, Jr. 16-7
Rita Shade-Simpson 36
Robert R. Showers, Jr. 15-1
Eliana Siciliano 16-8
Danny Siciliano 16-8
Richard O. Simmons 15-4
Gretchen G. Simmons 15-4
Leonard A. Soderberg 15-7
Patricia J. Steinbach 10-8
Richard B. Stevenson 12-9
Peter C. Stryker 15-5
Carol J. Tomazic 16-10
Kenneth G. Turngren 15
Michael B. Tyndall 12-5
Michael J. Vallino 43
George T. Vaughn 82
Fred J. Villano 43
Diana M. Wagner 12-4
Patrick M. Weber 43
Sandra E. Wheeler 12-2
Robert G. Wicks 82
Barry R. Wunz 15-1
Barry R. Yaffe 85
Ronald J. Yoo 7-10
Sheri L. Yoo 7-10
Ralph H. Young 15-2

32 DAY VOYAGE ON A RUDDERLESS SHIP

AN AUXILIARIST HELPS BRING HER HOME

On a clear and windy day at 0930, 10 November 1999, a ship without a rudder arrived at the Coast Guard Base in Philadelphia after a 32-day voyage from Marinette, WI. The WILLIAM TATE, the Coast Guard's newest cutter, received a hearty welcome from MSO/Group Philadelphia along with water sprays from a Philadelphia Marine Fire Department boat. After performing a 360 turn within its own length, to the delight of the welcoming crowd, this rudderless ship docked at its new homeport.

The ship without a rudder is propelled by two Ulstein Z-Drives that can turn 360 degrees thus negating the need for rudders and a traditional steering wheel (helm). This ship is part of the first Coast Guard Cutter class to be built with (or without) this equipment. The WILLIAM TATE also has additional refinements and a prototype crew complement (smaller buoy tenders have a much larger crew size).

The WILLIAM TATE is a 175-foot Keeper class buoy tender with a beam of 36 feet and will be tasked with maintaining aids-to-navigation from New Jersey south to Maryland. Other missions for the new cutter include search and rescue, law enforcement and the protection of our ocean's natural resources.

Principal

Characteristics:

Length: 175 Feet
Beam: 36 Feet
Fuel: 14,902 gallons @ 95%
Water: 7,339 gallons
Propulsion: 2 Caterpillar V-8/3508 DITA 1,998 HP total
Full Load Draft: 8 Feet 5 Inches
2 Ulstein Z-Drives
Full Load Displacement: 840 Long Tons
Maximum Range: 3100 Nautical Miles
Endurance: 3 Days Independent
Maximum Speed: 12 Knots
Cargo Capacity: 70 Tons
Anchors: 2 @ 2,250 lbs. each
Small Boat: 1 18 ft. Willard Sea Force Jet Drive

The WILLIAM TATE has state-of-the-art electronic and navigation systems. It can be steered from three different control stations on the bridge, one station in the engineering compartment and two stations in the aft compartment near the engines (walkie-talkies provide 2-way communication). All systems have backups (computer and manual) and remote-dewatering controls can be activated in case of compartment

flooding. The Command Bridge is an electronics-engineering marvel. The fully integrated computer systems consist of electronic chart displays, Dynamic Positioning System (DPS) that uses satellites to determine precise positions, Radar, Sonar and Autopilot. The DPS can hold the ship's position in a 3-knot current and a 35-knot wind. The Radar can calculate the Closest Point of Approach (CPA) and the speed of another vessel. The bridge windows provide more than an ample view and have de-icing and do-fogging equipment.

The C.G. Auxiliary Crew

The newest C.G. Cutter was launched in Marinette WI and departed for Philadelphia on 9 October 1999. William E. Walters from Cobbs Creek, VA and Flotilla 66 (5SR), USCG Auxiliary shipped on as crew for this memorable voyage. Bill started out as the PR person but soon became an integral part of the ship's crew. His 30-plus years in the Auxiliary provided excellent training and background for his onboard duties. He

provided Navigation Rules instruction for Coast Guard crew studying for advancement in rank but his most significant contribution was number one radar operator. The WILLIAM TATE had ports-of-call in both the U.S. and Canada and again Bill proved his mettle as an international diplomat when the ship became the first 175 foot

C. G. Cutter to visit French territory. Bill Walters, the personification of "A Proud and Worthy Tradition" returned home to Cobbs Creek after the voyage.

The CG Crew

The crew complement is 24: LT Edward A. Westfall, Commanding Officer; CWO (BOSN) Brian J. Donahue, Executive Officer; 8 Deck Department Crew; 8 Engineering Department Crew and 6 Operations Department Crew.

The Trip Home

The cruise from Marinette provided lots of training for the crew as rough weather prevailed for segments of the trip. A scheduled visit with the Captain's relatives at Kelley's Island in Lake Erie was delayed by high winds that prevented docking. One crewmember made it ashore, but was stranded there overnight as the ship had to anchor out until the next day. The ship and its crew had unexpected guests onboard, but accommodated them in true seafaring tradition by relinquishing their quarters to their overnight visitors. This was the first visit to the island by a C.G. Cutter since 1940. High winds and

(Continued on page 19)



32 DAY VOYAGE ON A RUDDERLESS SHIP

(Continued from page 18)

rough seas tested the endurance of ship and crew in Cabot Straight off Newfoundland and in the Gulf of Maine off Halifax when equipment was torn loose from its stanchions and the crews quarters were filled with flying debris. The crew participated in one SAR case when they launched the small boat and rescued a grounded vessel.

The trip was not all toil and turmoil as the crew enjoyed liberty in their ports-of-call. Along with the party festivities on Kelley's Island, there were stops at: Sault Ste. Marie, MI, Windsor, ON; Buffalo, NY; Ogdensburg, NY; Quebec City, PQ, Gaspé Bay, PQ; St. Pierre-et-Miquelon, FR; Boston MA and New York City. A Buffalo Bills football game and a Boston Bruins hockey game added to the shore-side entertainment.

Visitors and especially Coast Guard Auxiliary members are encouraged to visit the ship at the Coast Guard Base where they will receive a grand tour of the Coast Guard's newest cutter. MSO/Group Philadelphia is located at the foot of Washington Avenue, Philadelphia. Call (215) 271-4954 to schedule tours. She will be formally commissioned during Philadelphia's Marine Day celebration in June 2000.

We welcome the WILLIAM TATE and her crew to Philadelphia and hope you have a long and pleasant association with your new community.

Epilog

On Monday, 29 November 1999 the WILLIAM TATE started her assigned task of seasonal replacement of buoys in the upper Chesapeake Bay and Delaware River. The winter buoys (oval in shape so they will not be crushed by ice formations) are stored on U.S. Army Reserve barges and delivered to on-scene buoy tenders.

Visit the WILLIAM TATE on the Internet at:
<http://members.aol.com/edwestfall/tate/tatehome.htm>

*Submitted by Harry Dyer, ADSO-PB
Warminster, PA*



WHO WAS CAPTAIN WILLIAM J. TATE

North Landing Lighthouse Keeper, 1915 to 1939

Some people say it can't be done. Others say it can. Captain William J. Tate of the United States Lighthouse Service was a man of action that not only said it could be done, but went out and accomplished it.

William Tate grew up on the sand dunes near the little town of Kitty Hawk, North Carolina. In fact, he passed the dunes of Kill Devil Hill every day on his way to school. It was from that very hill on a windy December day in 1903 that history was made, as Orville Wright became the first man to achieve powered flight.

William Tate's wife, Addie, was the postmistress of the Kitty Hawk Post Office in 1900. According to William's recollections, Wilbur and Orville Wright of Dayton, Ohio, were looking for a place to test their gliders and "wrote a letter to the man in charge of the surrounding territory, especially to learn whether there were any sand hills." Addie gave the letter to William to pen a response to the Wright brothers. "As it happened, I had read only a few months before an article in a magazine about gliders and the attempts which then were being made by men to fly. I could tell by the tone of the letter that I was dealing with honest-to-goodness flying machine men and I gave as vivid a description as I could." According to Orville Wright, William had done such a good job describing the surrounding area, including numerous sketches, the two brothers decided at that moment Kitty Hawk was the right place to test their equipment.

Wilbur set out immediately, but did not grasp how isolated Kitty Hawk, North Carolina, was to the outside world. After taking the train to Elizabeth City, North Carolina, Wilbur hired a local trapper to take him the rest of the way to Kitty Hawk. After boating and hiking for 55 hours, including the last 48 hours without food, Wilbur Wright arrived in Kitty Hawk. He knocked on William J. Tate's door and asked to board with him until his brother arrived. William and Addie took Wilbur in, fed him, and gave him a place to stay amongst their five children. Thus the friendship began.

William and Addie Tate helped assemble the Wright's first glider in North Carolina, and Addie even sewed some of the canvas for the wings. The Tates helped and watched many different glider attempts. While they were sure the Wrights would succeed, some of the locals were not so sure. William wrote: mental attitude of the natives toward the Wrights was that they were a simple pair of harmless cranks that were wasting their time at a fool attempt to do something that was impossible. The chief argument against their success could be heard at the stores and post office, and ran something like this: "God didn't intend man to fly. If he did, He would have given him a set of wings on his shoulders. No, Siree, nobody need not try to do what God didn't intend for him to do." I recall, not once, but many times, that when I cited the fact that other things, as wonderful, had been accomplished, I was quickly told that I was a darned sight crazier than the Wrights were'.

Soon the Wrights began flying every day. While the Tates had other business to attend to, William enlisted the help of his
(continued on next page)
cousin and his co-workers from the Kill Devil Hill Life Saving

WHO WAS CAPTAIN WILLIAM J. TATE

(continued from previous page)

of his cousin and his co-workers from the Kill Devil Hill Life Saving Station. Day after day the Wrights would hoist a flag from their camp, signaling the men of the station they were ready to make a glider flight. The men would dutifully walk to the site and provide assistance as necessary. Then on December 17, 1903, Orville Wright accomplished the first flight of a heavier than air flying machine.

Through the Wrights, Keeper Tate became a confirmed aviation enthusiast. He became a member of the National Aeronautical Society and studied all things aviation related. He also dreamed of flying himself one day.

In 1915, William was appointed Keeper of the North Landing River Lights in Coinjock, North Carolina. William was responsible for keeping lit a string of 42 lights stretching over 65 miles of waterway. In addition, William was also responsible for maintaining his Keepers Quarters. During his years of service, William

J. Tate was cited frequently in the Report of the Commissioner of Lighthouses for saving lives and property, which is no small feat.

The citations from just his 1917 rescues read as follows:

- Tate assisted in floating the gasoline freighter that had gone ashore near his station.
- Tate saved from stranding a raft of 25,000 feet of timber, which had broken from its moorings.
- Tate floated the gasoline freighter K. C. BEAMAN, which had stranded near the light station."
- Tate floated the boat MURIEL DEAN and assisted in repairing a disabled motor boat.
- Tate floated the K. C. BEAMAN, which had again gone aground near the station. Tate piloted the yacht to harbor after it had gotten out of the channel during thick weather.
- Tate floated a yacht, which had stranded in North River, and put the engine of the yacht, ABEOLA, which had stopped at the light station, in working order.
- Tate rendered assistance to a party of flyers and made repairs to the aircraft.
- Tate towed to harbor a disabled motor boat.
- Tate went to the assistance of a boat that had grounded near the Light.
- Tate rendered assistance to a vessel, which ran aground near North Landing River Light Station.

William's hard work did not go unnoticed. He was given over \$400 in raises between 1917 and 1921 to make him one of the best-paid keepers in the U.S. Lighthouse Service.

William's interest in aviation continued throughout his life. Coupling his interest in flight with his duty as a lighthouse keeper, William Tate realized his dream of flying and became

the first member of the Lighthouse Service to inspect lighted Aids to Navigation from an airplane. The flight was made in April 1920. His report states: "This keeper made the trip along the river in an airplane, flying, about on a level with the lights and within 50 feet of the same, and it was easily seen whether they were burning." This eventually led to the formation of the Lighthouse Service Air Arm, which checked Aids to Navigation from the air.

Perhaps, William Tate's greatest notoriety came in 1928 at the 25th anniversary of the first flight at Kitty Hawk. William Tate was asked to verify the spot of the first flight so a monument could be erected. In addition, William made up leather-bound souvenir booklets detailing the Wright brothers' progress and history of the local area. William received great praise from many foreign and domestic dignitaries, as well as the Superintendent of the Lighthouses in Washington, D.C., for his role as an aviation pioneer in the U.S. Lighthouse Service.



William Tate continued to be a popular guest and speaker throughout his remaining years. In 1933, he visited Orville Wright at his home in Dayton, Ohio, to commemorate the 30th anni-

versary of the tint flight. He addressed several Ohio Aeronautical Associations, the governor of Ohio, and several other distinguished guests.

In 1938, Henry and Edsel Ford invited William to Michigan to participate in the 35th anniversary of the first flight and to honor Orville Wright. Not long after, William was the guest of honor at the annual dinner of the Aero Club of Washington.

In 1939, the United States Lighthouse Service was integrated into the United States Coast Guard. Having faithfully dedicated his life for over twenty years of service to his nation, William Tate decided to retire. A forward thinker, William envisioned the great potential of the airplane and how it could be used to monitor Aids to Navigation. To this day, Coast Guard Aviation plays a large role in monitoring and servicing our nation's Aids to Navigation. With a stellar record as a lighthouse keeper, a lifesaver, and aviation pioneer, William J. Tate will long be remembered as a man of action.

From the Internet site maintained by the Commanding Officer of the USCG Cutter William Tate, Lt. Edward Westfall, USCG

COLLABORATE OR STAGNATE

Membership applications not exactly piling up? New enrollees not keeping pace with the retiree's, transfers and dis-enrollees? Membership dropping like the temperature in January?

Welcome to the group! What group? Today it's just about any group. All volunteer organizations, from fraternal and service to religious and hobby groups, you name it, the odds are that they are losing ground fast. And the Auxiliary is not exempt.

What is happening? Don't people go boating anymore? Of course they do. In fact, if you believe the statistics, boating is at the edge of a major upswing. So why are many rosters thinning out?

If you ask those who are leaving why, you can guess in advance the reasons they will give. The conferences are too expensive. The meetings are on the wrong night of the week. The meetings have lousy dull programs. "Can't stand the politics." Too far to travel. I'm too busy with other things and "too much paper work." But then answers of this kind are common to most dwindling groups. These are, moreover, the answers you're likely to get from members of any group that is losing its sense of purpose. Just what is our purpose? To answer that question, all one needs to do is ask those who are considering joining, but at the moment aren't. What's their reason? We hear it all too frequently: "I've been boating all my life and don't need the courses." I think we know how wrong that is - But how many are learning it the hard way!

Our purpose is to reach out to the thousands of individuals who are just being introduced to the boating world! Who is going to convince them that it's a lot more fun, as well as a lot safer, if you know what to do and how to do it, when you get out on the water? Who has the combination that will reach these thousands: the national organization, the wide range of courses, the cadre of skillful and dedicated instructors, and the enjoyable supporting social life that the Coast Guard Auxiliary can offer? Who else has what it takes?

But our dedicated leaders and instructors we now have cannot carry on forever. Furthermore, because this work is demanding - and because they are dedicated - others must pick up the tasks of recruitment and leadership development.

And how shall they do that? How can they reach out to all the thousands of new boaters, to the men and women who need and would really enjoy as we have - what the Auxiliary has to offer? The choice is becoming clearer by the week: reach out or fade away.

For example: One unit of the U.S. Power Squadrons has learned how to reach out. They developed an approach to the wide community - an approach designed to put the squadron in touch with people who are likely to be prospects for membership. They called it "Community Affairs."

This is how it worked? One of the able and imaginative members of this particular group selected, from the local community, a number of organizations whose interests and purposes are in some ways similar, or related, to theirs. They

then developed, with the leadership of each of both organizations, a plan by which the members of the Squadron made a visible, tangible contribution to the life and work of the other organization.

An example: They arranged for the Squadron to tour the Philadelphia Independence Seaport Museum. In connection with this tour, they arranged to raffle off a number of gifts donated by the local marinas and boat dealers. The proceeds from this raffle, together with ticket sales, made it possible for the Squadron to offer the museum a monetary gift. The museum has a history of teaching about boating. The museum also brings in school children to learn about Philadelphia's maritime history. Connections are made and a friendship begins. A relationship develops and grows.. because this Squadron reached out

Outreach or Reaching out are just old names for a basic state of readiness to grow by relationship. It just isn't "PR" or advertising, you can buy that if that's what you want. It just isn't community service because service alone won't recruit many prospects or students. It just isn't recruitment or image polishing. It's a matter of doing all of them together and doing them all together is the only reason any of them will work! It's a simple matter of getting one organization with a spark at its center next to another organization with a spark at its center and letting them warm each other.

The bottom line of all this is marketing and it should be easy for us. We enjoy the instant name recognition of a branch of the U.S. military. It can be difficult to get this type of a project underway since we have not been in a position to do something of this nature in the past. With no precedent, no momentum, no experience, it may be necessary for one member to take the initiative and - frankly - keep pushing until more of the members share the vision and catch sight of the benefits. Then the whole organization will begin to understand that the marketing effort, far from being a distraction from our normal tasks, actually grows out of a commitment to those tasks, and contributes directly to the fulfillment of our objectives.

So don't call it "marketing." Call it "connections", call it "networking", call it "synergy," if you will. But if you're sitting around a campfire, and you pull the burning sticks of wood apart, you know what happens. The wood won't burn very well in isolation. In fact, that's one way to make sure the fire goes out. But put the glowing sticks back together again before it's too late - and then stand back!

We have now exited the penultimate year before the new millennium and entered the last - that is if you don't quibble too much over when the new century begins. The Auxiliary is retaining it's "Job One Campaign" for '99. **"WE MUST REVERSE THAT DOWNWARD TREND"** and aggressively recruit new members and continue our training if we are to succeed in the next century. I recommend reviewing our "District Recruitment and Retention Plan" and utilizing it.

*Submitted by PDCO Edward Rearick, D-AA SNR
Mariton, NJ*

FALL CONFERENCE '99 - WILMINGTON, DE



Fall
Conference
1999

Wilmington
Hilton

Wilmington
DE

September
12-19



FALL CONFERENCE '99 - WILMINGTON, DE



Conference photos by
Mel Borofsky, DSO-PB

FALL CONFERENCE '99 - WILMINGTON, DE



FALL CONFERENCE '99 - WILMINGTON, DE



FALL CONFERENCE '99 - WILMINGTON, DE



Look Like Fun?
You bet it is!
Join us at
Spring Conference
at the
Eden Resort Inn

FALL CONFERENCE '99 - WILMINGTON, DE



EPEX '99

"Operation Windshear & River Rescue"

October 2, 1999

EPEX '99 was hosted by Philadelphia International Airport. The term "EPEX" has long been used by Philadelphia International Airport (PHL) as an acronym for full-scale emergency preparedness exercises. Over the years, many different accident scenarios have been developed and tested. EPEX '99 varied from past Airport drills in many respects. Most notably, the accident had a waterborne scenario (as opposed to a land-based incident). This particular detail changed individual emergency response efforts considerably and offered new challenges in the areas of communication and incident command. However, the overall goal remained the same - TO SAVE LIVES.

In 1989, a similar exercise was conducted in this area and involved many of the same participants. EPEX '99, while hosted by Philadelphia International Airport, was conducted as a joint-preparedness exercise, involving several local, county, state and federal agencies, as well as the Airport and airlines. This exercise provided a forum for the various emergency response agencies to not only review their own individual plans, but to work together as a team and test a single plan, the Delaware River and flay Marine Disaster Response Operations Plan.

The scenario was as follows:

PHL is experiencing a fast moving thunderstorm. A British Airways B-777, en route to PHL from London Heathrow Airport, is on short final to Runway 9R when the flight crew encounters severe windshear. The flight crew begins to execute a missed approach procedure, adding power to go-around, but a microburst forces the aircraft down and to the right. The B-777 narrowly misses the Airport Surveillance Radar (ASR) antenna and crashes just offshore in the Delaware River at a low trajectory angle. The aircraft breaks into several pieces and scatters over a wide area, but the main portion of the fuselage comes to a rest approximately 1000 feet south of the Pennsylvania shoreline and 3000 feet east of Little Tinicum Island. Note: An anchored barge with a "fuselage" simulated the main portion.

Environmental conditions at the time of the incident:

Weather - moderate rain
Wind - direction 010 at 22 knots, gusting to 30 knots
Visibility - 4 miles Ceiling - 1200 overcast
Air/Water Temperature - 81/66 degrees Fahrenheit

Aircraft Information

Boeing 777 - length 209 ft., width 211 ft
Passengers on board-128 + 15 crew
Fuel remaining—estimated 15,000 lbs.

The Alert II was declared by the FAA Air Traffic Control Tower at approximately 9:00 AM. The Airport Fire Department, Engine 78, responded both landside along Hog Island Road and in the water via F-12, a Zodiac rescue boat, to begin rescue operations. Notifications were immediately made to the U.S. Coast Guard, Delaware County Emergency Management and Gloucester County Emergency Management (New Jersey). Additional Philadelphia Fire Department and Philadelphia Police Department units were also immediately dispatched.

Professional divers/swimmers, representing victims in the water around the aircraft, as well as exercise volunteers on the barge, were brought to shore by the various rescue boats. Also, numerous dummies called "OSCARS" were tossed from the barge at the beginning of the exercise to represent additional



in Crew from Flotilla 13-3 (l to r) Dave Tryon, Dave Berlin (coxswain) and Bruce Holston

victims the water

There were three different boat landing zones used in the exercise: (1) Anchorage Marina in Tinicum Township; (2) the shoreline directly in front of the viewing area; and (3) the U.S. Army Corps of Engineers at Fort Mifflin. The OSCARS, divers and barge victims performed a "tag" hand-off with moulaged (fake injuries) volunteers standing on the shoreline. The moulaged victims were transported to several different hospitals by both municipal and non-municipal medic units and by medical evacuation helicopters. Near the end of the accident there was a rescue-hoist demonstration by a U.S. Coast Guard helicopter from Air Station, Atlantic City.

The goals and objectives were:

1. Exercise the Delaware River and Bay Marine Disaster Response Operations Plan, as well as its integration with the individual emergency agency response plans and procedures.
2. Test the coordination of activities among the various public safety agencies responding to an accident/incident, particularly a large, water rescue situation.
3. Evaluate the effectiveness of the Unified Command System.
4. Test communication systems, equipment and associated procedures (multiple jurisdictions involved).
5. Test the various Emergency Medical Services (EMS) ability to effectively deal with a mass casualty incident, including triage, casualty collection and transportation to area hospitals.

The participants included 106 organizations and approximately 1,000 persons. The on-water scene was coordinated by CWO Joe Hartline, Operations Officer, CG Group Philadelphia. Approximately 60 active duty CG and 6 CG Reservists, from MSO Group Phila. were involved of which 32 were "victims." Coast Guard boats were deployed as both command centers and rescue boats.

A total of 10 Auxiliary boats and 35 Auxiliary members from the 5th Northern participated in assisting the Coast Guard.

The subject material for this article was derived from the EPEX '99 booklet by Philadelphia International Airport, interviews with CWO Hartline and on-scene photos and observations by Harry Dyer, ADSO-PB.

SPRING CONFERENCE 2000 PROGRAMS

Spouse/Guest Program



Landis Valley Museum
and
Ephrata Cloister

Come join us for an interesting fun filled tour of the **Landis Valley Museum** and the **Ephrata Cloister**.

The **Landis Valley Museum** is a restoration of a historic German settlement displaying the cooking and craftsmanship of the early settlers to the region. Gift shopping is available. This is a 1/2 mile walking tour which will take approximately 1 1/2 to 2 hours.

Following the museum tour we will enjoy a leisurely lunch (on your own) at a Pennsylvania Dutch restaurant.

We will then proceed to the **Ephrata Cloister** for a tour of this lovely facility. Gift shopping is again available.



A transportation fee of \$10.00 will be collected on Saturday morning prior to the tour which will depart from the hotel at 8:45 A.M. and is expected to return to the hotel around 3:30.

Please indicate your interest in participating in the tour by checking ☒ the Spouse/Guest block on the registration form.

Remember, if you are going on the tour, do not register for the conference luncheon.



Friday Night Hospitality



Come on up to the "STATE" room
on Friday Night at
Spring Conference 2000.
++ **SUB PARTY** ++
Casual (if not sloppy) dress!

Hawaiian Nite on Saturday Nite

Pool Party
after the
Awards Banquet

Loud Shirts
Grass Skirts

Bring your own
pineapple.

FUN!

Prizes
Drinks
Snacks



SPRING CONFERENCE INFO & SCHEDULE

IMPORTANT INFORMATION FOR THE SPRING 2000 CONFERENCE

Be sure to read before making your reservation.

All persons attending will make their own conference and room reservations.

As with last year, we will conduct a workshop for Public Education (PE), Vessel Examinations (VE), Marine Visitors (MV) and Operations (OP). These three workshops will be presented three times on Saturday, per the schedule. Reservations will not be required for these workshops, but there will be a seating limit of 100 for each workshop. When that number is reached, the doors will close until the time the next session is scheduled. The workshops have been scheduled so that a member can attend all three workshops throughout the day.

There will be a new member workshop for those members who have joined the Auxiliary since the Fall 1999 conference. This workshop is by acceptance only. More information is forthcoming from the DSO-MT.

There will be a Team Coordination Training (TCT) seminar offered. This session will last all day (8 hours). Seating will be limited on a first-signed up/first enrolled basis. **IF YOU ARE A QE REQUIRING TCT FOR CURRENCY, PLEASE STATE THAT ON YOUR RESERVATION REQUEST.**

The Annual Awards Luncheon and Banquet will be held as scheduled. There will also be the **TRADE SHOW** and **TRAINING AIDS COMPETITION**.

The spouse/guest program will be off-premises, look for the article in this issue of TOPSIDE.

There will be a lot of activity going on, so please plan your day carefully and mark your registration form to indicate only what you wish to attend.

Please get your reservation in early, watch the deadline dates.

UNIFORMS OF THE DAY:

Friday Casual

Saturday (before 1800) Tropical Blue Long or appropriate civilian attire.
(after 1800) Dinner Dress White Jacket or Dinner Dress Blue (white shirt, bow tie, miniature medals) or appropriate civilian attire.

Sunday Casual

*Submitted by Jean David, Conference Coordinator 5NR
Doylestown, PA*

SPRING AWARDS CONFERENCE

14 - 16 April 2000

Eden Resort Inn, Lancaster PA

Schedule of Events

Friday, 14 April 2000

1600 - 2100	Registration	Lobby
1800 - 2000	Commodore's Dinner	Presidential Club
2000 - 2130	DCP Caucus	Regency I
2000 - 2130	DSO Meeting	Regency II
2100 -	Materials Center	Embassy
2200 - 2400	"Welcome Aboard"	State

Saturday, 15 April 2000

0730 - 1145	Registration	Lobby
0800 - 1145	District Board Meeting	Regency I
0800 - 1600	Materials Center	Embassy
0800 - 1600	Trade Show	Regency Foyer
0800 - 1600	Training Aids	Regency Foyer
0800 - 0930	Operation Workshop	Grande I
0800 - 0930	Instructor Workshop	Grande II
0800 - 0930	Examiner Workshop	Grande III
0800 - 1600	TCT Seminar	Regency I
0830 - 1600	New Member Wrkshp	State
0900 -	Spouse/guest Program	Meet in lobby
0900 - 1145	Photo ID	Courtyard Entr.
0945 - 1000	Board Coffee Break	Regency II
1000 - 1130	Operation Workshop	Grande I
1000 - 1130	Instructor Workshop	Grande II
1000 - 1130	Examiner Workshop	Grande III

1145 - 1330 **AWARDS LUNCH** Courtyard

1330 -	Board reconvenes	Regency II
1330 - 1500	Operations Workshop	Grande I
1330 - 1500	Instructor Workshop	Grande II
1330 - 1500	Examiner Workshop	Grande III

1730 - 1830	Cocktail Hour	Grande Ballroom
1830 - 2130	Award Banquet	Grande Ballroom
2200 - 2400	Hawaiian Pool Party	Indoor Pool

Sunday, 16 April 2000

0830 - 1000	PDCP Breakfast	Grande
1000 - 1200	EXCOM	Executive Suite

LUNCHEON MENU \$15.00

Deli Buffet

Coffee Tea Assorted Desserts

AWARDS BANQUET MENU \$27.00

Choice of....

Prime Rib of Beef
Stuffed Breast of Chicken
Poached Salmon

SPRING AWARDS CONFERENCE RESERVATION FORMS

14 - 16 APRIL 2000

Room Reservation Form

Eden Resort Inn

222 Eden Road, Lancaster PA 17601

Phone: (717) 569-6444 FAX: (717) 569-4208

Name: _____

Address: _____

City: _____ State _____ Zip _____

Please reserve ☐ Single ☐ Double ☐ Non Smoking

☐ I have **HANDICAP** requirements.

Specify: _____

Rate: \$60.00 Single or Double

Check in time: 1500

Deadline for reservations: 20 March 2000

One nights deposit required to guarantee room.

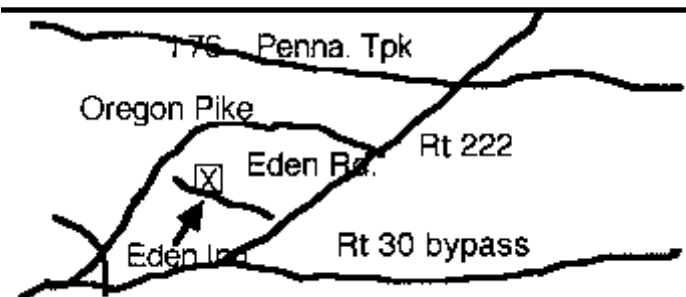
Make checks payable and mail to the
Eden Resort Inn at the above address
or call with a major credit card.

**State that you are with the
US Coast Guard Auxiliary**

Arrive Date: _____ Depart Date: _____

Credit Card: A/E _____ DISC _____ MC _____ VISA _____

No.: _____ Expire: _____



Directions: The Eden Inn is located just off of US Rt. 30 in Lancaster, PA. From the north and east, take any route to US 30 West and exit at Oregon Pike (PA Rt. 272 N), at the stop sign turn right on to Eden Road, you are there.....

From south and west: Follow any route to Route 30 East. Follow Rt. 30 to exit for Lititz/Oregon Pike. Exit at 1st traffic light, go straight, at 2nd light turn left, proceed to next light and turn right. You are there.

Conference Reservation Form

**USE THIS PORTION TO MAKE YOUR
CONFERENCE AND MEAL RESERVATION.**

Division Number: _____

Name: _____ Mem. # 053 _____

Name: _____ Mem. # 053 _____

Registration Fee (for each person
over 17 years old) @ \$5.00 # _____ \$ _____

Awards Lunch @ \$15.00 # _____ \$ _____

Saturday Night Awards Banquet

Beef @ \$27.00 # _____ \$ _____

Chicken @ \$27.00 # _____ \$ _____

Fish @ \$27.00 # _____ \$ _____

Past Captain's Breakfast

Members of PCA # _____

*Guests @ \$10.00 # _____

\$ _____

*PCA guest reservation must be made by a PCA member.

Total amount enclosed \$ _____

Workshop Reservations

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

- ☐ Operations Workshop
- ☐ Instructor Workshop
- ☐ Vessel Examiner/MV Workshop
*Each of the above workshops will be
conducted three times during the day.*
- ☐ **New Member Workshop** *must have a
letter of acceptance from the DSO-MT.*
- ☐ TCT Workshop (8 hours)
- ☐ Spouse/Guest Program

Registration Deadline

8 April 2000

Reservation requests received
after this date will be returned.

Send this form and a check made payable to:

USGCA 5NR

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

CONGRATS TO OTIS

FROM: NACO
TO: NATIONAL BOARD
SUBJ: APPOINTMENT OF DC-A

Due to personal considerations, Mr. Jack Banister has recently submitted his resignation as Chief of the Marketing and Public Affairs Department. We would like to thank Jack for his contributions during his short term of office and wish him well.

After a review of the available candidates, I am pleased to announce the appointment of Mr. Otis Littleton from District 5NR as the new Chief of Marketing and Public Affairs Department. Mr. Littleton brings a great deal of experience to The job. He has marketing and public affairs skills that were developed in his insurance business experience, as well as his work as the Director of Research, Pennsylvania House of Representatives.



Otis and his wife Marie sharing a lighter moment at NACON '99.

Mr. Littleton has been a member of the Auxiliary for the past 18 years and a member of the National Staff of the Public Affairs Department for the past 8 years. During those 8 years he has authored the "PA Update", done a great deal of writing and worked on several special projects in support of other divisions within the department. He is presently active as Auxiliary National Chairman of the Legislative Liaison Committee, a Master Instructor and holds a Coxswain designation. He has served as a Flotilla Commander, DSO-PA and was a Vessel Examiner. During three years of his DSO-PA tenure, his District earned first place National Awards for District Public Affairs programs.

Mr. Littleton's appointment as DC-A will be effective immediately. I believe that he brings experience and knowledge to the job and ask you to join me in welcoming him.

November 14, 1999
Everette Tucker, NACO

Editor's Note: Otis has been a supporter and contributor to TOPSIDE over his many years in the Auxiliary. We thank him for his continuing support and congratulate him on his well deserved promotion. We wish him well in his new endeavor. We are certainly proud to have a gentleman of his caliber in the 5th Northern. All of the best/Ed.

COMMUNICATION RESPONSIBILITIES

11/11/99

The National Transportation Safety Board (NTSB) reports about several cases where the causative factor was inadequate communications. Team Coordination Training (TCT) was instituted to reduce the potential for mishap through clear and effective communications. Radio Watchstanders who know their responsibilities, can reduce mishaps.

Patrol vessels are responsible to report their position and operations status (usually "operations normal") to a radio station at least once each hour as stipulated by the Operations Policy Manual M16798.3 series. The Auxiliary radio Watchstanders at an Auxiliary radio station accepting these reports also has responsibilities. The Watchstander's responsibilities (not listed in the Operations Policy Manual) should be well known and understood. Two of the most important responsibilities through Radio communications are:

- Maintain communication support for the surface vessels
- Ensure the safety of all personnel on board the vessels

Some other responsibilities are:

- Understand and use proper radio procedure (accurate and concise).
- Be able to handle any distress case that may occur, as a boat fire, vessel taking on water (T.O.W.), boat collision, capsized vessels, and people in the water (P.I.W.).
- Be familiar with Special District instructions.
- Be able to plot positions, bearing, and latitude and longitude.
- Know the difference between emergent and non-emergent cases.
- Have knowledge of the OPS POLICY MANUAL M16798.3 series.
- Understand a Marine Assistance Request Broadcast (MARB)
- Know the meanings of the various types of messages: Mayday, Pan Pan, Securite, implement a Selonce Mayday, cancel a Pan Pan and a Selonce Mayday.

Give any of the above messages if the Coast Guard requests you to.

- Understand the usage of the phonetic alphabet, prowords, and figure pronunciation.
- Establish confidence with the person you are communicating with.
- Professionalism is the key word of communications.
- Know the proper Government Frequencies.
- You must maintain an accurate log.
- Have knowledge of your area of responsibility as well as prominent landmarks.

COMDTINST M2300.7 a COAST GUARD MANUAL promulgated Aug 1983, best describes the control of communications as "When you use your radiotelephone, you are speaking for, and with the authority of, the command in which you are serving. The manner in which you use the radiotelephone reflects directly upon your Commanding Officer or officer in charge".

*Submitted by Gil Finkelstein, DCP 8
Linwood, NJ*

USCG STATION MANASQUAN INLET

Manasquan Inlet, CG Route To Sea Is One Of Most Hazardous In the US

Talk with boaters up and down the East Coast and no one has a kind word for the treacherous Manasquan Inlet, its terrible tides and its infamous railroad bridge. Motorboat and Sailing magazine once listed it among eight of the most dangerous inlets in the US. "The Corps of Engineers works miracles in bringing order to an inlet's dynamic existence," it said, "but it is powerless to tame the forces that make Inlets navigational hazards." Area boaters who know the Inlet well readily agree that it deserves its bad reputation. Boats of all sizes have broached on entering the Inlet and vessels as large as fishing trawlers have sunk in it or been smashed on its rock jetties.



The beautiful CG Station building was dedicated in 1938.

Since all this happens right in Coast Guard Station Manasquan Inlet's front yard, often just yards from the Station's headquarters, it gives CG personnel a lot of work to do, without having to commute to it. On a bright, beautiful summer weekend, some estimates have put the number of boat transits of the Inlet at somewhere around 2,000. With that volume of activity, there are bound to be problems, even in good weather, and there usually are.

The Station has plucked boaters from the water in the Inlet, towed boats that were partly swamped and in danger of being swamped and come to the aid of boats that have lost power and are drifting on the rocks. Sometimes these efforts are unsuccessful; sometimes they endanger the Coast Guard's own boats. On one bad day, a Station rescue boat tried to get a tow on a powerless boat and was itself smashed on the rocks of the jetty.

Almost anything that can happen in the Inlet probably has happened. A scallop boat brought in an unexploded World War II depth charge dredged up with a load of shellfish. It took a team effort between the Coast Guard and a Navy demolition team to detonate the relic safely at sea.

Four trawlers drifted from their moorings in the middle of the night and floated out the Inlet, pounding bulkheads as they went. Three Coast Guard crews boarded the trawlers, separated them and got the situation under control. A commercial lobster boat dumped seven cages full of illegal undersize lobsters before entering the Inlet, unaware that they were being observed by Coast Guard personnel, who retrieved the cages and turned them over to National Marine Fisheries Service investigators.

The Coast Guard puts out fires, contains oil spills and even

rescues animals. A few years ago, a Coast Guard crew intercepted a deer swimming out to sea from the Manasquan beach and turned it back so police on the beach could rescue it. A trawler sank in the Manasquan River, spilling 800 gallons of diesel fuel. The Coast Guard deployed absorbent material in the water to soak up the fuel.

Cooperation with other military and civilian agencies is normal operating procedure, and it has helped to build the Station's reputation as a good neighbor. A letter in the flies from the Fire Chief of Point Pleasant Beach is typical. "I am writing to thank you and your men for the assistance given us in fighting the Carlson's Fishery fire. Your men are to be commended for their fine work and willingness to risk their own safety for the safety of others. We are proud to work with you in such community efforts."



The Manasquan Inlet CG Station has a compliment of 29 men and women.

Senior Chief Wyco enlisted in the Coast Guard September 13th, 1982. originally from Worcester, Massachusetts his first tour of duty was spent aboard the CGC Laurel a 180 ft. Buoy Tender out of Ketchikan Alaska. He attended Boatswain Mate "A" School and was assigned to Station Gloucester, MA. He recalls those years as the greatest training an enlisted man could receive due to the units heavy Search and Rescue and Law Enforcement case loads in the early eighties. Upon advancement to Second Class he was assigned to Sta. Merrimack River and strengthened his background by becoming a "surferman" on the Unit's Surf Rescue Boats and Motor Life Boats. While delivering hay to horse farms on his days off he met and married his wife Kristen Johnson. Upon advancement to First Class he was assigned to First Lieutenant duties and pre commissioned CGC Monomoy out of Woods Hole, MA. Next he was assigned to Yorktown VA, as a Coxswain "C" School Instructor at 11TH Systems Center. Upon advancement to Chief he was assigned to District Five Office of Law Enforcement where he deployed with District assets teaching and enforcing fishery regulations. When the Atlantic Area and D5 merged, his billet was moved to the Law Enforcement Training Team, and he deployed throughout the Atlantic Area for the next three years. He screened for Command and is now assigned as the OINC Manasquan and hopes to remain there despite his recent advancement to Senior Chief. His personal goals are to see to the needs of his wife and three children, attend the Air Force NCO Academy and finish his four-year degree.



*Articles and photos on this page by
Thomas A. Kindre, SO-PB 16
Brielle, NJ*

EDUCATION OPPORTUNITIES IN EMERGENCY MANAGEMENT

One of the missions of the Coast Guard Auxiliary is to provide assistance during periods of national emergency. The training provided to Auxiliarists through the Coast Guard and the Auxiliary facilitates our readiness to carry out specific missions during an emergency related to boat operations, air operations, and communications. To better accomplish our mission, it is important that members of the Coast Guard Auxiliary have a better understanding of emergency management functions, both at the state and federal levels. To obtain additional knowledge in these areas, there are free correspondence courses available to members of the Auxiliary through the Commonwealth of Pennsylvania, the Federal Emergency Management Agency, and the National Fire Academy. The following is a listing of the courses, which are available, along with information on obtaining them.

Pennsylvania Emergency Management Agency
Office of Training and Education
Box 3321
Harrisburg, PA 17105

- Emergency Management Services Act of 1978
- Commonwealth of Pennsylvania Emergency Operations Plan
- Emergency Management Course for Elected Officials
- Radiological Emergency Response for Emergency Medical Services Personnel

Emergency Management Institute
National Emergency Training Center
16825 South Seton Avenue
Emmitsburg, MD 21727

- Emergency Management U.S.A.
- Emergency Preparedness U.S.A.
- Hazardous Materials: A Citizen's Orientation
- Hazardous Materials for Medical Personnel
- A Citizens Guide to Disaster Assistance
- Radiological Emergency Management
- Radiological Emergency Response
- Introduction to Mitigation
- Basic Incident Command System
- Building for the Earthquakes of Tomorrow
- Retrofitting Flood Prone Residential Buildings
- Animals in Disaster Awareness and Preparedness
- Animals in Disaster Community Planning

National Fire Academy
National Emergency Training Center
16825 South Seton Avenue
Emmitsburg, MD 21727

- Emergency Response to Terrorism

Upon successful completion of the test for these courses, the student will receive a certificate of completion from the sponsoring governmental agency. I encourage all members of the Auxiliary to take advantage of these free educational opportunities.

*Daniel J. Benny, FC Flotilla 53
Harrisburg, PA*

P.O.W. PARK DEDICATED

Remembering Those Who Did Not Return

On November 24th, 1999 the first National Park in the nation for Prisoner of War and Missing in Action men and women was rededicated at the Pfeiffer Community Center in Williamstown, New Jersey. About 250 people turned out to pay tribute to those who did not return home from their military duties. This park honors all soldiers from all states and all wars. This park was dedicated in the memory of all veterans from all branches of the military. There are 33 state flags flying at the park and a flag from each of the five military branches. Flags from all the states are being added. Local residents whom are prisoner of war veterans were in attendance. Proclamations written by President Clinton and New Jersey Governor Christine Whitman were read.

The vision to build this park came from Lou Palumbo, who is a representative for the National League of Families for New Jersey and Pennsylvania. Lou worked for a year and a half from beginning to dedication. Help came from John Spinuzza, a Boy Scout in Troop 70 earning his Eagle Scout rank and several of his friends.

The Flag of the U.S. Coast Guard and a Medallion on a stone monument are displayed at the center of the park with those of the U.S. Air Force, U.S. Marine Corps., U.S. Army, and U.S. Navy.

Leonard Karter, Past Captain of Division 3 gave an address from the State Director of POW/MIA.

A local High School band played military and patriotic songs. Presentations were given by state government and local officials and several community groups. Boy Scouts, Girl Scouts, Veterans, Police, Military Personnel, and community residents all lit candles in the darkness as a sign that the POW/MIA will always be remembered. Wreaths were placed at the Military Monuments and Flags toward the close of the ceremony.

At the dedication, pictured left to right, are Russell M. Galson, FC 35, Leonard E. Karter, Past Captain Division



3, and Arthur Cattell, FSO-FN 35.

*Article by Russell Galson, VCP 3
Photo by Evelyn Galson, FSO-CS 35
Turnersville, NJ*

DISTRICT FLAG

NEW BANNER UNFURLED



Mel Borofsky, DCP 7 DSO-PB, [r] showing the elements of our District Flag to John McVey, FC 7-11 [c] and Art Brittman [back to camera] at the recent Division 7 Change of Watch.

*Photo by Thomas A. Murray, FSO-PB 7-11
Whiting, NJ*

Early last year, the National Board requested each District to design and present a flag to the 60th Anniversary National Conference, Orlando, FL. District 5NR, as with many other Districts, we held a design competition (as advertised in TOPSIDE) for the flag to represent 5NR. There were many entries, each excellent in their own right. The design chosen by the District Executive Committee was submitted by yours truly. The flag I designed was then manufactured under the direction of DSO-PA Ron Boice and was delivered to our District Commodore in Florida. I was in attendance when COMO Locasale carried our flag into the conference hall, and I have to tell you, it was a very exciting and proud moment of my life. Of course I am very biased, but I think our flag was the most colorful and distinctive of each District entry.

Over the past few months our flag has been exhibited at our Fall Conference, Elected Officers Training Session and at various changes of watch throughout the District. Most Auxiliarists on viewing the flag understand the symbolization of the various elements thereon. Some have asked about color and placement, so I decided to share the thoughts that went into its design.

a) The background of blue represents the air and sea on which we patrol; b) The lettering is in silver, to represent the membership of our Coast Guard Auxiliary; c) The fringe is gold to represent the men and women of the U.S. Coast Guard, our parent organization; d) Both colors appearing together on the flag represent the unity and the family relationship of our two organizations; e) The lighthouse (which is Old Barney) and the pounding ocean waves represent the Eastern Area of our District, self explanatory; f) The Liberty Bell in the center, of course, represents our Central Area with it's cultural and historic heritage in and around Philadelphia; g) The mountains and trees represent our Western Area with it's lakes, rivers and streams.

Mel Borofsky, DSO-PB 5NR

VOLUNTEERISM

VOLUNTEERING AT AN ALL TIME HIGH

Independent Sector, a national leadership forum released its 1999 study, Giving and Volunteering in the United States, which reveals that volunteering has increased significantly and the number of households making charitable contributions remains high. The sixth in a series of national surveys shows that 56 percent of adults volunteered a total of 19.9 billion hours-a 13.7 percent increase from the 1996 study. The percentage of households reporting contributions was up from 69 percent to more than 70 percent, with an average household gift of \$1,075.

The study found that those who volunteer contribute more financially, too. Contributing households with a volunteer gave over two and one half times more on average than those without a volunteer. Eighty-four percent of all charitable gifts were given by households in which there was at least one volunteer. People surveyed also said motivations for contributing included being asked to give by friends or clergy and volunteering at an organization.

Overall, public attitudes about nonprofit organizations remain strong. Seventy-six percent agreed that nonprofit organizations generally played a major role in their communities. Sixty-eight percent of the respondents expressed a high level of confidence in human services organizations, and 62 percent believed that most charitable organizations were honest and ethical in their use of funds.

*Reported by Michael J. Ripton, DSO-VE 5NR
Mechanicsburg, PA
from AVISO, The Monthly Newsletter of the American
Association of Museums, Washington, D.C.*

NOAH'S ARK

For a bit of wisdom:
All I really need to know about Life
I learned from Noah's Ark:

- Don't miss the boat.
- Don't forget we're all in the same boat.
- Plan ahead - it wasn't raining when Noah built the ark.
- Stay fit - when you're 600 years old someone might ask you to do something really big.
- Don't listen to critics, just get on with what has to be done.
- For safety's sake travel in pairs.
- Two heads are better than one.
- Build your future on high ground.
- Speed isn't always an advantage - after all, the snails were on the same ark as the cheetahs.
- When you're stressed, float awhile.
- Remember the ark was built by amateurs, the Titanic was built by professionals.
- Remember that the woodpeckers inside are a larger threat than the storm outside.

Contributed by Ron Boice, DSO-PA 5NR

ELECTED OFFICER'S TRAINING 2000



The Commodore's Table at lunch.



VCO Robert Perrone at the registration table early on Saturday morning.



Lunch time and a chance to share notes.



Some of the instructors answering questions at the finale to the weekend.



DCP 8 Gil Finkelstein (I) sharing a few sea stories during fellowship after classes adjourned for the evening.



The incoming officers rapt in study and concentration. Note taking was the order of the day.



ADSO-L Donna Hammaker and DSO-L John Bellenzeni explained the Grants program.



BC-AHA Jake Lincoln serving adult beverages during the evening fellowship get together.



DSO-L John Bellenzini answering a legal question.



D-AD Lee Crossman discussing the Operations Manual.



Mr. R. Mills demonstrating the AUXMIS/COGNOS system.

ELECTED OFFICER'S TRAINING 2000



The newly elected Division Captains and Flotilla Commanders of 5NR gathered in Valley Forge, PA the weekend off January 8-9, 2000. The Auxiliarists were presented information that will assist them in their new duties as leaders of their respective units. The group that shared the knowledge and fellowship numbered over 100.

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



PDCO John McIntosh discussing Auxiliary leadership matters.



DSO-PB Mel Borofsky fielding a question after his District Policy Manual lecture.



DSO-MT Harry Petersen making last minute changes to the weekend schedule.



John Witemeyer, FC 16-7, discussing District and Flotilla administrative procedures.



RCO-E George Leuck congratulating SK2 Kevin Hurst for his excellent EOT preparations.



DSO-IS Jan Munroe discussing AUXMIS reports and forms



Asst. DIRAUX CWO3 Tim Donovan answering a question. Must have been about AUXMIS, notice the big smile.



DCP 15 Richard Lord (I) sharing a moment of fellowship with DCO John Locasale.

S.U.B.S.

Just What is a SUBS boat?

Fair Question. This grouping of boats is the smaller boats that have been overlooked in the past. They may be motorized or un-motorized (oar, paddle, sail etc.) Some examples are Canoes, Kayaks, Jon boats and Jet Skis. We already perform examinations on the motorized -we are just adding to the list!



This article will address how to conduct Examinations on un-motorized Vessels such as kayaks, canoes, and small sailboats. Some rethinking and discussion needs to take place here in order to serve this group of boaters properly.

- We will not require equipment to be on the boat that is not traditional - such as an anchor for a kayak.
- Our objective is to include these Skippers by conducting on-the-ramp educational exchanges and advising them of the requirements according to Federal and State regulations for their type of boat.
- As we examine the boat we will complete the 204 checklists as we would on any other Vessel Examination. On the items that are not applicable for that boat, you should mark as N/A. In this manner it gives you an outline and gives the Skipper a record of your encounter.
- Decals will be awarded for vessels that satisfactorily pass our OME. This decal attests that the Skipper has the Safety and Legal requirements for that boat. Additionally, the CME decal is advertisement for our program and Boating Safety.
- When completing the paperwork, if your State does not register un-motorized boats, write the type boat (canoe or kayak etc.), in the place where it asks for the Registration Number.
- Yes, you get credit for the CME as you would any other Vessel. Be very careful that you do not short change the Skipper - give them the complete Educational Encounter.

UNMOTORIZED VESSEL CHECKLIST

- 1. NUMBERING:** Most states do not require registration numbers on non-motorized boats. If they are present and required, they must be 3M Block letters of contrasting colors. Be familiar with your State requirements.
- 2. REGISTRATION DOCUMENTS:** All documentation required by your State must be available for examination.
- 3. NAVIGATION LIGHTS:** All Vessels are required to display navigation lights at night and in reduced visibility. Sail and Oar powered boats of less than 22 ft. may meet this requirement by having a flashlight in good working order.
- 4. SOUND PRODUCING DEVICE:** All vessels must have a means of signaling. Sail and oar powered may meet this requirement with a whistle.
- 5. PERSONAL FLOTATION DEVICE:** Each person must have an approved type 1, 2, 3 or 5 PFD.
- 6. BELL:** N/A
- 7. FIRE EXTINGUISHERS:** N/A
- 8. VISUAL DISTRESS SIGNALS:** (Inland) The same as

powered Vessels - Signal light or flares required for night operations.

9. VISUAL DISTRESS SIGNALS: (international) The same as powered Vessels - three flares or other current dated CG approved signals.

10. VENTILATION: N/A

11. BACKFIRE FLAME ARRESTER: N/A

12. FUEL SYSTEMS: N/A

13. ANCHOR AND ANCHOR

LINE: Suitable for that boat and area. A Jon boat may have one but a kayak may not.

14. ALTERNATE PROPULSION: N/A

15. DEWATERING DEVICE: Suitable for the boat. But must have a means of dewatering.

16. OVERALL VESSEL CONDITION: The boat must be well maintained and suitable for the area of use.

17. ELECTRICAL SYSTEMS: If any are on board, they must be safe and well maintained.

18. GALLEY/HEATING SYSTEMS: N/A

19. STATE REQUIREMENTS: must comply with all State safety and legal requirements.

20. MARINE SANITATION DEVICE: N/A, however this subject should be discussed.

21. MARPOL TRASH PLACARD: N/A, however trash plans should be discussed!

22. POLLUTION PLACARD: N/A, however pollution should be discussed!

23. NAVIGATION RULES: N/A, however Navigation Rules should be discussed!

24. FCC MARINE RADIO: N/A, however emergency communications should be discussed.

25. CERTIFICATE OF COMPLIANCE: N/A

26. CG CAPACITY PLATE: N/A, however boatload capacity should be discussed!

27. HULL IDENTIFICATION NUMBER: Verify and discuss the importance with the Skipper.

As you can see there is a lot we can do for these boats after all! You may find it very educational to ask them what they also carry. In my research, I am surprised by Canoe and Kayak boating organizations and what they recommend for their members!

SAFE BOATING!

*John W. Combs, DVC-Vd
Deputy Department Chief, Vessel Examinations
Bradenton, FL*



AROUND THE DISTRICT

Division 1
Wilmington, DE

AMTRAK FAMILY DAY

Flotilla 18 (North Wilmington) set up a Public Affairs Booth at the Amtrak Family Day and Open House in Wilmington, DE, September 11, 1999.

Amtrak provided a catered lunch, drinks, ice cream and bands that played throughout the day. Vendor booths were set up and Amtrak and Vendors provided prizes. There were on going demonstrations by Amtrak, the Wilmington Volunteer Fire Company and the Coast Guard Auxiliary.

Our Coast Guard Auxiliary display consisted of three Public Affairs boards created and provided by Ron and Linda Boice, an 18 ft. center console boat, 2 jet skis and plenty of brochures provided by the tri-state agencies, the Coast Guard, BoatUS and other agencies.

The *BIG ATTRACTION*, however, was the PFD Panda Bear played by Ralph Gilgenast, FSO-OP, and George Roman.

All the members felt they had a very successful day. The weather was good, it provided rewarding fellowship among our Flotilla members and we had good exposure with approximately 4,000 people that attended.

*Article by Pamela Sartin, FSO-PS 18
Newark, DE*



Members of Flotilla 18 (l to r), J. Sartin, L. Svabs, J. Haffly, P. Sartin, E. Gilgenast, PFD Pands (G. Roman), R. Gilgenast, B. Bifferato, J. Bifferato, L. Haffly



Auxiliarists (l) J. Sartin and R. Gilgenast talking to future boaters.



Auxiliarist G. Roman demonstrating marlinspike (knot tying) to some very interested onlookers. This booth was kept bust all day.



Governor of the State of Delaware, Tom Carper, takes a break in the action of the day to pose with the PFD Panda and one of the show's attendees, Aaron Duffy. The Governor has a great track record when it comes to recreational boating safety. Way to go, your honor.

*Photos by Jack Barrow, FSO-PA 18
Wilmington, DE*

AROUND THE DISTRICT

Division 1 Wilmington, DE

SARDET WIMINGTON HAS IT'S OWN WEB SITE

Thanks to Victor Tenaglis, FSO-MT 2-76, we now have our own web site for SARDET Wilmington. Check it out at: www.sardet.org. There is information about the SARDET the Chesapeake and Delaware Canal, the Auxiliary and much, much more. I think Victor is called the Webmaster in this high-tech world. I am sure you will fee, as I did when I first viewed the web site, that I am proud to be part of an organization where we don't just talk about team-work, we practice it.

Thank you to everyone in Division 1 who participated at SARDET Wilmington, making it a very successful year. A special thanks to the supervisors for their support and help.

*Carol Owens, ADSO-OP
Wilmington, DE*

CHRISTINA RIVER'S NEW LIGHT HOUSE

Randy Teaf, DCP 1, with the working lighthouse presented to SARDET Wilmington by Roz Schwebel, SO-PB 1. The lighthouse will stand watch outside the Comms/Training station to be built this winter at the Kalmar Nyckel shipyard on the Christina River. It will flash every 2 seconds, dusk to dawn, and can be seen from the river.

*Roz Schwebel, SO-PB
Jane Brereton, SO-SR 1
New Castle, DE*



CANAL DAY AT DELAWARE CITY



Flotilla 15, shown above at Old Canal Day at Delaware City, with their Public Affairs booth. Connie and Luke Howard took their boat to town, complete with patrol signs and flags. The PFD dolls on the table show the after effects of one doll wearing a PFD and one that did not. The display was created by Paul Eldridge using a toy boat, two dolls and a fish tank 1/2 full of water. Bob Chenery, Joe Poe and Roz Schwebel helped out.

*Roz Schwebel and Connie Howard, FSO-FN 15
Delaware City, DE*

AROUND THE DISTRICT

Division 2 Philadelphia, PA

BS&S GRADUATES HONORED



Flotilla 26 Commander Ted Alteneder [c] awarding BS&S certificates to recent graduates at a meeting held in Cheltenham, PA.

NEW TABLE DÉCOR PRESENTED



The Flotilla 26 table cloth suggested by Ed Ridge, FSO-PE, [r], and embroidered and presented by Pete Fuhman, FSO-CM [l].

FUTURE "COASTIES" TOUR THE TATE



*Above photos and captions by Ed Horahan, FSO-PA 26
Roslyn, PA*

AROUND THE DISTRICT

Division 2
Philadelphia, PA

FLOTILLA 2-76 HONORS IT'S OWN



Surprise, surprise, surprise!!!! Muriel Lewis, SPO NSBW, was honored at the Flotilla 2-76 Change of Watch with the Al Lewis Memorial Award. Muriel's a tough cookie and to put the wool over her eyes takes some doing. With the cooperation and collaboration of almost the entire Flotilla, including FC Pat Cunningham (in the above photo) Muriel got snookered into having a plaque made up for another person. Again, surprise, surprise, surprise. P.S. The Award is given each year to an Auxiliariest in 2-76 that exemplifies the personal characteristics and achievements of Commodore Al Lewis, Muriel's late husband.

Photo by Harry Dyer, ADSO-PB Warminster, PA

FLOTILLA 2-76 MAKES ANNUAL VISIT TO TRACEN CAPE MAY



Photos by Muriel Lewis, FSO-PB 2-76



CHRISTMAS PARTY FOR COAST GUARD



On December 18, 1999, Flotilla 21, under the leadership of John Kates, FC, sponsored the annual Christmas Party at the Coast Guard Base in Philadelphia. The party was a big hit with the children, from decorating the Christmas tree to receiving gifts from Santa. Santa distributed gifts from his big red bag to all the children present, and then had more presents for them when they sat on his lap in front of the recently decorated tree.

The Irish American String Band provided the musical entertainment and introduced Santa's arrival. Santa's helper, a jolly little elf helped distribute the presents. There was lots of food and drink to satisfy the hungry mouths. Besides the gifts, there were baseball caps, tee shirts, balloons, and trays of cookies for everyone to take home.

At the end of the party all CG. enlisted personnel and their families were presented with frozen turkeys for the holidays.

Auxiliary members helping Santa (John Kates) and his Elf (Billie Jo Parsons) were: Muriel Lewis, Daniel Zebrung, Harry Dyer, Debra Taylor, Theodore Hassell, Tom Gangemi, Stephen Weissman, from Division 2, and Caroline and Louis Sweigart from Division 13.

Article and photos by Harry Dyer, ADSO-PB Warminster, PA



AROUND THE DISTRICT

Division 4
Southeast PA

EVERYONE IS A RECRUITER

Every Auxiliarist is a Coast Guard recruiter was the basic message at the recent National Career Counseling School at Yorktown, Virginia. Like Auxiliary National Commodore Tucker's view that membership is "Job

One" for the Auxiliary, the Coast Guard Commandant, Admiral James M. Loy, is "calling on every member of 'Team Coast Guard' to get involved with our ongoing recruiting effort."

Admiral James M. Loy, is "calling on every member of 'Team Coast Guard' to get involved with our ongoing recruiting effort."

The three-day course was held on September 22 to 26 at the Coast Guard's Reserve Training Center (RTC). There were 26 students from many parts of the United States-as far away as Hawaii and Alaska, and as close to Yorktown as Virginia Beach. Included in the class were Don Coggins, Division 4's SO-CC and Mel Buckman, FSO-CC, Flotilla 43.

The Yorktown RTC is a Coast Guard showcase, hosting a variety of courses for active personnel, reservists, Auxiliarists, and others. There were even students from the Armed Forces of foreign countries, among them Jordan, South America, Yugoslavia, Egypt and Russia. The center is like a college campus, on the shore of the York River, some seven miles downstream from Yorktown. There are several museums, among them a collection of lighthouse lenses from the French glass of the early 19th Century to the equipment now being installed in the navigational system.

Like the other services, the Coast Guard is short of manpower and is finding it difficult to recruit what it needs. A few years ago, in a cost cutting move, the Coast Guard closed a number of recruiting offices, reducing them to 69. It is now about to open 37 new offices. Even with these new facilities, there will be huge distances between Coast Guard recruiting offices. The other services have larger recruiting budgets, more recruiting offices and recruiters, and are able to advertise widely on TV and in other media. The Coast Guard, with a skimpy advertising budget and a thinly placed recruiting force, relies heavily on the Auxiliary for all forms of recruiting-not only for the Academy, but for enlisted and reserve personnel as well.

Like the other services, the Coast Guard is short of manpower and is finding it difficult to recruit what it needs.

The first day of the course was devoted to the Recruiting Assistance Program (RAP). In fiscal year 1999, the Coast Guard had a goal of 4,150 enlistment's, which it expected to reach by the end of September. To aid with the job, a number of incentives have been adopted: enlistment bonuses (as high as \$10,000); two and three years enlistment's (instead of the usual four); and advanced pay grades, depending on outside

experience and education (for example, college credit, eagle scout, Auxiliary coxswain). As well as all the usual benefits, such as medical care, periodic advancement, training, post-service education (GI bill), and retirement income.

For those who do not want a Coast Guard career, but are interested in Coast Guard activities and benefits, the Reserve offers a worthwhile opportunity. After an eight week boot camp. Reservists supplement their incomes with paid drills and two-week summer duty; and they also get advancement, educational benefits, and retirement pay. The second day was devoted to officer recruiting, particularly for the Coast Guard Academy. The Academy is the best known path to a Coast Guard Commission; but there also are an Officer Candidate School open to college graduates and enlisted personnel with college credits and direct commissions in a variety of professions and specialties. For minorities, the Academy has a Minority Introduction to Engineering (MITE) program. To encourage applicants who need an additional high school push, the Coast Guard participates in a Navy program called the Naval Academy Preparatory School (NAPS).

The third and last day was given over to the dynamics of recruiting-a fascinating presentation on salesmanship by a Coastguardsman, who is also an Auxiliarist; and to the nuts and bolts of the Academy Introduction Mission (AIM) application and approval process. AIM is an Academy program administered wholly by the Auxiliary, which recruits high school juniors for a one-week introduction to Academy life. It has been very successful in identifying and recruiting high quality candidates. In 1999, 213 youngsters participated in AIM week, including 17 minorities and 53 females. They came from 40 states, averaged in the top 9% of their high school classes, and had average SAT math scores of 610 and verbal scores of 592.

The 26 students came away with lots of information and with this charge from Admiral Loy: "I am asking all of you to help our Service find the best young people in America to join our ranks. Our organization's future depends on it. Competition for this segment of America's population is fierce, but with your assistance, I know we will remain Semper Paratus?"

*Melvin J. Buckman, FSO-CC, Flotilla 43
Philadelphia, PA*

this charge from Admiral Loy: "I am asking all of you to help our Service find the best young people in America to join our ranks."

AROUND THE DISTRICT

Division 5
Harrisburg, PA

CHESTER RIVER CRUISE

We were sitting in the Launch finishing our tea and coffee after breakfast when a fellow boater one slip over asked our destination for the day. When he learned it was up the Chester River to Chestertown, he replied "Well, its going to be in your face the whole way". The day before, Bill Frotscher and I had put in at Sandy Point State Park. Settled in



The Mocking Bird moored on the Chester River.

for the night in a sheltered place, the weather was of casual interest. But as we turned from light "2K" the next morning at the northern end of Kent Narrows Channel, the task was real. A line of white-capped chop extended from the horizon to *Mocking Birds'* bow. Bill was at the helm, and within several yards he lost his cap, but not his cool, Wind driven spray kept us "lubricated" on the wider reaches of the Chester, and where the wind and river shared a mutual course. Once past the Corsica River to Starboard, and the first Deep Point to Port, the wind and water were more kindly disposed.

Quiet and serene could best describe the river with its occasional house and wharf, woods and farmland to the water edge. We stopped and reserved a slip for the night, ate our lunch and explored the place-- a very laid-back down-home operation. Satisfied, we headed for Chestertown. Arriving by water was a pleasant contrast to our prior approach by land, but the charm of the town remained. *Mocking Bird's* fuel gauge suggested a fill-up at the Chestertown Marina: 4 gallons diesel, \$3.70 total. Tie up at the town wharf was without charge, and we left for a walking tour of Chestertown. Visitor information was readily available, shops and restaurants well distributed. After Bill got a replacement for his cap, we set out for the Schooner Sultana Shipyard. In an ambitious project, the yard is building a replica of the 1767 schooner Sultana from copies of the original drawings. Launching is projected for the year 2001--an event I'd like to attend.

Dinner was over, it was back to *Mocking Bird* for the night. Much to my surprise, the river was tidal that far up, requiring some adjustment to the mooring lines. Morning chores over and now under way, we set the throttle at 3100 RPM. Three and one-half-hours later we throttled back for the no-wake entrance to Sandy Point State Park.

Trip summary notes: **GPS**--don't leave home without it. **People**--not always featured in trip tales, but we met some very unique and interesting persons who added to our enjoyment of the trip. **Need a boost for your boating?** TAKE A RUN ON A RIVER!

Seth Shafer, FC 56
Chambersburg, PA

HONOR OUR VETS

U.S. Coast Guard Auxiliary was represented at the Indiantown Gap National Cemetery by Cindi and John Adams (Flotilla 52), and Anne Nash and Jack Ruggles (Flotilla 53), during their Veterans Day Services on 7 Nov 99. With music provided by the 276th Army Band "The Adjutant General's Own" and various speakers, including Capt. Edward Davis, USN (Ret), the program, paying tribute to our Veterans, was both entertaining and informative.

The Indiantown Gap National Cemetery is one of 116 National Cemeteries administered by the Department of Veterans Affairs National Cemetery Administration. The cemetery mission is to provide burial for those qualified in a respectful and dignified manner, as provided by The 37th Congress and the National Cemeteries Act of 1975.

*Story and photos from Cindi Adams, Flotilla 52
and Anne Nash, Flotilla 53
Harrisburg, PA*



Jack Ruggles, Flotilla 53, at the Veteran's Day Service.



Artillery salute provided by 108th Field Artillery, PAARNG.

AROUND THE DISTRICT

Division 6
West Trenton, NJ

CHIEF VISITS SARDET BORDENTOWN



In front of SARDET Bordentown, the "crew", (l to r) Deb Vareha, Mike Ryan, Joan Vareha, "Chief" Ford, CWO Hartline and Chester Klabbatz.
*Photos by Joe Farber, FSO-VE 61
Trenton, NJ*

CWO Joe Hartline visited USCGAUX SARDET Bordentown on 12 September 1999. Mr. Hartline is the Group Philadelphia Operations Officer, and participated in a scheduled safety patrol out of SARDET Bordentown to increase his familiarity with USCGAUX operations. The USCGAUX members who operate out of SARDET Bordentown were pleased to have Mr. Hartline aboard, and would like to extend an open invitation to all members of TEAM COAST GUARD to participate in future patrols.

*Charles W. Stewart, Jr., SO-OP 6
Yardley, PA*



↑ Coxswain Mike Ryan waves goodbye as Joan and Deb Vareha stow lines. Looks like a great day for a Safety Patrol.

← USCGAUX SARDET Bordentown, NJ

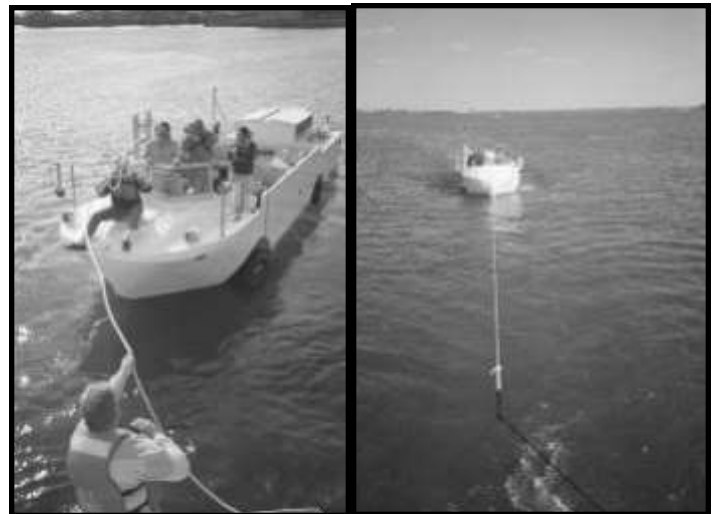
*Photos by Joe Farber, FSO
-VE 61
Trenton, NJ*

A MOST UNUSUAL TOW

It was one of those beautiful Indian summer type autumn days, when a group of Auxiliarists decided to make one last cruise before having to put the boat away for the winter. The plan was to go down the Delaware River to Philadelphia from Riverside, NJ onboard the "ESPLENDIDO" AKA Auxiliary facility 423862, to greet the Battleship USS New Jersey on its arrival to Philadelphia, PA, Saturday November 6, 1999.

On board the "ESPLENDIDO", were owner Dan Maxim, NADCO-RBS, June Layton, FC 66, Bruce Goldberg, FSO-PA, and myself. Well, as you might know, the Battleship New Jersey was delayed and did not arrive in Philly until Thursday November 11. The temperature was in the upper 60's, the winds calm, why waste a beautiful day. So we decided to go to Philly anyway, what the heck. En route and just above the Tacony Palmyra Bridge, we were hailed on VHF marine radio. Seems their vessel, an amphibian craft, was adrift and could not engage their propeller. When asked if we could assist them to a nearby ramp, we answered in the affirmative. With three Coxswains and one crewman on board, the mission was a piece of cake. After nearly twenty years of towing experience, to tow a vessel of this type was a first for me.

*Bob Layton, VCP 6
Photos by June Layton, FC 66
Wenonah, NJ*



AROUND THE DISTRICT

Division 7
Southern Ocean County, NJ

DIVISION 7 INSTALLS A NEW BRIDGE AND STAFF



The Flotilla Commanders and Vice Commanders of Division 7 taking the oath of office at their Change of Watch, 10 Dec 99.

Photo by Mel Borofsky, DSO-PB, DCP 7



Photos from Division 7's Change of watch: (L) IPDCP Paul deFerrari receiving the CG Commendation Award from CDR Stephen Minutolo, DIRAUX 5NR. [C] Taking the oath of office, Captain Mel Borofsky and Vice Captain Kathleen deFerrari. [R] Receiving his Coxswain rating and award is Charles Baumgartner, Flotilla 77 from CDR Minutolo, DIRAUX.



← Paul deFerrari, IPDCP 7, aboard the USCG Cutter CAPSTAN, welcoming the Battleship *New Jersey* to the Port of Philadelphia.

→ Raymond Jackey, SO-PS 7, Flotilla 79, receiving his Coxswain pin and rating from George Leuck, Rear Commodore East.



AROUND THE DISTRICT

Division 7

Southern Ocean County, NJ

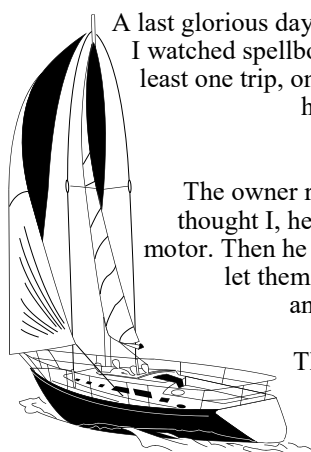
This "Pretty Girl Begs to be Used" and she is Coast Guard Approved.

From my window I command a view of the lagoon leading
to the bay and to the inlet to
the ocean.

Some houses down from mine the loveliest of sailboats' is
attached to the dock. I also
have a sailboat, and am blest with a son, who if he notices a
flag so much as ruffle, is out
on the bay. We pass thus lovely lady on some days, three or
four times.

I did not realize anyone else noticed her, but one day as we
passed, and I silently saluted,
my son remarked how wasteful to keep "such a pretty girl tied
up."

And so the summer wound down to Labor Day and the last
month or so of sailing. Life
must be addressed and land chores done.



A last glorious day and the boat has someone aboard.
I watched spellbound, hoping that she would get at
least one trip, one time to hear her rigging sing, to
heel, to plow, to fly,
to strut her sails.

The owner raised her sails- what a seaman,
thought I, he can get her outside without her
motor. Then he proceeded to hose down her sails -
let them dry in the breezy sunshine,
and packed them away.

The boat looked so embarrassed, so
depressed. I saw it shudder and I
heard it sigh.

She is gone, on the beach somewhere. I hope a new captain
comes along and rescues her.

Next summer I look forward to seeing her frolic in the wind as
she was meant to do.

Use your boats, the Coast Guard Approves, and the Auxiliary
does
Courtesy Marine Examines
Just call us.

*Vessel Examiner and poet,
Marie McGlynn, FSO-PB 79
Lanoka Harbor, NJ*

DIVISION 7 AUXILIARIST OF THE YEAR



COMO John Locasale presents the Auxiliarist of the Year award to Tom Horan, FSO-OP 7.

Photo Mel Borofsky, DSO-PB



COMO John Locasale presenting the Coxswain pin and rating to Walter "Wally" Wubbenhorst, VFC 72, as Paul deFerrari DCP 7 looks on.



◀ On patrol on the waters of Barnegat Bay, aboard the ALD -Di-La, (AKA *The African Queen*). Coxswain Aldo Guerino, VFC 7-12 with Edith Hopkin, FC 72 acting as crewperson for the day.

*Photo by
Lillian Balter,
FSO-FN 72
Little Egg Harbor, NJ*

AROUND THE DISTRICT

Division 8
New Jersey

SOUTH JERSEY FLOTILLA FLYING HIGH



It was on August 14, 1999 that Auxiliarists from Flotilla 86, District 5NR, while implementing their boating safety mission, received well over 1,000 visitors to their boating safety booth at Cape May County Airport's grand public event.

The program titled, "Fly-In/Walk-In", is sponsored annually by the Naval Air Station, Wildwood Aviation Museum. The superb boating safety booth, that was managed by 86's Flotilla personnel, was personally designed by their VFC and FSO-PA, "Bud" Armstrong shown along with Past FC and FSO-MT, Gordan Lusky.

The excellent design of their newly constructed booth, clearly explains our four cornerstones, promotes Safe Boating Courses and specifically defines the local Cape May County towns they proudly serve. It's a booth that tells and sells their story.

The design provides an excellent tabletop display to properly exhibit safety literature. The above photograph is submitted so that other Flotillas might share in new and productive public affairs ideas. From this booth they distributed hundreds of copies of handout literature while they successfully signed up seventeen new students for their boating safety courses. It surely was a credit to the TEAM COAST GUARD spirit and its effort to serve our boating public.

*Article submitted by E. H. "Ned" McDermott, SO-PA 8
Marmora, NJ*

*Photo by Lewis "Mike" Hause, FC 86
Villas, NJ*

AUXILIARISTS EVERYWHERE

As the Search and Rescue season ends and the winter begins I look back on our unit's accomplishments. Many of them were augmented or in some cases completed wholly by Auxiliarists. Wherever I turn, I see Auxiliarists! I see the familiar faces of Marc Brody, George Morris and Jack Plaskett down at "The Egg" (CG Station Great Egg) or maybe Bob Balke or Gil Finkelstein standing watch at Atlantic City. Maybe it's the voice of Leo Daley doing paperwork in the unit admin office (he learned to whisper in a sawmill/ed.).

**Wherever I
turn, I see
Auxiliarists!**



Throughout the summer, Auxiliary facilities would work their way through the Inlet outside my office, or tie up at the pier. Where ever I turn, I see Auxiliarists! There was the Open House at Atlantic City at the beginning of the season with regulars, reserves, retirees, and yep you guessed it Auxiliarists. In fact our Chief Cook that day was Gil Finkelstein who actually got a sunburn on his face from the grill he "operated" almost all day. And then there is "Nights in Venice". Many a station commander has grimaced when faced with a marine event of this magnitude; hundreds of boats, over one hundred thousand spectators, and occurring at night! I had no fear, Chief Murray organized his usual armada of security vessels ranging from our own RHI's, State Police, Ocean City PD, and you guessed it.. Auxiliarists.

**you guessed
it..
Auxiliarists**

Many Auxiliary facilities were once again offered up to act as platforms for Law Enforcement teams. Once again, with the help provided, we had another great parade and party, and more importantly a safe one. This year we continued and expanded what appears to be an annual event of staffing Station Great Egg wholly with Auxiliary Watchstanders and Facilities. The unit was operated for two weekends before the regulars arrived and for two weekends after we left. Even though I see Auxiliarists everywhere, I know they are just the tip of the iceberg. There are many more quietly teaching BS&S classes, PWC Classes, or diligently conducting CME's to help keep boaters from meeting us the wrong way. I thank them as well.

Since I will be transferring next summer, I am looking at what the unit can accomplish between now and then. Regardless of what tasks lay ahead, I am confident there will be Auxiliarists around to help make it happen. Thanks again for all of your help.

*LT Rich Condit, USCG
Commanding Officer, CG Station Atlantic City*



AROUND THE DISTRICT

Division 8
New Jersey

AUXILIARY WEEKENDS USCG Station Great Egg

On Saturday, October 9, 1999, the Auxiliary flag was raised at CG Station Great Egg with the opening of the first Auxiliary fall weekend. 17 Auxiliarists from Division 8 showed up the first day to participate in manning the station from watchstanding to covering search and rescue (SAR) cases



Elliot Linksy, QE [L] and Marc Brody, SO-MT 8.

on the water with our Auxiliary facilities. Before anyone had a chance to make conversation, the first of several SAR cases began with two ultra light planes down, one on the beach and the other in the water off the north end of Ocean City. The Auxiliary Station

responded with one mobile and two floating facilities. Both pilots were safe and the aircraft were recovered thanks to the help of the Auxiliary.

It wasn't long after lunch and finishing up the paper work from first SAR case a sailboat was reported aground on the north bar of Great Egg inlet, taking on water with 2 persons on board. Two Auxiliary vessels were sent to the scene with third as a back up. When the boats arrived on scene it was obvious that the sail boat had to be pulled off the bar or it would capsize due to the strong winds and waves. The towline was thrown to the sailboat and, with the precision that we train for, the sail boat was pulled to safety and escorted into safe harbor and dewatered. The Captain called later in the day to say "thanks for saving our lives". Marc Brody, SO-MT, stayed back at the station supervising operations under the control of CG Station Atlantic City while Watchstander Jack Plasket manned the radio and phones and kept up with the paper work. Just when we thought we were going to be able to slow down another ultra light made an emergency landing in the water behind Ocean City. Again, Auxiliary rescue boats and the NJ State Police were dispatched to the scene to check for medical problems and pollution in the water. This plane had to be towed by private tow and the NJSP handled the law enforcement. It was now getting late in the day and it was time to catch up on paper work and prepare for the night. Bob Balke, Elliot Linksy, Zane Irvine and Marc Brody committed to sleep over and cover any SAR cases that might occur

Sunday morning.... we woke up to a rainy, windy day. After breakfast Watchstander Plasket answered a call from Station Atlantic City requesting us to get underway to check on a boat that started sinking eight miles off Margate during the night. Station Atlantic City had already rescued four people from the vessel. They were concerned with the pollution from the vessel. Once again we were off, wearing float coats due to

the weather conditions, heading eight miles off shore. We arrived on the location and reported that the boat had sunk during the night and there were no signs off pollution. We returned to the station. The weather kept the rest of the day quiet.

The following weekend we raised the Auxiliary flag at Station Great Egg. Ten Auxiliarists attended. We had three boats underway, again covering the area of responsibility (AOR) from Margate to Corson's Inlet. That afternoon a boating accident, with injuries, was called into the station. Two Auxiliary rescue boats and the NJSP were dispatched to the scene and

arrived in minutes. The boat had ran up onto the marsh at a high rate of speed. Both persons on board were banged around pretty good. They refused any medical treatment. A tow service was called to tow the



At SARDET Great Egg (l to r) Bob Balke, 85; Tom Knadig, 81; Donna Hammacker, 81; RCO-E George Leuck, QE; Zane Irvine, 85.

Photos by Gil Finkelstein, DCP 8

boat off the marsh. The rest of the day was quiet so it was a good day to take our new members out and show them the area. Once again Bob Balke, Gil Finkelstein, Zane Irvine and Marc Brody committed to sleep over the station that night. We got good night's rest and got ready for Sunday.

Sunday, the weather wasn't the best again, but we got underway to check out our AOR. Again it didn't take long before Ocean City Police called to report a boat sinking. Two Auxiliary boats were sent to the scene with pumps. The boat was dewatered by the Auxiliary crew. The weather was getting worse so all boats returned to the station. Our special thanks to Petty Officer Joe Langdale for his support in our second weekend and throughout the summer.

In total, during the two Auxiliary weekends, we did nine SAR cases and logged over eight hundred hours. The Auxiliary covered the Station around the clock for two weekends without incident. My congratulations to all who attended and donated their hard work and many hours to the Auxiliary. I would personally like to thank Lieutenant Condit, Commanding Officer Station Atlantic City for allowing us to participate in Team Coast Guard operations.

*Mark S. Brody, SO-MT 8
Margate, NJ*

AROUND THE DISTRICT

Division 8
New Jersey

AWARD OF THE RUBBER DUCK



← Lt. Tracey J. Wannamaker of USCG Station Cape May was presented the "Award of the Rubber Duck" at a recent ceremony. The award was created by 5NR Historian "Jake" Lincoln to promote good humor to the relationship between the Auxiliary and Station personnel. The award was founded by Jake in 1986 and has been presented 8 times in the interim. Lt. Wannamaker has the distinction of being the first female to receive the award and title "Commodore of the Bath".

*Jake Lincoln, Historian 5NR
N. Cape May, NJ*

DIVISION 8 AUXILIARIST OF THE YEAR

→ Receiving the award as the Division 8 Auxiliarist of the Year is **Bruce Long**, Flotilla 82 and SO-PE 8. Presenting the award at the Change of Watch, Tuckahoe Inn, is COMO John A. Locasale, DCO 5NR

*Photo by Mel Borofsky,
DSO-PB*



DIVISION 8 CELEBRATES IT'S CHANGE OF WATCH



(L to R) Gil Finkelstein, DCP 8 and Ken De Soo, VCP, taking the oath of office. (Above R photo) (L to R) CAPT Tom King, Commanding Officer, Group Air Station Atlantic City presenting Awards of Operational Merit to Marc Brody, SO-MT 8, for performance while assigned to SARDET Great Egg. Mr. Brody was sited for his brave attempt to resuscitate a victim during a recent SAR case.

Photos by Rita Wade, Flotilla 95



DCP 8, Regina Stretch receiving the CG Unit Commendation Award from CDR Stephen Minutolo, DIRAUX 5NR. (Above R) Members of the Division 8 Staff taking their oath of office at their Change of Watch in January.

Photos by Rita Wade, Flotilla 85, Brigantine, NJ

AROUND THE DISTRICT

Division 9
Western Lakes, PA

SAVING 1½ LIVES

Congratulations on TOPSIDE being recognized as a top notch magazine in National circles. It surely must be the best issue ever. I picked up my Fall 1999 issue and immediately noticed the thickness and weight. And the good news about our new DIRAUX is heartening.

CDR Minutolo brings more than a great education, experience and knowledge to our 5th Northern District. Looking at the photographs I see a man who is happy in his work and brings much enthusiasm and hope to our District.

Nancy and I completed five patrols, then I was relegated to a hospital stay of ten days. I am home now and the Doctor says we will be back on the water this coming spring.

Nancy and I looking forward to year 2000 and Safety Patrols. We have more than 20 years membership and more patrols than we can remember. We saved over five lives (actually recorded as 5½, I'll explain later) on Prince Gallitzin State Park's, Glendale Lake. Four of them were by personal



observation and the rest by SAR radio call. During a regatta patrol we received a radio message, "Get the woman out of the water. Get the woman out of the water." We determined the location of the woman and arrived on scene in 3 minutes. She had fallen overboard from a large sailboat which continued on course with more sailboats approaching. We had a 24 foot operational vessel facility. The woman said she couldn't come aboard by ladder because of her physical size. I lifted her aboard. We reported 1 1/2 lives saved since the woman gave birth one week later.

The lake is only 1900 acres but we have counted from one location more than 100 boats in motion. Once we had three SAR cases going simultaneously. We took a capsizing first, then we towed a disabled vessel to a safe dock and then successfully located a vessel for the Pennsylvania Fish & Boat Commission. There was an emergency at the located vessels owner's home. We knew the severity of the capsized vessel and the disabled vessel and handled them with priority, but the problem with the searched for vessel was at home.

*Glenn Blough, PDCP 9
Nancy Blough, PFC 92
Johnstown, PA*

AROUND THE DISTRICT

Division 11
Reading, PA

DIVISION 11 AUXILIARIST OF THE YEAR



Allen E. Wenrich, PDCP 9, receiving the Auxiliarist of the Year Award from Robert Perrone, Vice Commodore, 5NR.

Allen E. Wenrich was presented the 1999 Division 11 Auxiliarist of the Year Award at Change of Watch Ceremonies on 22 January. Al joined the Auxiliary on 22 February, 1982 and became FSO-CC in April, 1984. Since that time he has become "Mr.CC" for all of Division 11. He has attended N-Train and participated as Branch Chief for several years. He has visited local high schools and recruited high school juniors for the Academy Introduction Mission. Al has sacrificed a week or more of his time each year at the Coast Guard Academy during AIM Week as a staff member, working with young adults interested in the Academy and making the Coast Guard their career. He has conducted the local board of review for many years, compiling information and scores to select exceptional students to send to AIM Week.

He has personally guided several area high school students into the AIM Program and followed these students through their academy years, graduation, and their commission as officers in the U.S. Coast Guard. Al is considered by his peers to be one of the most dedicated Auxiliarists involved in the AIM mission. He is also involved in recruitment into the enlisted ranks.

Al has participated in and taught at several National Schools related to Career Counselor training. He has received several District awards for administrative merit. His contribution of personal time and money over the years is immense.

In addition to all of the above, he is an active Public Education instructor, an AUXOP member and held elected offices of: VFC, FC, VCP and DCP. He has also held the following appointed offices: FSO-CC, SO-CC, DSO-CC and National Staff- Branch Chief.

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

AROUND THE DISTRICT

Division 12
Delaware

FLOTILLA 12-1 RECEIVES GROWTH AWARD



Flotilla 12-1 of Bethany Beach, DE received the *GROWTH AWARD* for recruiting new members. Charles A. Woolson, VFC [L] is presenting the award to James Klass, FC of 12-1.

*Photo and caption by Francis C. Doyle, FSO-PA 12-1
Millville, DE*

"HOT" EXAMINERS CATCH A BREAK



Members of Flotilla 12-1 earn a well deserved rest after completing a considerable number of vessel safety inspections. Pictured (L to R) are Jim Klass, FC; Win Jerrell, Pat McCabe and Troy McCabe.

*Photo and caption by Fran Doyle, FSO-VE and FSO-PA
Millville, DE*

Don't forget....
next TOPSIDE deadline
is April 30, 2000

AROUND THE DISTRICT

Division 13
Central New Jersey

BRINGING THE NEW JERSEY HOME

Ed. note. Two fine articles were submitted from Division 13 coving this event. Each article is published herein, but the photos that accompanied the articles have been interlaced throughout. Credit for the photos go to Dave Berlin, VCP 13 and Mel Kleinfeld, VFC 13-5.



BB-62 Battleship New Jersey

My Story About The Battleship New Jersey Coming Home

On November 11, 0600 hrs, my alarm clock insisted that I get up. Being in a daze I tried to remember why I set my clock so early. "I've got to get going the Battleship New Jersey is coming up the river, and I have to be there on a Safety Patrol".

On my way to the ramp on the Big Timber Creek, I hoped that I wouldn't get lost. I found my way to the ramp and so did the rest of the crew.

At 0800 Phil Walmsley (13-1) launched his 19 foot center console boat. Ivan Levin (DSO-OP) and Butch Simkins (13-10) loaded the gear, and we proceeded down the Big Timber Creek to the Delaware River.

We passed the Commodore Barry Bridge to meet the Battleship, only to find a Pennsylvania Fish Commission boat out of commission. We then towed the vessel out of the channel, and the Officer set the anchor. The Officer figured that someone would come for him.

Continuing down river, we spotted BB-62, the New Jersey. The USCG Cutter Mako was leading the way. Then followed by the towing vessel, Sea Victory and the New Jersey. Astern of the New Jersey was another tug that helped to steer the battleship. We reported in as AUX 1 and were told by the Patrol Commander (PATCOM) to get into position on the port stern quarter.

Needless to say how excited we were to be part of this parade with all the boats, airplanes, and helicopters in view. We were in position for less than a half hour when PATCOM called us to pick up a vessel with 2 persons on board north of the bridge on the Pennsylvania side of the river. The time was now 1215. We located the vessel which was out of fuel. We set up

(Continued on page 52)

AROUND THE DISTRICT

Division 13
Central New Jersey

(Continued from page 51)

the tow and brought this vessel to a local marina, opposite the southern end of Tinicum Island. We could see the top part of the New Jersey over the trees of Tinicum Island as it was passing by.

After leaving the marina we attempted to catch up to the procession when we received a radio call to pick up the Fish Commission boat. We sped south past the bridge to pick up our tow and at 1405, the Fish Commission boat was safely tied to the dock at the same marina as our previous tow:

We were very anxious to get back to the Battleship, not wanting to miss any more of the action. At 1420 hrs, we were about to pass a vessel with 8 persons on board, they were waving their arms at us. We sighed, and said "they need help". Coming alongside, we found that their engine wouldn't start. Calling Group Phila., we got an okay to take this boat in tow to

Raccoon Creek about two miles south of the bridge.

On this vessel, of the eight persons on board, 4 were very scared children, and an elderly gent who was getting sick. The weather at this time was clearing, the 20 knot wind blowing the clouds away. Temperature

was getting cold, but we were okay in our survival suits. The wind was working against the current making those waves over two feet high with white caps and very choppy water.

Our facility was working against the current, and the towed boat was surfing and yawing with each wave. The elderly gent in the towed boat was getting more ill. A chock on the towed boat was fraying the towline and it snapped. Once again we set the towline and continued the tow. We reached Raccoon Creek at about 1620 hrs. You could see relief on all the faces when we reached our destination.

The sun had just set below the horizon when we reached the Delaware River. Darkness set in as we were making our way north, back to the Big Timber Creek. We tried to contact the Cutter Mako as it was heading south to Cape May, with no results. As we continued along our way, we passed the Cutter Capstan in the dark. We also recognized a long silhouette in the Navy Yard; it was the New Jersey, finally secured after its long trip from the west coast.

Our high power light located the entrance buoys for the Big Timber Creek, and after a while we were secured to the dock of the marina where we started out 10 hours earlier. A call from the marina by cellular phone to the base assured Group Phila that we arrived safe and sound, ending our patrol.

We were tired, cold, and hungry, ready to call it quits and go home. About the time I reached my home, I realized that I was supposed to teach a BS&S class that night. It was already

LATE and I had no phone number to call the school. Even the township police couldn't help me. Finally, my phone rang; it was my PE officer, Charley Gruber, telling me that he had to dismiss the class. I apologize again in print.

Now I can go to sleep being grateful for my crew and happy that We were part of "Team Coast Guard" welcoming the New Jersey back home.

*David Berlin VCP-13
Mt. Laurel, NJ*

Two Auxiliary facilities started as part of the moving screen that escorted the USS New Jersey from the Commodore Barry Bridge, but only one made it all the way to see the mighty warrior berthed at the Philadelphia Navy yard.

The lucky facility that made it is owned by crew member Ross Lamp 44. George Greeby 44 was the coxswain and the crew included Ron Cohen 43, Bill Harter 44, and Mel Kleinfeld 13-5.

After only 15 minutes as part of the escort the other facility, under Coxswain Dave Berlin 13-3, was called upon to do a series of assists that lasted long after the Battleship was berthed and the sun had gone down.

During one of the assists a small and obviously frightened child called over to the Auxiliarists, "Can you help me?" Crewman on that facility, Ivan Levin 13-1, said they were disappointed that they missed the escort, but added, "When I heard that plaintive voice call over I knew it was all worth it and besides, we were just doing what we're trained to do."

*Melvin Kleinfeld, VFC 13-5
Cherry Hill, NJ*



AROUND THE DISTRICT

Division 14
Susquehanna Base

FLOTILLA 14-1 RECOGNIZES THE ROYAL NATIONAL LIFEBOAT INSTITUTE

USCG Auxiliary Flotilla 14-1 Of Lancaster, PA Awarded the Royal National Lifeboat Institute of Blackpool UK a plaque in recognition of its 175 years of saving lives on the high seas.

This came about as a result of a conversation between the Public Education Officer, John Williams, of Flotilla 14-1 and the Flotilla Commander of 14-1, Mike McGurl. John was telling how he and his wife Edith planned to take their granddaughter Tonya Williams to France and the United Kingdom as a graduation present, plus take her 16 year old sister Ashlee Williams for companionship.

John told Mike that he had been talking to a man from Blackpool on the Internet who is a member of the RNLI and had been invited to the grand opening of their new lifeboat house. John and Edith both originally from Blackpool remembered seeing the RNLI in action, both in peace time and in war. On one occasion an American B 17 bomber crashed less than a mile from the shore and within minutes this all volunteer group pulled the crew from the water. John was saying how he does not remember any recognition by any of the United States Military for the work done by this fine group of men.

So in the course of conversation we thought this would be a good opportunity for us to do something about that. Another member of Flotilla 14-1 Fred M. Wilton, owner of a metal firm, had his art designer work up a computer printout. Then they casted a metal alloy 8x18 plaque that was appropriately

engraved for the occasion. Staff officer John Williams was well received by the Members of the Royal National Lifeboat Institute on June 30 at their new building and was proud to be able to present this beautiful plaque to the Committee Secretary, Mr. Ronald Derbyshire, of the Blackpool Lifeboat Station.

The RNLI is an all volunteer group first started by professional fishermen who would go out, no matter the weather, to help fellow seamen in trouble. It is now it is manned by electricians, plumbers, doctors, persons from all walks of life, who carry beepers with them at all times. When a call comes in they are launched in five minutes. All have some medical training. They have 250 boats stationed around the UK and Northern Ireland. Boats range in size from sixteen-foot inflatables to 44 foot ocean going vessels Plus they have 150 vessels that they refer to as standby vessels. All of this is accomplished with no Government funding, Strictly public donations. The maximum age for boat crew on the hard bottom inflatable boats is 45 and 55 on the large vessels. To watch them practice is a real eye opener. Every week no matter the weather they do practice launches. As a group in the second world war they were responsible for saving the lives of many allied service men.

*John Williams, FSO-PE 14-1
Lancaster PA*



FLOTILLA 14-4 IN HALLOWEEN PARADE



Flotilla 14-4 participated in the Hanover, PA annual Halloween Parade with two decorated boat floats. They promoted recreational boating safety and pointed out the dangers of hypothermia. This is the largest parade in central Pennsylvania, drawing nearly 30,000 spectators. There is TV coverage of the entire festivity. The Flotilla received great response and cheers along the route.

Photo and caption by Helen Diodato, FSO-PA 14-4, Hanover, PA

DIVISION 14 HOSTS MEETING



On October 16, 1999, Division 14 Captain, Winter W. Wright, hosted the Western Area Conference in the meeting rooms of Flotilla 14-4 in Hanover, PA. Local Auxiliary members served a luncheon and assisted in other needed duties. There was also a uniform shop and District Store, manned by DSO-MA Regina Stretch and ADSO-MA Sue Wade. Everyone was very positive about the results of the day-long affair.

Photo and caption by Helen Diodato, FSO-PA 14-4, Hanover, PA

AROUND THE DISTRICT

Division 15
Frontier

SAILING AND SAFETY SEMINAR



For the first time, Division 15 sponsored a seminar on sailing and safety. The two day class was held at Nittany Mall, State College, PA on November 20 & 21. Twelve persons from this Pennsylvania region received certificates of completion. The basic group will be part of the Williamsport, PA Flotilla during the formative period for this sailing unit. Shown are (L-R) Les Early, FC 15-1, Don Bowes, DCP 15, Roland Duperron, FSO-PS 15-6 and Fred Paulsen, FSO-PB 15-5.

*Photo and caption by Ted Davis, SO-PA 15
Williamsport, PA*

NEW COXSWAINS EARN THEIR PINS



McKean Flotilla, 15-7, is pleased to announce that on 11 November, three of our Flotilla members received the highest qualification that the Boat Crew Program has to offer, that of Auxiliary Coxswain. Congratulations to Raymond D. Miller, FSO-MV, Ralph E. Covert, Sr. FSO-VE and Darlene Covert, FSO-PB. The have been invited to be presented with their well earned pins at the next District Conference. The above photo was take on Coxswain and DCP 15 Donald Bowes vessel after completing a patrol on the Indian River Inlet in Delaware. Bottom row, Kevin Holzwart, new Coxswain Darlene Covert, and standing with foot on the cruiser is Jim Gotthelf. Center row are new Coxswains Ralph E. Covert, Sr. and Raymond D. Miller. Top row are Rick Paulsen and Don Bowes.

*Photo and caption by Darlene Covert, FC 15-7
Eldred, PA*

AROUND THE DISTRICT

Division 16
Jersey Shore, NJ

COVER STORY IN BARNEGAT INLET



At Station Barnegat Light, Front row, John Ignozza, Harry Moscatiello, Ted Hall, Frank Schmidt; Rear row, Jack Witemeyer, E. Robert Meyer, Pete Hartten, Ron Ivenicki, Brent Riddle and Dennis Georgia.

It was hardly the proper day to take a familiarization ride on Barnegat Station's 47 foot Motor Life Boat. The sea was so smooth, it mirrored the sun on the hull of the MLB in bright shimmers. For most of the member of Flotilla 16-7 the flat sea was just fine. However a couple grumbled that they were hoping for at least seventeen foot waves!

Our hosts were Steve Coles MK2 and Scott Scholes (BM2). We were give a very thorough tour of the boat and a detailed briefing of its well-engineered foundation. We marveled at the technology it possessed. What I remember is how they use the engine fuel, just before it enters the engines, to cool the computers.

A chase boat, the 21 foot RHI, accompanied the MLB as it exited the Inlet. It was an ideal platform for photography and for the guests to view the on plane MLB from a different perspective. Also, after the RHI jumped a wake, (COVER PHOTO) everyone wanted a "check out ride" on it, too.

We very much appreciate the hospitality of Station Barnegat Light and their enthusiasm for their profession as the premier life saving organization in the world.

*Article and photo by E Robert Meyer, SO-OP 16
Freehold, NJ*

Ed. Note: The cover photo by E. Robert Meyer featured a Rigid Hull Inflatable (RHI) from Station Barnegat Light. Auxiliarists on board at the time were Harold Moscatello (smiling) and Peter Hartten (not smiling). Great photo Bob.



AROUND THE DISTRICT

Division 16
Jersey Shore

ANNUAL PIRATE'S BALL



On Saturday evening, November 5, 1999 the Flotilla 16-1 Pirates of Division 16 held their famous annual PIRATES BALL. This yearly gala event is open to Flotilla 16-1 members and their spouse (or one guest) only, and all attendees must come dressed as pirates or women of those times. This tradition began as a lighthearted way to demonstrate the spirit, camaraderie and history of our new flotilla.

The affair was held on a private floor of a restaurant in Point Pleasant, New Jersey. As always, there was a full course dinner, music provided by a hired disc jockey and hours of fun and dancing. The costumes couldn't have been more varied, as members' imaginations made every one different and unique. Passersby and other patrons of the restaurant stared as armed pirates (with plastic swords, daggers and pistols) showed up, walking through the lobby and through the parking lots.

Although Flotilla 16-1 has many social events during each year, the three main super events are this Pirates Ball, our annual July boat convoy to Atlantic City, and our June pool-side picnic. Attendance to these affairs always exceeds sixty people.

Best regards from Flotilla 16-01!

*Herb Gomberg, FC 16-1
Freehold, NJ*



FLOTILLA 16-1 KEEPS PACE WITH THE COMPUTER AGE

The Auxiliaries of Flotilla 16-1 are leading the way toward a goal of an "Electronic Flotilla." The first Flotilla in Division 16 to have their own web site, Flotilla 16-10 also has a web site, Flotilla members, all other Auxiliaries and the public are welcome to come visit. Flotilla



Web Master Terry Anstine has designed a unique, interesting and fun site. Visitors can watch a speedboat race across the screen, a U.S. Flag blowing in the breeze, a lighthouse shining its beam around, a pirate flag, a cartoon character popping up and disappearing, and so much more. Terry changes the

"look" of the site as necessary, and December visitors were treated to a Santa Claus with his sleigh and deer.

The site lists many Flotilla Officers, and allows visitors to contact them directly through the web site. Persons interested in public education classes or membership are directed to contact the respective staff officers. Dates of events, meetings and training are updated regularly, and you can go to many other web sites through this page, just by clicking on an icon.

Visit the 16-1 web site at:

<http://www.uscgaux.org/05N1601/>

In addition to the web site, most Flotilla communication is facilitated via e-mail, and all members are encouraged to have an e-mail address and check it daily. "Snail mail" is only used for those who do not have computers - the 67% who do, have their messages zipped along to them electronically and, obviously, they receive it well in advance. Flotilla 16-1 is even experimenting, beginning next month, with the sending of their monthly newsletter electronically.

members are encouraged to have an e-mail address and check it daily








Other benefits gained through the use of computers are "Power Point" presentations for public and member training. There is also the ability to download forms and manuals, keep up to date with Auxiliary policy with visits to the Auxiliary national web page. You can "call up" instant, accurate weather conditions, tides etc., and complete all forms and documents right on the monitor screen and print them out for submission.

Flotilla officers encourage the ownership of computers, and the Web Master holds training in the use of computers. Flotilla 16-1 has 60 members, and 40 of those are presently on line...a full 67%

*Herbert A. Gomberg, FC 16-1
Freehold, NJ*

United States Coast Guard Auxiliary

Fifth Northern District - 2000 Calendar of Events

FEB	MAR	APR	MAY
<p>1 Division & Flotilla Finance Reports Due</p> <p>2 Groundhog Day</p>  <p>12 Eastern Area Open Meeting</p> <p>14 Valentine's Day</p>  <p>15 Unit Reports Due</p> <p>19 Western Area Open Meeting</p> <p>21 President's Day</p> <p>26 Central Area Open Meeting</p>	 <p>8 Ash Wednesday</p> <p>13 Board Inc. Meeting</p> <p>15 Unit Reports Due</p> <p>17 St. Patrick's Day</p> 	<p>1 Summer Uniforms</p> <p>14 Eastern Area EXCOM</p> <p>14-16 SPRING AWARDS CONFERENCE</p> <p>16 Palm Sunday</p> <p>20 Passover</p>  <p>21 Good Friday</p> <p>22 Earth Day</p> <p>23 Easter</p> <p>26 Secretary's Day</p> <p>28 East & Central Area EXCOM Meetings</p> <p>30 <i>TOPSIDE DEADLINE</i></p>	<p>1 AIM Candidate Deadline</p> <p>8 Board Inc Meeting</p> <p>14 Mother's Day</p>  <p>15 Unit Reports Due</p> <p>20 Armed Forces Day</p> <p>29 Memorial Day Observed</p> <p>29 Memorial Day</p> <p>31 District Workshops Deadline</p> 



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