

# t pside

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**OPSAIL 2000 Photos**



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in this issue.....

The 5th Northern  
bids farewell to  
Commodore John D. McIntosh





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Fifth Coast Guard District (NR)  
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topside winter issue  
**NEXT DEADLINE**  
**31 December 2000**

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**UNITED STATES COAST GUARD AUXILIARY**

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**On the Cover:** A lone, unidentified US Coast Guard Auxiliarist is maintaining watch during OPSAIL 2000. 5NR supported OPSAIL 2000 in Baltimore, Philadelphia, Wilmington and New York City with its vessels and manpower. Read the articles and scan the many photos that are witness to this extraordinary effort.

Cover photo by Jeannie Brenner, ADSO-PB 5NR

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to the 2001  
5th Northern  
District Bridge  
elected at the  
2000 Fall Conference



Robert J. Perrone, Sr.  
District Commodore, 5NR

Eugene A. Bentley, Jr.  
District Vice Commodore, 5NR

Donald E. Bowes  
Lewisburg, PA  
Rear Commodore-West

Leon E. Kehr  
Souderton, PA  
Rear Commodore-Central

Regina P. Stretch  
Brigantine, NJ  
Rear Commodore-East

# DIRECTOR OF AUXILIARY

I suppose the official scorers will have to place an asterisk alongside any entry concerning the summer season of 2000. Not only was there a remarkable difference in weather patterns from just one year before, but regarding things over which we have a little more control there were rather remarkable achievements and challenges. OPSAIL and Tall Ships 2000 were safely and successfully accomplished in Philadelphia, PA and Wilmington, DE; the Republican National Convention in Philadelphia was similarly well executed; and other special operations and events like the recent F-16 ditch response off the



**you paint a proud picture of resolve, experience and dedication**

New Jersey coast simply could not have been pulled off without D5-NR Auxiliary support. Overlay the wherewithal demonstrated in response to the most severe funding crisis the Coast Guard has experienced in many years and you paint a proud picture of resolve, experience and dedication that thankfully kept it from being a very long and hot summer.

Unfortunately, those who seek to rest on their laurels inevitably end up watching more things pass them by than anyone else. A new Bridge and a new year are on the immediate horizon. Congratulations to Vice Commodore Robert Perrone, Rear Commodore Eugene Bentley, Rear Commodore Regina Stretch, Past Division Captain Donald Bowes and Past Division Captain Leon Kehr as they begin their transitions to their respective newly elected offices. They represent a continued bright future for D5-NR and have earned our backing and support.

So where exactly do we go from here? Much of that depends upon mission expectations of the Atlantic Area / Fifth District Commander, National-level policy guidance and the leadership of the Bridge based on regional goals, needs and suggestions. From the Atlantic Area / Fifth District Commander comes a "head's-up" - what Operation Safe Catch achieved in terms of improving commercial fishing vessel safety along the Eastern seaboard last year, Operation Boat Smart will be expected to duplicate if not improve upon. Operation Boat Smart is past the drawing board and on its way to kick-off. Its purpose is to focus on recreational boating safety by reducing fatalities, injuries and accidents. RBS

partnerships should be strengthened; high-risk activities and areas like small craft boating on lakes, bays and rivers will be targeted for extra attention; and even more concerted effort to encourage boating education and life jacket wear will be sought. D5-NR is well-suited both in terms of Operation Boat Smart objectives and Auxiliary capabilities to meet them.

From the National level, based on key program plans covered at the recent National Conference, you can expect significant adjustments within the Public Education program

and further expansion and development of the Vessel Safety Check program. With respect to the latter, within D5-NR we know we have good relationships with our State counterparts and we will pursue strengthening and more formalizing those partnerships in this program area. Additionally, National staff will initiate a year-long review of how use of electronic media to conduct Auxiliary business can be increased.

At the recent District Board meeting held at the D5-NR Fall Conference, I outlined the key program areas and concerns the DIRAUX office will be focused upon in the next year. To begin with, there will be significant change in our office staff set-up as we align ourselves with the staffing model set by the D5-SR office last year. I am confident that any change will be transparent to you in terms of our ability to provide you services - in fact, our support should actually increase. We will pay special attention to expanding the DIRAUX portion of the regional website, supporting SO-IS', assisting Public Education and Public Affairs programs, and working closely with the Member Training network to deliver excellent training events.

Thanks for your support and effort during my first year in this assignment - and here comes another - let's make it another great one!

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

**Thanks for your support and effort during my first year in this assignment**

**where exactly do we go from here?**



Director of Auxiliary, Commander Stephen J. Minutolo fields and answers questions posed at the Fall Conference, Lancaster, PA.

*photo Mel Borofsky, DSO-PB 5NR*

# DISTRICT COMMODORE

## THANK YOU

Congratulations to all the newly elected and incumbent officers for the year 2001. The continuing success of our district and even the Coast Guard Auxiliary is in your hands now. I am truly confident you all can, and will continue to enhance the outstanding reputation, productivity, and successes our 5NR has enjoyed for so many many years.

This is my final Topside article as your DCO. My heartfelt thank you and sincere appreciation to all the members of my EXCOM (and their ladies), to the most superb District Staff any DCO in our Auxiliary could wish for, and to the finest body of members any organization could or would hope to have.

My gratitude to our Dir/Aux CDR Minutolo and his staff for their outstanding assistance and cooperation, and for always being there when we need them.

You are all super people doing a super job and the boating public is indeed fortunate to have you on board. It was been my honor and privilege to serve as your Commodore for the past two years. Fortunately I have had the opportunity to accumulate many new friends and enjoy many good times. In spite of some of the trepidation ( we all know what that means) I can recount many pleasurable memories and reflect on some very special personal relationships that I will cherish the rest of my life.

Be safe, have fun and remember; each and every one of our Fifth Northern members really;

**"always do make us proud"**

Good Luck and Good Health to All.

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



# VICE COMMODORE

## TIME TO MAKE CHOICES

As this issue of "TOPSIDE" is published and distributed, most of our elections - District, Division and Flotilla - will have been completed. We will have elected our leaders for the coming year. Hopefully, it was those leaders who expressed a desire and a willingness to devote untold hours of their time for the continued success of our organization rather than those "whose turn it was" to be the leader.

Now comes the monumental task of selecting a staff, monumental because of the importance attached to staff officer positions at all levels. No elected officer can function alone in a vacuum; they must delegate the function of accomplishing the programs to the staff

While the responsibility for the ultimate success or failure of the unit falls to the top elected officer, the supervision of the various staff functions is the responsibility of the "vice" as Chief of Staff This is true at every level from District through Flotilla and the commander must learn to delegate this responsibility to the vice and hold the vice accountable.

Staff officers should be selected because of their expertise and willingness to promote and guide the programs. Here again many times, especially at the Flotilla level, a staff officer is appointed to fill a position on paper to avoid a "blank spot" rather than because of the desire to promote a successful program.

Staff officers are the backbone of our organization and selection as such must not be taken lightly. With the selection comes the responsibility to accomplish and direct the program and to report the program's progress to the commander by way of the vice. This report from the staff officer charged with the program is the only way the commander can gauge the health of the unit. Communication of the report to the staff counterpart at the next higher level also assures that the elected officer at that level can determine progress toward the desired objective.

The vice, as chief of staff, must guide, direct and many times prod the staff to the accomplishment of the goals and objectives set by the commander. Above all, the vice should monitor the training and guidance of the staff by their counterparts at the next higher level so that they are completely aware and comfortable with the job they must do.

We must assure that all officers, elected and appointed, are held accountable for the performance of their office. When the staff works in close harmony with the elected officers and communication flows in both directions, success is inevitable.

Select the staff officers with care and diligence, properly instruct and train them in the duties of their office and reap the rewards of a successful organization.

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



DCO John A. Locasale [c] receiving his lifetime membership award from Rear Admiral Carlton Moore [r] at the 2000 Fall Conference. CDR Stephen Minutolo, DIRAUX, looks on. The award is in recognition of superior service to the District during his watch as Commodore.

*Photo M. Phillip Stamm, Conference Photographer*

## REAR COMMODORE-EAST

### THE 21st CENTURY IS HERE

The final quarter of the first year of the 21st Century is here! For Auxiliarists, the quarter includes the annual selection/election of those entrusted to direct the progress of our Organization through 2001. For this effort, let's begin by lighting a spark under our appointed and elected Staff's direction. Division Captains might consider holding a special meeting with the Flotilla Commanders in their Division. Vice Captains could arrange a get-together of the Division Staff. Likewise, Flotilla Commanders and Vice Commanders would ultimately observe benefits from an informal pre-New Year Meeting. For all units, review of duties, expectations and clarifications would indicate to staff, both newly appointed and experienced, their importance to the respective Unit along with the leader's gratitude for their defined and expected contributions. This quality venture would prove more meaningful than just handing out copies of duties to the staff. It's worth consideration!

Fall and winter months provide optimal time for reading/review of the Auxiliary Manual. Familiarizations with the policies and procedures of our Auxiliary directly effect the functions of each unit. An atmosphere of mutual respect where members enjoy working with each other insures an environment within which our programs/missions are furthered to the benefit and enjoyment of all.

Within 2001, most Team Coast Guard communications will be electronically transmitted. Could this change be the incentive some of us need to take the steps required to become "Computer Literate"! Just a few thoughts for fall, winter and spring will not be far behind!

*Jeanne Stretch RCO-E  
Brigantine, NJ*



## REAR COMMODORE-CENTRAL

### FAREWELL TO A FRIEND

On 23 August 2000 I attended the viewing for Past Commodore John McIntosh who recently passed away. I consider John to be a very wise friend who always could give advice to those of us who had joined the Auxiliary more recently. His integrity and honesty were unquestionable, his views always pertinent. I reflected on the attributes of another Auxiliary friend, Past Commodore John Johansen, who similarly exhibited the same characteristics. He was a member of my Flotilla, 42, and also was a contemporary of John McIntosh. Both were "quality" Auxiliarists and very active in this organization.



How can we replace members like this? It will take a concerted effort by the current members and will need leadership, especially from the flotilla commanders and flotilla staff officers. Those of us who recruit must evaluate the prospective member so that we do not sign-up a member who will lose interest and leave after a year or two. We must ascertain that the prospective member is really interested in joining and then participating in Auxiliary activities. We must be honest in our "sales-pitch" and tell the prospective member that there is a certain amount of work involved in membership. This job falls on the instructor or vessel examiner or public affairs person who makes the initial contact. Secondly, we must retain the member by fostering his or her interests in the programs of the Auxiliary. Not everyone wants to participate in all programs but each member should be apprised of the programs that are available. An experienced member could volunteer to serve as a mentor to guide the new member through the maze of possible activities. Note that I say "volunteer to serve" because the mentor must be motivated to provide the guidance. In addition, there must be an active program of member training. This is really what many members want.

**Those of us  
who recruit  
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and leave  
after a year  
or two**



2001 District Bridge taking the oath of office at 2000 Fall Conference. [l to r] RCO-W elect, Donald Bowes; RCO-C elect Leon Kehr; District Commodore elect Robert Perrone; Vice Commodore elect, Eugene Bentley and RCO-East, Regina Stretch.

*Photo M. Phillip Stamm, Conference Coordinator*

Recruitment and retention is "JOB ONE". Fifth Northern, according to DSO-PS Bill Reimer enrolled 130 new members in the first six months of 2000 but lost 103 members in the first seven months as a result of disenrollment, death, retirement or transfer. That is a net GAIN of 27 members. Some flotillas had a net gain while others had a net loss. In the future let's hope, and perhaps expect, each flotilla to show a net gain.

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



## REAR COMMODORE-WEST

### PASSING OF A GREAT AUXILIARIST

You may or may not remember that I started my previous article with a similar paragraph, the passing of a great Auxiliarist. John McIntosh, was truly that, a great Auxiliarist. I never got to know John very well, but whenever I was in his presence he always impressed me as being a true gentleman. He had this amazing ability of calming people down who may have been upset about something, just by talking to them. I am sure John was as human as all of us, but I never saw him lose his "cool" when addressing a tough situation. He faced his problems "head on" and I admired him for that. You will be truly missed John McIntosh, by all of us. My sincere condolences are extended to Mrs. McIntosh and the family.



Well here is that time again, the beginning of the end of the summer. Where did it go? By the time you get to read this article, you may be shoveling snow. However, that's then and this is now. We still have plenty of work to complete, the work that we were charged to do. I know that the VSC program was compromised by many rainy weekends through most of the summer but hopefully you had good weather over the Labor Day Weekend and were able to obtain your goal in the VSC Program.

The Operations Program also suffered a set back due to the "fuel crunch". It was certainly no one's fault but it just as certainly had to be dealt with. The Coast Guard and Auxiliary responded extremely well to the problem and took their "lumps" in stride. Additional monies were applied for and received from Congress and "lo and behold" it was business as usual for the remainder of the patrol season. Hopefully this enabled all of you to meet your goals in the OPS Program.

This is the time of the year when PE and MT should be well underway. If you haven't started with these programs yet, get going, it's never too late. Take advantage of your monthly meetings to schedule MT. You have a captive audience, make use of it.

I'll get off my soapbox now and take a few moments to say farewell. My two years as RCO-W will end on 31 DEC and I certainly do want to thank all of you folks who supported me so well during that time. The cooperation from the Division Captains and the Flotilla members was absolutely fabulous. This has been a wonderful experience for me, one I shall never forget, but it is time to get back into the trenches and continue the work the Auxiliary is noted for. I extend my sincere congratulations to all the newly elected officers, as well as the appointed staff officers. I wish you nothing but success in your new endeavors and I hope your term of office may be as rewarding as mine has been.

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

## ASST. DIRAUX

### THE SEASON IS OVER

It is hard to believe that the boating season is already over. I want to congratulate the membership for making this patrol season a fairly safe one with only one major damage claim and one serious injury claim. Most of the minor facility damage claims were for dinged propellers during OPSAIL. The only other injury claim was a result of a member getting bitten by a cat.

I would like to thank the membership and especially some of the Division Captains for their support and understanding to get us through the fuel crunch that affected the entire U. S. Coast Guard Family. You showed your flexibility to work within the Coast Guard budget and still provide the boating public with the assistance they have come to expect from Team Coast Guard.

The District Fall Conference just ended and I want to congratulate the incoming Bridge (Robert Perrone-DCO, Eugene Bentley-VCO, Regina Stretch-RCO-E, Leon Kehr-RCO-C, and Donald Bowes-RCO-W). They have stepped forward to assume positions of great responsibility to the Auxiliary Program and I look forward to working with them to provide the membership with the best service available.

The District held two successful Personal Water Craft (PWC) and Boat Crew Schools this past summer and I will be working with the Bridge and the DSO-MT (Member Training) to get the 2001 schools scheduled early and word out to the membership to maximize the limited budget we receive for training. I hope to have word out to the membership right after Elected Officers Training in January with the schedule and attendee applications to make sure we have everything completed prior to the schools commencement.

The Change of Watch season is quickly approaching and I hope to see you there.

Remember, You the members of the 5th District Northern Region Auxiliary are the true meaning of SEMPER PARATUS and I look forward to serving you in the future.

*CWO4 Timothy J. Donovan  
Assistant Director of Auxiliary 5NR*



## HAND IN HAND...



... TO MEET THE NEEDS OF THE BOATING PUBLIC

# COMMODORE JOHN D. McINTOSH

## In Memory of Commodore John D. McIntosh

The tides of life have ebbed for a shipmate, and we, his fellow members of the Coast Guard Auxiliary honor the memory of John D. McIntosh

In his 56 years of service to our Coast Guard Auxiliary he exemplified the virtues of honesty, unquestionable personal integrity, and unparalleled dedication to the missions and goals of our organization. His leadership, advice and council was always available for the asking and he gave willingly and freely to all our members in need of his experienced assistance.



Commodore McIntosh was a good friend who served the Coast Guard in many capacities and was respected and admired by all.

Association with John always translated into a warm and positive impact on all who met him and to his many close friends throughout our District and our National Coast Guard Auxiliary organization. He was a very fine and special person who will be truly missed by all.

Our deepest sympathy to his wife Helen and all the McIntosh Family

Now, the Supreme Admiral of the Universe has called our shipmate to sail with Him in eternally calm waters - forever free from the storms and tempests of mortal life.

We honor and cherish the memory of our shipmate, but we do not mourn for him - for he has found refuge in the great harbor of eternal peace. Rather, it is for ourselves we mourn; for a good friend has slipped his moorings in the night and is no longer among us. We will miss his hand on the helm. We will miss his shoulder next to ours. We will miss his encouragement and council as we meet the storms of life.

We of the Coast Guard Auxiliary mourn our loss, but we are consoled by the abiding faith that when the final watch changes for us and we too cross the bar, our shipmate will be waiting to con us into safe anchorage.

“When our sailing nears its ending  
When our course is all but run,  
When scenes of past endeavor  
Crowd upon us one by one,  
When we see in true perspective-  
Knowing wrong and knowing right,  
May we say, like Saul of Tarsus,  
‘I have fought a noble fight’.  
May we find our life-long courses  
Have not been steered in vain,  
Lest the bearings we have plotted  
Must be reckoned out again.  
When we leave our earthly bodies  
Buried deep in sea or sod,  
May our endeavors be our glory  
When we go to meet our God.”

We bid you ‘Hail and Farewell’, shipmate, until we drop anchor beside you at the last great Rendezvous.

Mourn not for our departed shipmate who has sailed to the Port of No Return. He has at last dropped anchor in the harbor eternally secure from the gales and raging seas of life. Let us find consolation for ourselves in the knowledge that when God so wills, we too will join him there, and with him enjoy eternal tranquility.

*Submitted by Russell Galson VCP 3  
Turnersville, NJ*

## A PERSONAL THOUGHT

My introduction to John was in the spring of 1998 when I took the Boating Skills and Seamanship course offered by Flotilla 33 of Vineland. There my thirteen year old daughter Stephanie and I met John who was one of the instructors. My first impression of John was one of grandfatherly competence and dignity, one who commanded but did not demand respect. Stephanie felt the same about him. He related to students of all ages. As I recall he attended all classes but one or two, when he had other Auxiliary business. At each class he presented a recruitment "commercial".

John's dedication was exemplified further when in the fall of 1998 I took the Advanced Coastal Navigation course. The class started with eight students and after about four meetings I was the only one remaining in class. John did not cancel the class and when I suggested that it seemed to be a private course and I could meet at his house he replied that he wanted to keep the course at the school in case one of the students came back. Of course at each session he continued his recruitment efforts. As the course was run simultaneously with the fall BS&S course he presented his "commercials" there as well.

My wife Viola was taking the course and there she met John and came away favorably impressed. She commented on his attitude, dedication to the Auxiliary, and teaching. She suggested that I join the Auxiliary. I joined soon after and I believe that I may be the last member John had recruited.

John took me under his wing and mentored me. It was only then that I learned some of what John was to the Auxiliary. Here was John, with about fourteen different jobs within the Auxiliary from National level down with a multitude of duties and responsibilities taking his valuable time with me, a new member, apparently for the love of the organization. If I had a question he answered it or found the answer. John was a bottomless well of knowledge and experience, I sorely miss him as a person and mentor. My loss is great but the Auxiliary's is greater for I don't think there is another with his level of devotion, dedication, competence and energy in reserve to begin to fill his shoes.

Respectfully and with grief submitted,

*Robert Tiller FSO-FN 33  
Norma, NJ*



# COMMODORE JOHN D. McINTOSH

To All Team Coast Guard,

With great regret and sorrow I forward this message of the passing of Past District Commodore John McIntosh last night 19 August 2000. In his 56 years of service to our Coast Guard Auxiliary he exemplified the virtues of honesty, unquestionable personal integrity, and unparalleled dedication to the missions and goals of our organization.

His leadership, advice and council was always available for the asking and he gave willingly and freely to all our members in need of his experienced assistance.

Commodore McIntosh was a good friend who served the Coast Guard in many capacities and was respected and admired by all.

Association with John always translated into a warm and positive impact on all who met him and to his many close friends throughout our District and our National Coast Guard Auxiliary organization. He was a very fine and special person who will be missed by all.

Our deepest sympathy to his wife Helen and all of the McIntosh family

*John A. Locasale, DCO 5NR*



No one wore the uniform with as much class and dignity.



The Commodore ponders a question at the Conference Captain's Caucus that he chaired for many years. His sage wisdom will be sorely missed.

The life and times in which we live have made for a society that cries out for role models—people who set standards by which we all should exist—people whom we all should emulate—people whom we should honor and revere.

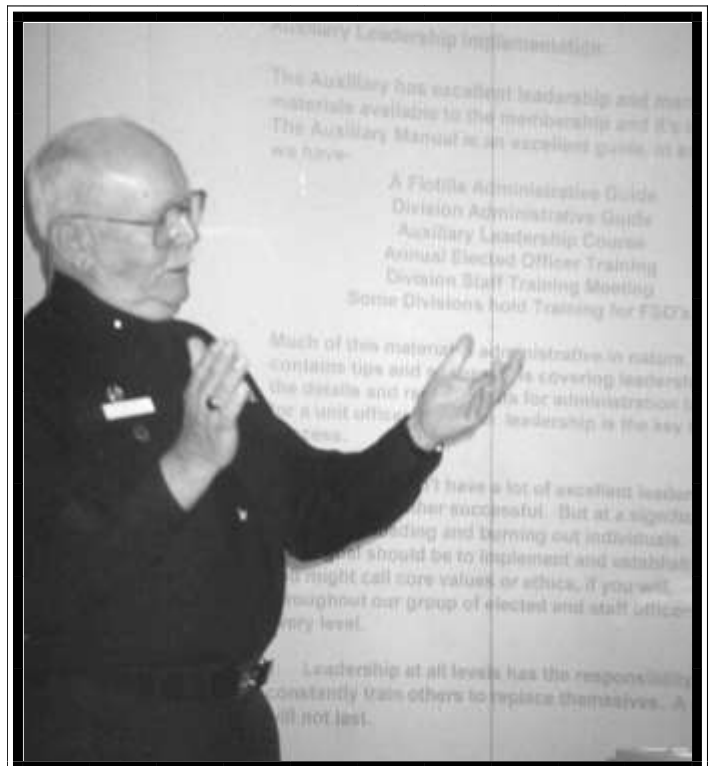
One such person resided in Southern New Jersey—Commodore John David McIntosh. He was an engineer by trade—a US Coast Guard Auxiliarist by avocation and spirit of public service—and a true family man and friend by heart—and what a heart it was.

Commodore McIntosh wore dignity as naturally with his uniform as you and I simply wear out clothes every day—he spoke wisdom as naturally with his words as you and I may simply say “Hello” as we pass on the sidewalk—and he brought a light with his insight and his laughter that could reassure anyone that no matter how bleak or forlorn a circumstance may seem, things would be okay.

It's times like these that force us to remember—to realize—how much we cherish our lives, our nation and our children's futures. We cherish them because of the things we learn from and share with the John McIntosh's we meet along the way. More so than anyone else whom I've met along my way, he put the “gentle” in “gentleman” - a lesson, and an example, none of us should ever forget.

Godspeed, Commodore McIntosh—and thank you for all you gave us.

*Commander Stephen J. Minutolo, USCG  
Director of Auxiliary 5NR  
and all of the DIRAUX/Group Philadelphia Staff*



Commodore McIntosh instructing Auxiliary leadership. The Commodore was always “at home” in this instructional setting

# PUBLICATIONS

Hello Topsiders,

Try as I may, as a mere mortal such as you, I find it hard to reconcile with the fact that death is as much a part of life as breathing. It seems that as your editor of TOPSIDE I am faced with an almost daily chore of reading on my e-mail screen the names of Auxiliarists that have passed on. Sadly, I may have never met some of these folks. The fact that they undertook the cause of the Coast Guard Auxiliary during their lifetime speaks words of praise to their being. The loss is as immense as the loss of one's family relative, because in fact, the Coast Guard family has lost one of it's own.

This, of course is leading up to the loss of Commodore John D. McIntosh. Michele and I had the pleasure of spending a few days with the Commodore last year in Orlando, at NACON '99. As your DSO-PB and Captain of Division 7 I had numerous opportunities to discuss Auxiliary matters with John. He always found the time to lend me an ear and often he was able to fill in the missing piece of a puzzle that was needed to get a job done right. At this past Fall Conference I commented to DCO-elect Bob Perrone that he will have many staff position slots to fill, since so many were vacated with the passing of Commodore McIntosh. I, along with all of the Coast Guard family will miss Commodore McIntosh. God speed to you sir, until we meet again.

Congratulations to all of the supporters of TOPSIDE. We were honored with the Auxiliary National Publication Award, 2nd Place. I received this award at the 2000 Fall Conference from our National Commodore Everette Tucker. I accepted the award on behalf of myself, my Assistant Editors (ADSOs) Michele Borofsky, Harry Dyer and Jeannie Brenner, and all of the 5NR contributors to our fine publication. It is due to your continuously creative, hard work that we received this award.

## TOPSIDE THANKS YOU ALL

The membership count in our "Press Club" has passed 225. Each one of these mementos represents an initial contribution to TOPSIDE. Some of our card holders have contributed many times. If you are not yet a member of the "elite" club that includes such luminaries as Admiral Loy and Captain Kern, now is a great time to join. Our initiation "fee" is simple, send me an article or photo that you wish to share the Auxiliarists of 5NR (and the world). It's easy and it is fun.

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



National  
Commodore  
Everette Tucker  
[I] presenting the  
National  
Publication  
Award to DSO-  
PB Mel Borofsky  
at 2000 Fall  
Conference,  
Lancaster, PA.  
*photo by  
M. Phillip Stamm  
Conference  
Photographer*

# AVIATION

## AVIATION PROGRAM ON THE RISE

In late May of this year, I assumed the position of Aviation Staff Officer. At that time, the program did not have District Staff Officer for aviation. There was very little aviation activity going on.

Since that time, with the help of my Assistant Staff Officers, Bob Layton and Les Jones, we have rewritten the 5NR Aviation Plan. Our program has added two more pilots, Les Jones as a first pilot and myself as an aircraft commander. That gives us, in early September four aircraft commanders and one first pilot.

Because of the very busy work schedule of the aircraft commanders when I first came on board, there wasn't much activity regarding recruiting nor qualifying new pilots. However, with my availability and that of my two assistants, come this fall and winter, we hope to actively recruit more pilots and begin providing support to the active duty Coast Guard.

In order to effectively carry out our mission, we should have at least fifteen airplanes with as many aircraft commanders as possible. One of our proposed methods of attack, to obtain new recruits, is to have displays at FAA safety seminars which are exclusively attended by pilots and "wannabees". Publicity at air shows and meets are another possible source and we are exploring that avenue.

For those many Air Observers who are on our rolls, I can only offer hope that with sufficient pilots you will once again be able to fly.

*Donald Vaughn, DSO-AV  
York, PA*



## CAREER CANDIDATE

This year, as in the past, we had a very successful Academy Introduction Mission (AIM) satellite program at both the Atlantic City and Harrisburg locations. It proved beneficial to have both locations available to all participants. Utilizing alternate days and weekends, the youth and Auxiliary participants were able to choose which day would best fit into their already full schedules. At Atlantic City,



we were able to have a helicopter co-pilot present the appointment certificate to our Aimer from last year. This was quite appropriate since the co-pilot was a recent graduate of the Coast Guard Academy. At Harrisburg, I presented the appointment to our past Aimer who told the attendees that she only applied for AIM week to appease her family. She was going to the Naval Academy at Annapolis. Now it's "What Navy". Both of our prior Aimers were excellent speakers and they were able to relate to this year's

hopefuls as "Last year I sat where you are sitting now, etc."

As is often the case, the 5th Northern sent additional Aimers to the Coast Guard Academy this summer. The Academy does recognize the quality of our candidates and supports our efforts for sending the best. It is really nice to hear a young person's voice perk up when you tell them they have been selected as an alternate and you can feel the sincerity in the thank you letter when they return. When the letter says, "it was the best experience of my life", it is easy to visualize the person telling friends and family several times over and over again of the good time they had.

One letter I received this year stated: "You are a part of a great service and you should be proud of that. You should also be proud of the fact that you offer such a great program." Yes, we are proud of our service.

*Austin McGuire, DSO-CC 5NR  
Center Square, PA*

### Did you know?

Successful candidates in the  
AIM program are awarded a full  
scholarship to the  
US Coast Guard Academy

Some well known graduates....

**Captain Mark Kern**

*Chief Directory of the Auxiliary*

**Commander Stephen Minutolo**

*Director of Auxiliary, 5th Northern District*

## COMMUNICATIONS

### HELLO ALL STATIONS

Attention all Amateur Radio Operators of the 5th Northern. We will be conducting a "Special Event Radio Station" again this year from Group Philadelphia. "K3G" will be the special call sign again this year. The event, on October 21, will start at 1400Z (0900 EDT) and continue till 0000Z (2000 EDT). Listen in on 7.232, 14.332, 21.332 and 28.332 MHz for initial comms. There will be three HF stations established along with VHF 2 meters and Amateur TV. Special QSL cards will be returned by self-addressed stamped envelopes. For more information, contact me or Dan Amoroso, ADSO-CM Central. This is a good way to enlist your local Hams in the Auxiliary. Our last Special Event Day produced three new members. We will also "Cross Band" to the FHWA/CGAUX HF net around 1700 local time.



I recently visited with TC1 Bret Johnson from Group-Air Station Atlantic City. ADSO's Dan Amoroso and Dave Costanza accompanied me on a tour of the communications facilities at the Group. We discussed the possibility of using qualified Auxiliarists to augment the on-duty communications watchstander at that facility. The idea was well received and has merit. Candidates for the program will be selected by a board consisting of DSO-CM, the ADSO-CM's and the TCIC of Group-Air Station Atlantic City. You must have completed the Auxiliary Communications Specialty Course (AUXCOM) and have some experience as a watchstander at a AUXSARDET, SARDET, or CG Station. You must be willing to devote the time necessary to make this program a success. Email me at [jr46@erols.com](mailto:jr46@erols.com) if interested. Winter is coming and it is a good time to do your training in preparation for the next boating season. This is an augmentation program and you will be working with active duty personnel at all times. However, you will be required to have extensive knowledge of search & rescue and communication procedures.

The Emergency Response Plan committee recently met at Group Philadelphia. We discussed all aspects of the plan. One of my suggestions was an effective utilization of Land Mobile Facilities for reporting purposes and to accompany small boat crews used for evacuation. The key thing to remember is that this plan is not only for hurricanes. It can be activated for any emergency situation such as aircraft crashes, floods, or pier collapses. More information will be coming out in the near future.

If you are an Amateur Radio operator and are interested in participating in our High Frequency (HF) program contact me for more information. Our HF program is growing and we participate with 5th Southern in their bi-weekly radio nets. There is also the Federal Highway Administration/Department of Transportation/Coast Guard Auxiliary HF radio net to participate in on a weekly basis. You must be an Operational Fixed Land Facility to participate. Your HF radio must be capable of being modified to operate out of normal Amateur radio ranges.

*Joe Rzucidlo, DSO-CM 5NR  
Trainor, PA*

# HISTORIAN

## U. S. Coast Guard Auxiliary Historical Milestones, 1939-2000

Abbreviations used in this history:

AM	History chapter in 1967 Auxiliary manual
CH	C. Kay Larson, unpublished paper on USCG-AUX current history, 1990-1995.
JDP	LCDR James D. Prout, "The Coast Guard Auxiliary: A Proud Tradition--a Worthy Mission", Proceedings of the U.S. Naval Institute, August 1976, pp. 33-39.
FA	Auxiliary history written for 50th Anniversary celebration 1989; unpublished paper.
NAV	The "Navigator"
WWII	C. Kay Larson, "The Coast Guard Auxiliary in World War II", unpublished paper written for WWII Commemoration Committee, ISR, 1994.
TR	U. S. Coast Guard Public Affairs Division, The Coast Guard at War. The Temporary Component of the Coast Guard Reserve, Vol. XX (Washington, D. C.: U.S. Coast Guard, January 1, 1948).
USSL	U.S. Statutes at Large
YTG	"With the Coast Guard Auxiliary", Yachting magazine, 1942-1970

<u>Yr./Mo</u>	<u>Event</u>
1939 6	Founder's letter from Malcom Stuart Boylan, PacificWriters Yacht Club to Lt. Francis Pollard, USCG. (FA: 1; WWII: 1)
1939 6	Legislation passed to form Coast Guard Reserve to promote recreational boating safety and facilitate the operations of the Coast Guard. (USSL:6/23/39)
1940	Motor Boat Act of 1940 passed. (USSL: 4/25/40; FA)
1941 2	Legislation passed changing name of Reserve to Auxiliary and creating military reserve; provisions made for temporary Reservists. (USSL:2/ 19/41:FA)
1941 7	270 Auxiliary vessels enter Coast Guard Reserve service. (Popular Science, September 1941, pp. 76-79)
12	First Auxiliary security patrols of WWII.
1942 5	First Auxiliary offshore patrol boat "Two Pals" departs 3rd ND, Station Ft. Tilden, NY. (AM: 103)
7	Integrated Army-Navy-Coast Guard coastal patrol system established consisting of mounted, foot, canine and afloat patrols. (WWII:4)
7	Coastal Picket Force established: seaworthy vessels assigned to stations of Interceptor Command System's 15 nautical square mile grids along 50 fathom curve of Atlantic seaboard. (WWII:4)
9	480 Coastal Picket boats operating up to 150 miles offshore in 7 Atlantic and Gulf Districts. (AM: 104)
1942 6	Amendment to 1941 law to allow temporary Reservists to serve on a full-, part-time intermittent basis, with or without pay; recruitment begun aggressively." (USSL:6/6/42)

<u>Yr./Mo</u>	<u>Event</u>
1942 7	Volunteer Port Security Force Units established; first in Philadelphia. (WWII:4)
11	Enrollment of women temporary Reservists authorized in Nov. 23, 1942. Amendment to Reserve and

Auxiliary act that created the CG SPARs (Women's Reserve); women Auxiliarists may enroll if meet same qualifications. (US SL: 11/23/42)

- 12 Physically fit temporary Reservists required to enroll full time in active duty Reserves, or remain part-time or full-time without pay in the "TRs" or separate from service. (WWII:9)
- 1943 3 Approximately 100 women enrolled in Auxiliary mostly in Wisconsin. (YTG:3/43)
- 3 Auxiliarists assist in floods in 9th ND on Mississippi, Missouri, and Ohio rivers. (AM:105; WWII:5)
- 5 Afloat patrols suspended; TR's assigned to shore patrols and training Reserves. (AM: 107)
- 5 Women temporary Reserve organization formed largely for service in Volunteer Port Security Force (VPSF) units; headed by Mrs. Anita P. Clothier of Valley Forge, PA; later assigned to Divisions and Flotillas. (AM: 107; TR:65-69)
- 12 District Directors Conference in Washington on post-war planning. (FA:6)
- 1945 9 PL-45 I passed to allow aircraft and radio as facilities. (USSL: 9/30/44)
- 1946 3 Washington Conference of District Directors and Commander decide: a) facility ownership reestablished as membership requirement b) procedures for disenrollment outlined c) reorganization. Public education and Courtesy Marine Examinations established as priorities. (AM: 108; JDP:36)
- 3 Caribbean flotillas established in Puerto Rico, U.S. Virgin Islands (AM: 110; YTG: 7/46, 5/48)
- 1946 1 Coast Guard returned to Treasury Dept. direction with end of WWII. (FM:8; JDP:35)
- 1947 CME program launched nationally after trials in Miami and New York. (AM:108; YTG:7/46)
- 9 2nd Dist. floods. (AM: 110; YTG:9/47)
- 12 Auxiliary assists in extra tropical storm. (YTG: 12/47)
- 1948 1 PE program launched at National Motorboat Show in New York City; Commandant issues directive to Auxiliary to instruct boating public. (FA:12; AM: 109)
- 1 2nd District floods. (YTG:6/48)
- 1 First Auxiliary pilot qualified. (FA: 14)
- 1949 6 Coast Guard Auxiliary Day declared by Governor of New York State and Mayor of New York City; other states follow suit. (FA: 12; AM: 110; YTG: 6/48)
- 6 10th Anniversary of Coast Guard Auxiliary (YTG)

<u>Yr./Mo</u>	<u>Event</u>
1950 1	First 8-lesson boating safety course. (FA: 12; JDP:36; YTG:9/48, 3/49)
1951	First national conference; Bert Pouncey elected first National Commodore. (FA:18; AM:36)
1952	AUXOP program established. (FA: 19; YTG: 11/71). Auxiliarist Eric Lundberg awarded Gold Lifesaving

(Continued on page 13)

# HISTORIAN

(Continued from page 12)

- |      |   |        |  |
|------|---|--------|--|
|      | Medal.  | 1965   | Auxiliary vessel(s) replace Coast Guard cutter sent to Vietnam from Washington State. (YTG: 11/65)   |
| 1953 | First Courtesy Marine Examination manual (CG-289). (FA: 11; JDP:37; YTG:4/54)   | 1966   | Auxiliary trains at international Sr. Girl Scout Roundup in Idaho. (YTG: 2/66) Auxiliary Executive Committee established. (AM: 116)  |
| 1954 | CME's extended to Class A motorboats (less than 16 ft.). (FA:1 1; JDP:37)   | 1967 2 | New Auxiliary Manual 305 promulgated; issued January 1968. (YTG:2, 7, 12/67)   |
| 12   | Auxiliary assists in extra tropical storm. (YTG: 12/54)   | 5      | Australian Coast Guard modeled after Auxiliary; also begun in Bahamas and Trinidad. (YTG:5/67) Coast Guard transferred to administrative control of Department of Transportation. (FA:27)  |
| 1955 | Academy Introduction Program begun as Academy (AIM) Activity Week. (FA:19; AM:119; JDP:38; YTG:6/55)  | 1968   | Auxiliary adopts blue emblem/ensign. (YTG:6, 11/68) National reorganization takes place; 29 new staff offices; 4 new departments. (FA:28) Auxiliary receives National Safety Council Award. (FA:30; NAV: 1/67) Instructor rating instituted; new CME qualifications. (YTG:9/68, 6/69) Coast Guard Boating Safety Office established. (YTG) Auxiliary conducts Cuban refugee rescues. (YTG) |
| 6    | Auxiliary assists in hurricane. (YTG:6/55)  |        |  |
| 6    | Revised Auxiliary manual issued.  | 1969   | Boating Skills and Seamanship course required for membership; expanded to 12 and 13 lessons. (YTG:7) 1-lesson course for hunters and fishermen developed. (YTG:4, 5/69)  |
| 1956 | 8-lesson boating safety course revised; 3- and 1- lesson courses added. (FA: 12; JDP:37; YTG: 3, 7/56)  | 1971   | New Boating Safety Act passed; Auxiliary begins operations in sole state waters under requirements for states to submit safe boating plan. (YTG:4, 10/71) New BS&S course; basic sailing course added. (FA: 12; YTG:8, 12/7 1, 3/72)   |
| 1    | Alaska District reactivated. (YTG: 1/56)  | 1972 4 | Actor Lloyd Bridges MC's 13-part syndicated TV show featuring Auxiliary on boating. (YTG:8/72)   |
| 1957 | Ole Evinrude Award awarded to Auxiliary. (FA: 16; AM: 113)  | 6      | Auxiliary assists in Hurricane Agnes. (YTG:4/72)   |
| 1958 | Auxiliary Board incorporated. (AM: 113) Delaware Auxiliarists discover emission of phosgene gas from fire extinguishers; use banned Jan. 1, 1962. (FA:16)   | 1973   | Auxiliary receives Bush-Michelob award. (FA:30) Water 'n Kids course initiated. (FA:33; JDP:37) Auxiliary takes over 7 small boat stations on Great Lakes. (FA:41; JDP:37)   |
| 6    | (June 4) National Safe Boating Week legislation passed; initiated by Auxiliarist Steve Sadowski of Massachusetts. (FA:20; AM: 113; JDP:36; YTG:6/57, 2/58, 10/58, 3/60) Bonner Boating Safety Act passed; Auxiliary testifies at hearings. (USSL: 9/2/58) (YTG: 5/58, 3, 10/59) |        |  |
| 1959 | First Operations manual/training course initiated. (YTG:6/59, 3/60)   | 1974   | National Staff Departments added. (JDP:39) AUXMIS implemented -- first computerization of records. (JDP:32) 1975 Auxiliary adopts "Bender blues" uniform. (JDP:27) Goal Attainment Program implemented. (JDP:32)   |
| 1960 | Seismic wave hits Los Angeles; Auxiliary assists. (FA:24) CME decal recognized in states. (YTG:4/60)  | 1976   | Auxiliary participates in second Op Sail Bicentennial celebrations -- New York City. (FA:35; JDP:39) Auxiliary conducts "Peanut Patrol" on Mississippi River as part of security for President Jimmy Carter. (JDP:34)  |
| 1961 | First issue of Navigator published. (FA:20-21) New Public Education manual issued. (YTG: 1/6 1) Auxiliary assists in Hurricane Donna. (YTG:4/61)  | 1978   | Auxiliary assists in Teton Dam burst in Nevada. (JDP:34)   |
| 1962 | National Oceanographic Administration enters agreement with Auxiliary for chart updating. (JDP:34).Auxiliary assists in extra tropical storms. (YTG:3, 11/62)   | 1979   | Bolling Douglas elected first woman District Commodore in D7. (FA: 18)   |
|      |   | 1980   | Auxiliary assists in Cuban Mariel boatlift. (FA:38)  |

**Yr./Mo**

**Event**

1963 Miguel Colorado of P.R. elected first Hispanic District Commodore. Auxiliary assists in Atlantic storms. (YTG:9/60; NAV:W/94)

1964 Auxiliary conducts patrols for Cuban refugees. (YTG:2/64) Coast Guard Small Boat Division established at Headquarters. (YTG:9/64) 2 Auxiliary assists in Hurricane Cindy. (YTG:2/64) Auxiliary conducts nation-wide survey for Geodetic Coast Survey. (YTG: 11/64, 2/6 5) Auxiliary participates in first international Operation Sail, New York City. (NY Daily News, 25 June 2000)

(Continued on page 14)

# HISTORIAN

(Continued from page 13)

- 1983 Auxiliary patrols America's Cup race in California. (FA:44)
- 1984 Participation in Los Angeles Summer Olympics; largest call-out of Auxiliary ever- 13 Divisions. (FA:4) Boat Crew program established, including designation of Qualifying Examiners. (FA:42)
- 1986 Vice President Bush becomes honorary member of Auxiliary. (FA:45)  
Auxiliary participates in Operation Sail and International Naval Review in New York. (FA:42)  
Auxiliary participates in search for remains of Challenger Shuttle explosion off Florida. (FA:48)
- 1987 3 Districts reorganized into regions; Auxiliary patrols at Pan Am Games. (FA:47)  
AMOS system instituted. (FA:33)  
Dr. Ramon N. Williams becomes first African-American District Commodore (2WR). (NAV:Sp/589)
- 1988 Commercial Fishing Vessel Act passed.
- 1989 50th Anniversary of Auxiliary celebrated.  
9 Auxiliary assists in Hurricane Hugo in S.C.
- 1990 200th Anniversary of Coast Guard celebration.  
Oil Pollution Act of 1990 passed. (USSL:8/18/90)
- 1991 1 Robert and Jean Colby awarded Gold Lifesaving Medals, Plaques of Merit, and Coast Guard Auxiliary Group Action Awards for saving 5 crewmen of 1-million gallon gasoline tanker on fire, Saginaw, MI, Sept. 1990. At same ceremony Jean Colby awarded second Plaque of Merit for rescue performed in May at Yr./Mo . Event  
risk of life. (Nav:597:24)  
Auxiliary supports Coast Guard for Operation Desert Shield/Storm. (NAV:5p91:l, Sp92:20)
- 1992 Auxiliary assists in Storm of the Century (12-14 March) and Hurricane Andrew in Florida and Louisiana and Iniki in Hawaii. (NAV: Sp93 :27-29)  
Age of Discovery Op Sails held in Boston, New York, and Puerto Rico. (NAV/5p92:8, S92:10)  
Commercial Fishing Vessel Examination Program begun. (NAV/5p95:27, 31; CH:5)  
Auxiliarist authorized to qualify as Coast Guard recruiters. (CH:5)
- 1993 Auxiliary assists in Midwest Floods. (NAV: W93)  
First jet skis used as patrol facilities. (60th Anniv. video script)
- 1994 Auxiliary assists in Haitian/Cuban boatlift, largest search and rescue operation since World War II. (CH: 18; Video script)
- 1995 40th Anniversary of AIM program  
7 Auxiliary assists in World Special Olympics, New Haven, CT. (NAV:F95:29)
- 12 topside fall 2000

- 1996 Coast Guard Auxiliary Act passes the Congress. Authorizes Auxiliary to assist the Coast Guard in any mission, except military operations and direct law enforcement, aa authorized by the Commandant; ends boat ownership requirement for membership. (USSL: 10/19/96)
- 7 Auxiliary in New Jersey, Connecticut, and New York assist in search and recovery operation for TWA Fl. 800 explosion off south shore Long Island, NY, killing 230 people (NAV/F96:24-25)
- 7 Auxiliary assists at Atlanta Olympics. (NAV:596:29)
- 1997 4 200 Coast Guard members, including 60 Auxiliarists in ten states assist in North Dakota flood operations for 30 days. (NAV:598: 13; Video script.)
- 4 Auxiliarist Frank Mauro awarded Gold Lifesaving Medal for saving four people from a capsized boat in Florida. (NAV:F97:36)
- 7 ConSail Boston: U.S.S. Constitution renovation completed; sails from Boston Harbor in harbor festival celebration with Auxiliary participation. (NAV)
- 3 Great Midwest Flood of '97: Ohio River. (NAV:597:28-29)
- 1998 9 Auxiliary assists in Hurricane Bonnie.
- 1999 60th Anniversary of Coast Guard Auxiliary celebrated nation-wide at hundreds of local events; special exhibit at Coast Guard Academy on "Rise of Pleasure Boating and the Coast Guard Auxiliary"; history video produced; reception on board CGC Diligence in Washington; NACON celebration in Orlando. (NAV)
- 6 Memorandum of Understanding with Canadian Coast Guard Auxiliary signed outlining intention to cooperate on training exercises and SAR cases.
- 9 Auxiliary assists in Hurricane Floyd; creates "Flood of the Century" in NC; extensive damage in NJ.
- 2000 Vessel examination program changed to Vessel Safety Check program. (COMDINST 16796.7, 4/25/00)  
Auxiliary enters into agreement with U.S. Power Squadron to jointly conduct vessel safety checks.
- 8 New Auxiliary award system implemented.
- 7 Auxiliary assists in Operation Sail 2000: San Juan, PR; Miami, FL; Norfolk VA; Baltimore, MD; Philadelphia, PA; New York, NY (and International Naval Review); New London, CT; Portland, ME. Tall Ships 2000, Newport, RI. Sail Boston 2000.

## US COAST GUARD AUXILIARY HISTORICAL DOCUMENTS

For many years efforts to collect and preserve the records of Auxiliary activities were not successful. However, in 1988 a safe, *permanent* home was found for the personal papers, photographs, diaries, scrapbooks, videotapes, and national and unit publications which comprise the record of Auxiliary activities since it's establishment. This historical record goes a long way towards recording recreational boating history during the last half century. The collection is now housed in an excellent special collections facility- - beautifully modernized

(Continued on page 15)

# HISTORIAN

(Continued from page 14)

and expanded in 1996- - where scholars and other interested researchers can delve into Coast Guard Auxiliary history or to which one can send appropriate items deserving a place in that history. This is the:

O.W. "Sonny" Martin, Jr. Coast Guard Auxiliary Records Collection  
Joyner Library  
East Carolina University  
Greenville, North Carolina 27858-4353

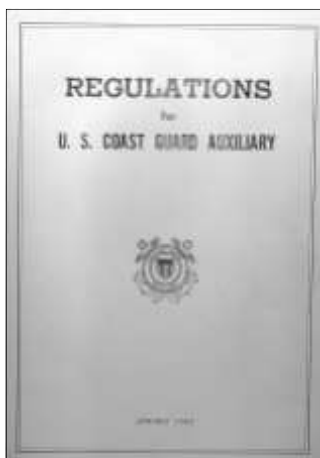
*Data furnished by John "Jake" Lincoln, Historian 5NR  
N. Cape May, NJ*

Once again, an updated National Price List has been received from Auxiliary Central Supply (AUXCEN), St. Louis. Increases are noted in both educational materials and District Store items. New prices were effective 1 October 2000. All District Material Staff Officers (SO-MA) received sufficient price lists for distribution to their Flotilla counterparts (FSO-MA). If any FSO-MA has not received the current price list, contact me immediately. In light of the proposed changes in educational materials, consider conservative purchasing of texts, etc. At the same time, order in a timely manner to insure adequate texts for Public Education Courses. One month is a guideline for receiving book orders. As always, all book orders are mailed to AUXCEN on the day we receive it.

Recently, material was distributed covering the Auxiliary's revised awards program (see the article in this issue of TOPSIDE). Consider including this in your winter month's member training at Division & Flotilla unit levels. Familiarization of the members regarding these innovations is very important information given will expedite ordering of medals, ribbons, and attachments from our store.

Our Fall Conference in Lancaster introduced the "Proud Member Team Coast Guard" Clothing line. Our initial stock was conservative so we could determine the interest of members. Orders were taken and items may continue to be ordered from us. New items included a white ball cap (social wear), Ladies' green, navy & white golf shirts, Men's & Ladies' denim long sleeve shirts, unisex tricolor & solid color golf shirts, & khaki & white short sleeve twill shirts. Each item bears the Team Coast Guard Logo. If you didn't attend the Conference and are interested in our latest fashions, just give us a call.

The District Store will be closed for inventory from 15 December to 2 January. Continue to send mail orders, which will be filled in order of postmark, starting in January. NEW OFFICERS send your uniform requests in ample time for



1943 version of the Auxiliary Manual, predated the first "official" AUXMAN by over 4 years.

*from the collection of  
Charles Barger  
Flotilla 7-10*

# MATERIALS

Elected Officers Training Conference in January, Change of Watch etc. Let's avoid "Emergency Sleeve Lace", 11th hour orders!!!

Even though our days are numbered, we're here to serve you.

## "The Merchants of 5 (NR)"

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



ADSO-PB Michele Borofsky shows off her new "Coastie" doll now available in our District Materials Store.

*photo by the guy that bought it- Me*



# INFORMATION SYSTEMS

## USING AUXMIS II EFFECTIVELY

For those of you who may be new to the Auxiliary, AUXMIS II is our Auxiliary Management Information System, the computer system where we record our hours, missions, activities and qualifications. Under AUXMIS I, the Director's Office entered everything into the system. Now, with AUXMIS II, the Auxiliary itself has been tasked with entering much of what we Auxiliarists do. When first activated in 1997, after a year's delay, we experienced some significant difficulties with the new system. It quickly earned a poor reputation, sometimes deserved, sometimes not.

If I may, I'd like to repeat a little story I used to like to tell during that first year:

A distraught District Information Systems Staff Officer (SO-IS) goes to a fortune teller and complains "I have so many problems with AUXMIS I just don't know what to do. Can you tell me when this "IS" nightmare will be over? The fortune teller studies her crystal ball and, after much thought, announces "Exactly six months from now, AUXMIS will no longer be a nuisance to you." "Great," said the SO-IS, "can you tell me what type of new computer system will replace AUXMIS?" "No, " replied the fortune teller, "you don't understand, you'll still have AUXMIS, you'll just be used to it by then."

Well, AUXMIS II has been with us for over 3 years now. While there have been a few modifications to the system, very little has changed in the way we use AUXMIS II. There were some problems in the first year or two, but much fewer now. What's changed to make the system more workable?

We've changed. We've adapted to it We've gotten used to AUXMIS II and accepted it for what it is, and what it isn't. We've come to understand that AUXMIS II is only a single part of our IS system, that our people are the most important part.

For some of us, AUXMIS II remains problematic. Incomplete data, lost qualifications and certifications, missed awards and recognition. How can AUXMIS II run so well in some places and not in others? What's the difference? We ourselves are the difference.

- Most members fill out forms, neatly and completely, getting them to their Flotilla Information Staff Officer (FSO-IS) on a timely basis.
- Most FSOs-IS do their absolute best to remind members to submit their forms, record them, send

them to their SO-IS and check to make sure everything is returned to them and was properly entered.

- Most SO-IS (and their assistants (ASO-IS)) enter everything sent to them into AUXMIS as timely and as accurately as they can, return the forms promptly, print reports showing progress and ask everyone to verify the contents of the reports for accuracy.

Most do. Some do not. We still have problems from time to time. But many of these problems are the result of someone in the IS chain (including each member) not performing their role properly. We can no longer be so quick to use the excuse that it's the AUXMIS II system that is our problem.

Are there still problems in AUXMIS II? Certainly. It would be wonderful if everyone had access to their records via the Web, could get reports whenever they wanted them, and if the SO-IS could print a transaction report to help verify what was entered during any particular period. But accuracy?

Accuracy has not been an AUXMIS problem, but an IS problem. In the last three years we've proven that if each member, FSO-IS, and SO-IS does their part in getting our information into AUXMIS reports, and *VERIFIES* that the information is correct, the system can work.

Get used to AUXMIS II. It'll still be here for a while. Do your part and insist that each member in the IS chain does theirs as well. If you feel that you, your Flotilla or your Division is not getting the accuracy or feedback you should expect from your IS system, discuss this with your IS officer. Within the IS chain, they have resources ready and willing to support them. There is no problem which can't be solved if want to and work together.

Let's make sure we get credit for all we do.

Semper Verify!

*Jan Robert Munroe, DSO-IS 5NR  
Wayne, PA*

## CGAUXWEB

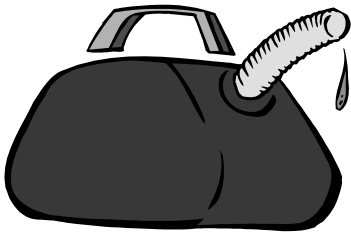
The latest in up to date forms, goings on  
and other good stuff is always available.....

[www.cgaux.org](http://www.cgaux.org)  
[www.5nr.org](http://www.5nr.org)

# MARINE SAFETY

## SEA PARTNERS

The Sea Partners (environmental education) part of the Marine Safety (MS) Department seems to be running smoothly in 5NR. Though not through formal reporting methods, I have been informed of environmental information being disseminated at boat shows, fairs, and especially Vessel Safety Check stations throughout the District. I have not been aware of any limitations or unavailability of literature, and most all MS staff officers seem to know where to find what they need. A lot of my information comes through reports to the



DSO-PA, which has always been closely linked with the MS Department. I am not requiring formal reporting procedures as long as I am given the heads up about information being given out. I have received several favorable comments from Vessel Safety

checkers who claim that they have found very receptive audiences in owners of larger vessels. All vessel examiners should be in contact with either an FSO or SO-MS to find out which of the various brochures and handouts work best.

The third Marine Safety workshop was held during this Fall Conference for members interested in conducting educational programs for children and adults, focusing on the marine environmental message. The offer is still standing for smaller workshops (approximately 4 hours) to be given on the Division or Area level. These workshops can be done for a minimum of 10-15 members depending on the travel distance. To date, this offering has not been utilized

The subject of Hazardous Materials Awareness Training and the formation of HARPATs (Harbor Patrols) are still being looked into at Group Philadelphia. Captain Adams voiced his support of this program and it is now down to the pulling together of Coast Guard resources and the formatting of a program. This part of the department offers direct service to the local Group or Marine Safety Office and all training must be done at their discretion.

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

# MEMBER TRAINING

## A LOOK BACK AT MEMBER TRAINING 2000

As 2000 rushes to a close, we in D5NR Member Training look back with more than a little pride in our accomplishments. Some prime examples of these are as follows:

- The reorganization of the MT Staff, appointing eight Assistant District Staff Officers (ADSO) in place of the previous three. We facilitated closer contact with the Divisions and resulted in an expanded program to train Vessel Examiners (VE) and Instructors as the first step to increase member training at all levels and improve our VE performance.
- A district Personal Watercraft (PWC) program was undertaken with the qualification of PWC QEs and the first training school for PWC operators held at AUXSARDET Long Level, in Pennsylvania. Auxiliary PWC Operators will "show the flag" in areas previously not covered by our efforts and can encourage PWC owners to be more receptive to our Vessel Safety Check Program and, perhaps, even interest some into joining the Auxiliary.

- The District Boat Crew Training Program was expanded into the Western Area as a test of a compressed and slightly modified curriculum, designed to be run over two weekends in somewhat remote locations. The effort was a complete success and these "exported" programs will be offered in all areas in the spring of 2001. It is interesting to note that, in his keynote address to the National Board in Kansas

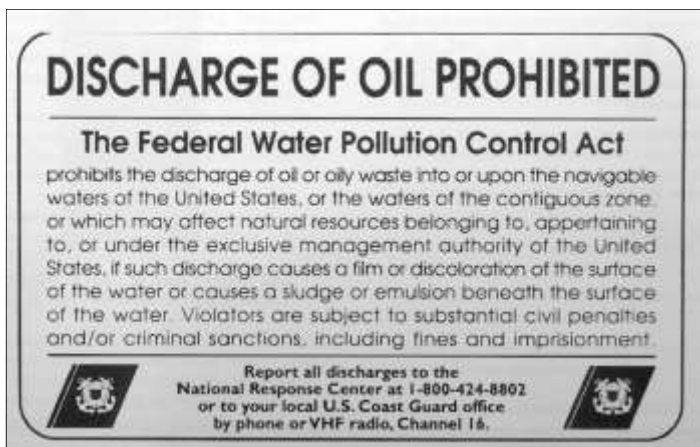


City, ADM Loy, Commandant of the Coast Guard, mentioned the June, 2000, Auxiliary Boat Crew Training at TRACEN Cape May. He cited this as an example of the excellent spirit of cooperation and the leveraging of resources that occurs between Team Coast Guard elements.

- Our two New Member Workshops in 2000 were, again, very well received. Attendees stated that they were impressed with the quality of the instructors and that they feel the workshops gave them a clearer view of the workings, structure and organization of the Auxiliary as well as opportunities available to them as members. The Fall Conference session set a record for attendance, with 31 participants from 11 divisions.

I expect that, in 2001, the expanded staff of ADSOs-MT will be at the front of efforts to continue the very important expansion of Boat Crew Schools, PWC training. Perhaps even expanding our New Member Workshops and Elected Officer Training Academy to the three areas of 5NR.

*Harry P. Petersen, DSO-MT 5NR  
Millville, NJ*



# MARINE DEALER VISITOR

## WHAT'S GOING ON WITH MARINE DEALER VISITATION ?

About a month ago Commodore Locasale questioned me about the year to date totals for Marine Dealer Visits in the District, as they appeared to have fallen behind last year's numbers. Having an unshakable confidence in our visitors to do the job despite every adversity, I reassured him that the totals he was looking at were very likely not valid. There was very probably a lag in the numbers being input into AUXMIS, so we would see those totals bounce up. As it turned out I was correct and now we are looking at a much brighter picture.

As of 31 August our total recorded visits have reached the levels of last year (and that was a record year for Marine Dealer visits). We are now at about 90% of last year's totals and still have three months to go. Remember that the MV program is a 12 month a year program and continues during the fall and winter. 5NR is in second place nationally in Marine Dealer visits for the year, I think that this is a great accomplishment for our District and our MDV people are to be congratulated.

Our total number of visits through 31 Aug is 1787 produced by 187 visitors, which is an average of over 9 visits per visitor. These numbers will improve further as we draw toward the end of the year and I expect an outstanding year.

The other important activity that we carried out was to assist in the distribution of the Philadelphia OPSAIL brochures under particularly difficult circumstances. These brochures relating to the safety of participants in OPSAIL had to be distributed to a broad range of marinas and marine dealers in the Delaware River area. The problem was that the brochures were not made available until a little over a week before the event. Our director, Cdr. Minutolo requested that the Marine Visitors work with Andy Kratzer to try to accomplish this in the short time available. I put out a District wide letter asking for help and this was subsequently posted on our 5NR web site. Despite the short timeframe, confusion and other obstacles, we managed to get the job done.

In retrospect I know we could have done some things differently, but we did get the job done on time. My compliments to Andy and Rita Kratzer for their perseverance and hard work and to all the others who worked on this project.

I particularly want to recognize Ron Long, our ADSO-MV Central. Ron took several days off from work to distribute these brochures. If it hadn't been for the willingness of these Auxiliarists to jump in and save the day, we might have had a very different outcome.

One of the complaints that I often hear about doing visits is the redundant and time-consuming paperwork. Well that is going to change. In my conversations with Charles Shadle our National Division Chief for Marine Visitation, I was informed that we will soon be working at National on a project to simplify the paperwork and update the manual and exam. I'm sure that this is welcome news to all of you, it certainly is to me. You may be asking what you can do to facilitate this process. Well here it is. Send me your ideas for the improvement of the program. Whether those ideas relate to different forms, new awards or any other positive change idea. Send it on, it will all be considered. My email address is jbarc82759@aol.com and my home address can be found in the directory.

Our MDV program is on track and doing well, but there is still room for improvement. Don't forget that the purpose of Marine Dealer Visitation is to promote our other Auxiliary programs and to the extent that our MDV program succeeds, our other programs will also. **MDV IS CRITICAL TO THE SUCCESS OF OUR ENTIRE AUXILIARY.** We need to recognize and support the MDV function throughout our flotillas and divisions. This program leads boaters to our Boating Safety Classes and other activities. Don't overlook this resource. **INVEST IN OUR MDV PROGRAM-IT'S LIKE MONEY IN THE BANK. IT WILL BRING BIG RETURNS FOR OUR FUTURE.**

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

## COAST GUARD BOARDING POLICY

To enforce laws, the Coast Guard is empowered to board and inspect vessels. Many of the laws can be successfully enforced only by boarding a vessel while it is underway. Boardings are not necessarily based on suspicion that a violation already exists aboard the vessel. Their purpose is to prevent and suppress violations. This authority has been consistently upheld by the courts. All Coast Guard officers and petty officers are Federal law enforcement officers and they may board any United States vessel anywhere.

The Coast Guard boarding team is armed. Although most mariners that are boarded are engaged in legitimate recreational or commercial pursuits, even a seemingly innocent pleasure boat boarding sometimes turns into a dangerous confrontation.

The Coast Guard follows a standard procedure before boarding. Coast Guard personnel will always properly identify themselves, will always be in uniform, coveralls, or survival suit displaying Coast Guard insignia, and will always operate from a marked Coast Guard or Navy vessel flying the Coast Guard Ensign.

Once aboard the vessel, the boarding party will check for compliance with federal laws. If, during the inspection, a reasonable suspicion develops that the vessel has been engaged in criminal activity, the boarding officer may investigate further. Coast Guard boarding officers are trained to be courteous to the public.

The Coast Guard strives for a proper balance between avoiding intrusions into the activities of law-abiding individuals and conducting effective law enforcement. Occasionally, however, the Coast Guard will receive a complaint that a boarding was conducted improperly. These complaints involve a very small fraction of all boardings. Nevertheless, any complaints of boardings contrary to Coast Guard policy will be investigated.

*Local Notice to Mariners, Annual Edition*

# NATIONAL SAFE BOATING WEEK

Many thanks to everyone who helped make National Safe Boating Week (NSBW) 2000 a huge success. You have done an outstanding job to put us over the top, and we wind up the 20th century with a successful year.

The boating season for our region is coming to a close with the end of summer and fall and winter fast approaching. However, we have many snow birds who depart for the sunny south. This gives an added few months to stress the importance of being safe on the water. Take advantage of it!

Although our boating season is winding down, this is a good time to sit back and start making plans for next year. Use your present kits and see if you can come up with something new and a little different from past years. Expand on what you did before. When the 2001 NSBW kits arrive, you will be ahead of the game.

If you are no longer in a Public Affairs or the NSBW office for 2001, please transfer your files to the person now holding that position.

Again, my sincere thanks to everyone who participated in NSBW 2000.

*Report and photos by Muriel G. Lewis, SPO-NSBW  
Havertown, PA*

Chester  
Klabatz, [I]  
AUXSARDET  
Coordinator and  
DIRAUX  
Cdr. Stephen J.  
Minutolo testing  
out hypothermia  
display.



Clergy from  
various faiths at  
the blessing of  
the fleet. Who  
is that "saintly"  
person standing  
in the middle?

National Safe Boating Week Celebration  
June 3-4, 2000 - Penns Landing, Philadelphia PA

Capt. Gregory  
Adams, CO,  
CG Group  
Philadelphia and  
Muriel Lewis, SPO  
-NSBW cut the  
cake at  
the Group's  
NSBW party.



Ross Lorup, FC  
44 manning a  
booth at  
Penns Landing  
during NSBW  
Philly



SK2 Kevin T.  
Hurst (DIRAUX  
office) with  
daughter Kaitlin &  
wife Michelle at  
the Group NSBW  
party. We predict  
this family is  
about to expand!



[l to r] ADSO-  
PB Harry Dyer,  
DSO-AN Andy  
Kratzer and  
Capt Tom  
King, CO Grp  
Air Stn Atlantic  
City at NSBW  
party.

Jame and Bob  
Brereton in the  
boat parade at  
the blessing of  
the fleet on the  
Delaware River  
during NSBW.



FSO-CM (2-76)  
Charles Lyman  
manning the  
Flotilla booth  
during NSBW  
weekend at  
Penns Landing  
Philly



# OPERATIONS

Fortunately I'm not always right. This time I misjudged the Congress and efforts to restore funding to alleviate the fuel crises we experienced earlier in the year. The problem was serious, as everyone involved came to realize, and threatened not only the public safety but the training and recertification of our members by curtailing patrol activities. However, relief occurred mid-way thru our patrol season and the level of activity returned to normal. By the end of August our statistics revealed that we had accomplished about half of the established goals for the year. A little behind, but certainly not bad considering the circumstances. The stats also reflect the effort and commitment of many units and individuals who continued to provide patrol coverage at their *own expense on non-reimbursable orders*, for which they deserve a big applause.

Interestingly, adversity can sometime have a positive effect. In our case, the need to reduce patrol activity to conserve our fuel resources resulted in some imaginative and resourceful practices that should carryover into the future. For instance, reducing speed on routine patrol and anchoring in the vicinity of a busy patrol area and standing-by were two of the practices that enabled patrol vessels to keep their fuel consumption within allocated limits. Measures such as these should be continued in the future, since we are always concerned with managing our patrols in the most efficient and cost-effective manner that gets the job done.

There was another benefit, as well. Attention on the patrol matrix became focused when examining patrol priorities. Discussions finally centered on whether the matrix was responsive to Coast Guard needs. This has led to a proposal for a flexible matrix that would vary with Coast Guard needs assessments and an Auxiliary accounting of its available resources to fulfill those needs. This matter is evolving and you'll hear more about it later.

Moving beyond the details of the latest Search and Rescue season, there are a number of other things you should know about. One of these is the establishment of the Personal Watercraft (PWC) program in our region. Qualification Examiners (QEs) have been certified and training for those interested in PWC operations is available. But just as we introduced the program in our region, based on a nearly two-

year old instruction from the Fifth District Commander, National has come out with a revised program. Our PWC folks will have the off-season to adjust and our efforts should be in full swing next year.

Another item that I'm pleased to report is the increased scheduling of Team Coordination Training (TCT) classes. The clock is ticking for those who joined the auxiliary before 1997. They must have their required TCT training within five years. QEs must recertify every two years, so they too must remain alert to their respective timetables. The more I review the reports of Coast Guard incidents involving equipment damage and personal injury among the active duty, the more I appreciate TCT. Its messages warrant frequent repeating to ensure the creation of the right mind-sets and the development of safe, effective habits.

Also of interest, especially for those who grumble about the warmth of our PFDs in summer, an inflatable device has now been approved for patrol use. While they had been approved for recreational boaters after resolving problems with the inflation device, the lack of space for personal safety equipment (whistle, light, mirror, flares, etc) delayed acceptance for us. This has all been resolved. The units, however, are not cheap-somewhere around a hundred dollars.

Finally, a reminder that your comments are always welcome and essential to the development of the operations program. There is a time, however, when "no comment" is appropriate. Whenever queried by the press or others about a SAR incident in which you were involved, say no comment and refer the press and the public to a responsible Coast Guard official.

Remember, when the enemy's in range, so are you!

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

## LIGHT CHARACTERISTICS AND ABBREVIATIONS FOR AIDS TO NAVIGATION

The changes listed below have standardized and shortened the chart marking system throughout the world, resulting in a system which is less confusing to international mariners and allow more information to be shown on charts:

- Alt (Alternating) and Occ (Occulting) have become Al and Oc respectively.
- Group-Flashing and Group-Occulting light descriptions no longer include the abbreviation Gp, but the number of flashes or eclipses along with the period are shown; e.g. Gp. Fl. Wl., 15s 2FL has become Fl(2) W 15s.
- Equal interval lights are now termed Isophase and abbreviated Iso with the period shown. Period is defined as the interval of time between the

commencement of the identical aspect or phase in two successive cycles of a rhythmic light. The period of an Isophase light is from the beginning of one flash to the beginning of the next flash. E. Int. R. 6s, a red light with a 3 second light phase and a 3 second eclipse phase for a period of 6 seconds, is now referred to as Iso R 6s.

- Quick Flashing lights are now termed simply Quick lights, and Qk. Fl. has been shortened to Q. The abbreviation Int. (Interrupted) has been shortened to I, for example I Q W 10s.
- F (Fixed), Fl (Flashing), and Mo (Morse) remain unchanged.

# PUBLIC AFFAIRS

## IN THE PUBLIC EYE

A reminder to all Auxiliarists: Whenever there is a chance that you may be in the public eye via the media, be absolutely clear who you represent and what you are permitted to say. If you are on official Auxiliary business, and wearing an official Auxiliary uniform, and you are asked a question about the Auxiliary and its missions, you may answer and be identified as belonging to the Coast Guard Auxiliary. If you are an Auxiliarist, helping with an official Coast Guard patrol or SAR, and you are asked a question about the case at hand, or the details of what happened, you may not answer as a member of the Coast Guard and must refer all questions to an official Coast Guard spokesperson. If you are a witness to a boating incident or SAR, and you are not in an official uniform, nor a part of an official patrol, you may not answer as an Auxiliarist or allow yourself to be identified as such. You may answer as a civilian witness. It seems to come under the heading of "common sense", however; we must be careful with anything said or alluded to when it comes to the media. Please think carefully before being quoted or interviewed. Whenever in doubt, err on the side of silence.

As Auxiliarists, we are identified as belonging to a particular group and as having particular standards whenever we are in front of the public in our official capacities. We feel proud of this group and often carry this identity over into our social and private lives. There is nothing wrong with proudly displaying Auxiliary labels and logos that identify our membership, however, this identification should always be in good taste. Individual flotillas or divisions may want to develop banners, flags, or T-shirts that set them apart from the organization as a whole. Please think carefully before choosing logos that involve pirates, skull and crossbones, martini glasses, etc. The public will identify those symbols as being sanctioned by the United States Coast Guard and may misinterpret what they represent. All official correspondence as Auxiliarists should only be done on official Auxiliary letterhead. This is one area that is not open to interpretation nor creative design. Again, if in doubt, ask, ask, ask.

The 5NR Public Affairs Department has produced several copies of a new Public Affairs newsletter entitled "The Semaphore", compiled and written by ADSO-PA, Otis Littleton. These copies have been distributed through the Director's Office to all FCs, DCPs, and District Staff. Please make sure that these newsletters are copied and distributed to the proper Flotilla and Division Public Affairs Staff Officers. There are a lot of helpful hints and tips. Be on the lookout for future issues.

PFD Panda is still alive and well in 5NR. Despite the designation of a new Auxiliary mascot, the PFD Panda suit is still a valuable and viable tool to be used in Public Affairs events. The two suits in 5NR are still available via a PFD Panda Request Form on first come, first serve basis. Unfortunately, UPS costs have risen once again, and the cost for shipping one way is \$20.00. I am open to all alternative methods of pickup and drop off that can be arranged.

*Ron Boice, DSO-PA 5NR  
King of Prussia, PA*

# PUBLIC EDUCATION

## SAVING LIVES THROUGH EDUCATION

Notes from the National Conference:

### 1. CD-ROM/Internet Basic Boating Course

- A. This course will be available in both a CD-ROM and an Internet Based Course.
- B. The Auxiliary and the United States Power Squadron are joining in offering this training.
- C. This course will allow us to reach students who do not now attend our classes.
- D. The textbook will be a modified version of "Boat America" published by Boat Ed, Inc. and is currently used by many states.
- E. Flotillas will be called upon to follow up on leads generated by the CD/Internet Course and to give the required proctored exam plus the State information instruction.
- F. Approved by National Board Inc at the Sep 00 National Conference-more info to follow as available.
- G. Flotilla's will charge for the Proctoring, testing & issuing of the certificate.

**2. Instructor CD-ROM** An instructor CD-ROM was presented at the National Conference and approved for distribution to all flotillas. This CD contains PowerPoint Presentations for (BSC) Boating Safely Course (the program given to all 5NR Flotillas last year-we are ahead of our time), the first 6 chapters of Basic Skills & Seamanship (the core), Boating Fun (new youth course) and Waypoints (new youth course). These will be mailed by the end of Oct, 00.

**3. Boating Safely Course (BSC)** A revision of BSC is being shipped. It has a "new" cover and only minor text changes. The two versions may be used in the same class.

### 4. Sailing Fundamentals

This text is under revision. More details when they are available.

**5. On the Water Training (OTW)** OTW is being tested in selected Auxiliary Regions. (5NR is not included in this test). Tests are scheduled to be completed by the end of Oct 00, the results will be reviewed and a determination made to go or not to go with the program made by Jan 01.

### 6. Two new youth books available

A. *Boating Fun*; (1) 16 page coloring book; (2) Designed for students in grades K-3; (3) Contains guide for use, a list of activities and demonstrations; (4) ANSC #3010.

B. *Waypoints-A Guide To Boating Safely*; (1) 16 page book in full color; (2) Designed for students in grades 4-6; (3) Includes the main safety points found in our basic adult courses; (4) A Facilitator Guide will be packaged with each 50 books; (5) ANSC #3011.

C. A "Certificate of Participation" that is usable for both courses should be ordered for each student along with the books—ANSC #6040.

Thanks to Bob Melvin DSO-PE 5SR for the text of this report

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

# PERSONNEL SERVICES

## Recruiting Award Applications Be Sure to File Yours by Jan. 10

If you're among that group of Auxiliary recruiters, be sure to file for your "paycheck" by the end of the year, but no later than January 10, 2001. Your "paycheck", of course, being one or more of the three Membership Growth Awards available to any member responsible for bringing three or more new members into the Auxiliary during calendar year 2000.

1. District Commodore's Award- a citation for recruiting three new members.
2. National Commodore's Award - a citation for recruiting five new members,
3. Auxiliary Recruiting Service Award - a citation, ribbon and miniature medal for recruiting seven or more new members.

Applications are available from your Flotilla Commander, who must sign the application and forward it to the Division Captain. From there it comes to me (DSO-PS) for review and subsequent processing.

So if you've recruited at least three new members, be sure to collect your "paycheck". And if you have not yet joined "the recruiters club" its not too late to get started. Just check with your Flotilla Personnel Services Officer (FSO-PS) or your Flotilla Commander to get any help you may need.

**Remember - everyone is a recruiter!**

*William E. Reimer, Jr., DSO-PS 5NR  
Berwyn, PA*

## MEMBERSHIP GROWTH AWARDS FOR THE YEAR 2000

(as of 8/30/00)

### Recruiting Service Award

*Citation, ribbon and medal*

Donald D. Bowes, Flotilla 15-5, 7 new members  
J. Donald Coggins, Flotilla 49, 7 new members  
Herbert A. Gomberg, Flotilla 16-1, 7 new members  
Charles H. Matthews, Flotilla 15-4, 7 new members

### National Commodore's Award

*Citation*

Stephen Wells, Flotilla 14-3, 5 new members

### District Commodore's Award

*Citation*

Bernard W. Armstrong, Flotilla 86, 3 new members  
Charles W. Stewart, Jr., Flotilla 61, 3 new members  
David L. Inglis, Sr., Flotilla 14-4, 3 new members

# VESSEL EXAMINATIONS

## RAIN AND MORE RAIN

Rain, rain, go away; come again another day! I never thought as a child that this nursery rhyme would have any meaning to me in later life. Well, it did this year. In central Pennsylvania, this spring and summer, we have had rain almost every day of the year. And there's is nothing like rain or cloudy days to keep the boaters home on the couch. Many a day our Vessel Examiners (VEs) went down to the water's edge to see lots of empty boats.

Another factor keeping many people home was the \$2.10 they had to pay for fuel at waterside pumps. What a kick in the head for our newly revitalized program.

Well, don't give up. No matter where you live -- in Pennsylvania, New Jersey or Delaware, there are plenty of boats needing an examination.

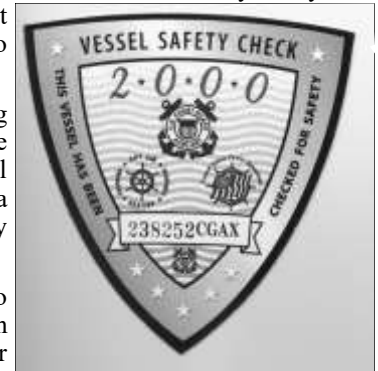
The new Vessel Safety Manual will be published this fall. It is much easier to read, and understand. It is less than 60 pages instead of 150 pages. If you cannot find a lot of activity on the water, use the time to get together with your buddies to train with the new publication. Retraining should be a part of every Auxiliarists annual program.

To those who have stayed the course and examined or inspected the District's vessels this year, I say thank you on behalf of all of us. You deserve a lot of credit for what you do. Keeping the boaters alive is important. And you do this by your daily Auxiliarist activities.

In a few minutes, I will be boarding a plane to go to the Kansas City NACON meeting. When I return, I'll put out a District newsletter to let you know about the latest VSC news. Stay safe, promote the program and someday, when you least expect it; I'll see you at the waterside.

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

**SPECIAL NOTICE:** The 2001 decals will not be available BEFORE 1 January 2001. There is no change in decals after 1 October 2000. Use the 2000 decals (or the four-place decals or the PWC decals) until 31 December 2000. MJR



## Don't wait!

Make your hotel reservation for  
SPRING CONFERENCE early!

Today!

Use the application in this  
issue of TOPSIDE



# PROFILES IN SERVICE

## Attention On The Quarterdeck! Manny Greenwald Reporting for Duty

Although you will never hear that command/announcement from the Officer of the Deck, Emanuel (Manny) Greenwald reports for duty every weekday at 0730 to relieve the quarterdeck night watch.



When you enter the Coast Guard Base in Philadelphia the first person you encounter is Manny Greenwald. Manny stands watch at the Quarterdeck for MSO/Group Philadelphia. He is an Auxiliarist since 1973 a member of Flotilla 13-5.

Manny has been standing quarterdeck watch since 1989 and volunteers approximately 30 hours per week. His duties include: telephone watch, monitoring the security cameras, directing visitors, and training personnel on quarterdeck duties.

His military service started in 1942 when he enlisted in the U.S. Coast Guard Reserve (T), Port Security Unit, 1st Reserve Regiment, Philadelphia, PA. At the end of the war he was discharged with the rank of Chief Boatswain Mate. His WW II medals include the American Defense Medal and the WW II Victory Medal.

Since joining the Auxiliary he has participated in 5,855 Coast Guard Support Missions at the Coast Guard Station, Beach Haven, NJ and MSO/Group Philadelphia. Manny's total volunteer support hours to-date are over 28,000 hours. He has served as Flotilla Commander and spent hundreds of hours as a Public Education Instructor. Manny's numerous Coast Guard and Auxiliary awards include: C.G. Meritorious Unit Commendation, C.G. Unit Commendation Award with six Operational "O", Award of Operational Merit (B), Award of Administrative Merit, District Support Mission Award, and Sustained Service Award.

We in the Auxiliary salute Manny Greenwald for his outstanding service.

Coast Guard Station Beach Haven,  
this is a Vessel Requiring Assistance, Over.

This is Coast Guard Auxiliary 293198,  
What is the Nature of Your Problem, Over.

## STANLEY J. POJNAR on station!

Since 1997, when Coast Guard Station Beach Haven, NJ was streamlined into Small Station Beach Haven, Auxiliarist Stan Pojnar, Flotilla 77, has answered the call. Every Thursday, during the active boating season, Stan is CG Small Station Beach Haven. Even during the fuel crunch, the CG Station Barnegat Light Commander (control of Beach Haven), made sure there was enough fuel available for Stan to man his post, on the water, at the ready. The other six days of the week, Stan can be found on the water, flying the operational ensign, ready to assist, aboard his beloved vessel "Falcon".



A good indicator of the value that Stan's exposure has brought to the Auxiliary is the common response to "I am a member of the CG Auxiliary", that response being, "Oh yeah, do you know Stan Pojnar?" Stan, is the CG Auxiliary in the waters of the Great Bay and Mullica River.

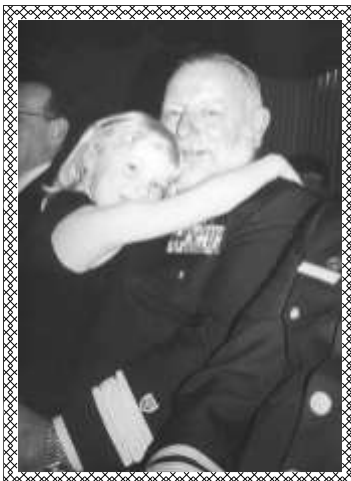
That name recognition also comes with his being the lead instructor to many, many boating safety, public education, classes Stan has taught over the years. His participation in the Pinelands Regional High School adult education program, in uniform, teaching Boating Skills and Seamanship has attracted many individuals to the ranks of the Auxiliary. He is truly a recruiter in disguise. The actual number of his "recruits" will never be known, since the students come from far and wide to attend his classes.

Stan has been a member of the Auxiliary for over 20 years and is qualified as a Coxswain, Instructor, Vessel Examiner and Marine Dealer Visitor. Among his many Auxiliary awards, he feels his latest, District 5NR Operations Award, 1st place for the year 1999, is his crowning achievement. Doing something he loves to do and then receiving an award for being one of the best at it. Stan has received many honors over the years, including the Division 7 Auxiliarist of the Year for 1993. He considers his greatest accomplishment, for him, in life, was marrying his darling wife, Jean.

Thanks for the assist, Stan.

*Editor's note: The "Profiles in Service" column is open to any deserving member of the 5th Northern District.*

*Division Captains, Flotilla Commanders, any member of the Auxiliary may submit a column and photo to be included in upcoming issues of TOPSIDE. This is a wonderful way to honor those individuals who have brought something special to your unit, the community and/or the Auxiliary as a whole. Service and humility should be recognized and rewarded.*



## WHEN IS A COMMODORE NO LONGER A COMMODORE?

Why when he's just  
a Grand Dad!

Commodore Clyde College  
receiving a hug from his  
grand-daughter.  
Guess who loves him the  
mostest.....

# PROFILES IN SERVICE

## MURIEL G. LEWIS

**M**om, Apple Pie, Ice Cream, and the Coast Guard Auxiliary. Well, maybe not apple pie and ice cream, but cookies, candy, reading material, and home-spun friendliness do make their way to the Coast Guard Base in Philadelphia via an Auxiliarist known as "Mom."

Muriel Lewis is the epitome of motherhood at MSO/Group Philadelphia. She has been providing friendship, and at times housing, to CG personnel at the base for many years.



For over 15 years she has been volunteering one day a week helping with clerical work in the Executive Officer's Office, Administration Office, and also assisting at the USCG Recruiting Office in Philadelphia.

Muriel joined the US Coast Guard Auxiliary, Flotilla 2-76, on 1 January 1976, as a charter member. In April of the same year she started publishing the Flotilla newsletter "Lifeline". The same newsletter is still published today by Muriel and has won many awards at District and National levels. Additionally, the District magazine "Topside" is the benefactor of Muriel's prodigious photo contributions.

She has served a total of 13 years as Flotilla Commander, has participated in the VE, MV, and Boat Crew programs, is a PE Instructor, and currently serves many Flotilla and Division posts. For over 20 years Muriel has been the District Special Project Officer for National Safe Boating Week. She is the engine that has provided the power to run the NSBW show at Penn's Landing and the Auxiliary booth at the Philadelphia Boat Show for many years. Another 20-plus years project to Muriel's credit is the annual Flotilla training weekend, held every fall, at the Cape May Coast Guard Training Center. She is well recognized at the TRACEN for her contributions and the sign at the entrance last year read "Welcome Aboard CG Aux FL 2-76 to the Muriel Fest Weekend" (see Topside, Winter 2000). The present Flotilla officers have given Muriel the designation "QAUX", for Queen of the Auxiliary.

He has served his flotilla as FSO-PB/OP/PA/MS/NSBW, VFC, and FC. His duties on the Division level include SO-AN/MS/OP/PB, and he is currently SO-OP and VCP, Division 13. Dave is also an Instructor in the PE program and Vessel Examiner.

Flotilla 13-3 won all 4 AMOS awards and received the Director's Administrative Award under Dave's leadership. His personal awards include District Public Education (8 times), District Courtesy Marine Examiner (7 times), District Operations (15 times), National Commodore's Certificate of Award for Courtesy Marine Examiner (7 times), and was Division 13 Auxiliarist of the year in 1998.

Dave is one of the biggest boosters of the Coast Guard Auxiliary and is always promoting its activities. His enthusiasm is contagious as witnessed by his participation in the Sea Partners program (teaching 1,375 children) and he thoroughly enjoys his Auxiliary work. He volunteers 2 days a week at Group Philadelphia, assisting in the electronics shop and when he isn't at the CG Base you can probably find him doing safety patrols on the Delaware River.

Thank you Dave Berlin, for being one of the most hard working and enthusiastic members of the Coast Guard Auxiliary.

## JOSEPH MESSA

**T**he year was 1943 and a young man, 19 years old, joined the Merchant Marine to serve his country. Now, at age 76, that young man is still serving his country in the Coast Guard Auxiliary. In the years between then and now, he completed his high school education, completed the requirements for a law degree, became a practicing attorney, and has been a member of Flotilla 21, 5NR since 1962.



Joe Messa started his Coast Guard career in 1956 when he joined the Coast Guard Reserve. At age 33 he was the oldest member in training. The ensuing years found Joe performing Coast Guard tug boat duty in Staten Island, NY, watching the USCGC RED OAK being built at Curtis Bay, MD, serving on CG cutters during drug raids, and working on construction of the current CG Base, Group Philadelphia.

As a member of the Auxiliary, he has worked in the Boat Locker when the C.G. Base was in Gloucester City, NJ, instructed Coast Guard personnel in seamanship/small boat handling, and worked at SARDET Wilmington. For the last 6 years Joe has been helping MSO/Group Philadelphia with marine inspections of vessels with a foreign registry. He has participated as an Instructor in the Public Education Program and as a Vessel Examiner in the CME (now VSC) Program, and has received many awards over the years. As a member of Team Coast Guard, his wisdom and knowledge have been a valuable asset to both the Coast Guard and the Auxiliary.

## DAVID BERLIN

Dave Berlin followed in the footsteps of many members of the Coast Guard Auxiliary; he joined after completing the Basic Boating Safety and Advanced Piloting courses. In July 1983 he completed his BQ, became a member of Flotilla 13-3, attained AUXOP status in 1984, qualified as Boat Crew in 1985, qualified as Coxswain in 1989, and has been "sailing on" ever since.



## DIVERSITY

On the Auxiliary's National Web page "What's New!" ([www.uscgaux.org/cgauxweb/memframe.htm](http://www.uscgaux.org/cgauxweb/memframe.htm)), there was posted in September, information on the results of a member survey concerning diversity. A college professor once told me that "statistics are nebulous and, with the right sampling, can prove anything". So I've always looked askance at statements with statistics as their foundation. Sorting through the data, this what I see.

The survey demographics were interesting. In a room filled with Auxiliarists, sitting in rows of five chairs, four of the Auxiliarists in each row would be a physically able, white,



Christian, married male, over the age of 46. *Four of the five in each row!* With this in mind, only one of the five persons in each row (probably the one on the end) thinks the Auxiliary needs to place future focus on religious differences and sexual orientation (the latter an uncomfortable subject for able-bodied, white, Christian, married men over 46). Only two in each row think we should focus on gender, racial differences, and cultural differences. Three consider age and family involvement important. Except for age and family, these rows of able-bodied, white, Christian, married men over 46 seem quite content to keep future membership to people "like themselves".

But wait a minute! Able-bodied – White – Christian – Married – Male – Over 46. That's me! And the person at the end of my row is my wife, Janis. And the above attitude doesn't represent ours. Nor is it a prevailing attitude in our Flotilla. And I hope it's not yours, or your Flotilla's, or Division's, or District's.

If the Auxiliary is to grow, it needs to evolve, and to do that we *need* diversity. Without it we will become irrelevant and will continue to fade away. I know it can be scary, uncomfortable, maybe even personally unpleasant, but we have to open up our arms and welcome all who are interested in the Auxiliary. We've got to encourage and bring along those "different" than ourselves because it's their strength and ideas that will carry the Auxiliary proudly into the future. Financial or organizational, for a good, solid, working foundation, you have got to diversify.

*Pat Cunningham, FC Flotilla 2-76 (5NR)  
Collingswood, NJ*

## BEST OF THE WEB

### NACON e-update

**NACON 2000 marked several electronic media firsts!**

The efforts of 6 Auxiliary websites were recognized with the National Best of Web 2000 awards. For the first time, Auxiliary members themselves were directly involved in the selection process. During early May, members enrolled in the National e-mail Directory were able to cast one vote to nominate their favorite site. From the top 10 nominees in each category, the final selection was made.



The winning Flotilla, Division and District sites exemplify the important contribution Auxiliary sites make on a daily basis, providing information and resources to both our Members and the Public we serve. "Hits" well exceed 1.5 million annually to the more than 250 Auxiliary websites now online.

The runners-up and winners are able to display a distinctive logo on their sites, and winners received a specially crafted acrylic trophy for their efforts.

The Best of Web "Runner-up" sites for the year 2000 are:

- \*Runner-up Flotilla site: Flotilla 11-1, District 7 - Clearwater, FL
- \*Runner-up Division site: Division 7 of District 7
- \*Runner-up District site: 11th Northern District

The Best of Web Winners for the year 2000 are:

- \*Best Flotilla Site: Lynnhaven, VA Flotilla 5-7 of 5th Southern
- \*Best Division Site: Division 5 of 8th Western
- \*Best District Site: 1st Northern District

Also launched during the Conference was the new National R&D Website \*FutureWeb\* at: [www.auxonline.org/~futureweb/](http://www.auxonline.org/~futureweb/) FutureWeb will become the showcase and incubator of e-media solutions. There you will find convenient access to the "latest and greatest" in online innovation within the Auxiliary, including projects like WINDS, a new weather resource for Coxswains. You'll want to bookmark this site and watch the future as it happens!

Important segments of NACON were Webcast for "live" viewing by OSU. For the first time, NACON proceedings were accessible to members as it happened nationwide!

With all these new services available, it is especially important to remember the importance of enrolling in the National E-mail Directory. Simply click the big blue button at the top of the Members Page at: [www.cgaux.org/](http://www.cgaux.org/) For Auxiliary Webmasters, be sure to stop by <http://216.167.73.185/~airs/> and see what's new.

Lot's going on, and the best is yet to come!

*Jeff Mahl, DVC-IR*

# NACON 2000

## AUXILIARY NATIONAL CONFERENCE 2000 DIRECTOR'S TRIP REPORT

1. I attended the Coast Guard Auxiliary National Conference (NACON)2000 in Kansas City, MO 29 Aug - 03 Sep. Conference theme was, "U.S. CoastGuard Auxiliary - Proud Traditions, Worthy Missions for the 21st Century." District Commodore John Locasale, Vice Commodore Bob Perrone and several others also attended from this region.

2. Enclosure (1) contains some conference notes of specific interest for Auxiliarists. The following summarizes key speaker and election highlights:

a. New National Commodore - Mr. Viggo Bertelsen was elected to relieve as National Commodore. Mr. Bill Edgerton was elected to relieve as National Vice Commodore. Mr. Gene Seibert was elected to relieve as National Area Vice Commodore - Atlantic East. Their reliefs will be effective in 2001.

b. Commandant's Remarks - ADM Loy discussed his four highest priorities for the next two years (to soon be issued as an update to his Commandant's Direction).

1 Integrated Deepwater System (IDS) - this multi-year project represents the heart of the Coast Guard's operational future, accounting for the comprehensive recapitalization of Coast Guard surface and aviation fleets.

2 Future Force 21 (FF21) - a long-term human resources program designed to employ strategies needed to address workforce composition and needs projected over the next 20 years.

3 National Defense and Response System (NDRS) - ensuring the Coast Guard receives the resources needed to procure and employ modern and necessary communications equipment and connectivity systems to correct existing deficiencies (eg - S/V Morning Dew case).

4 - Info System Revolution - ensuring the CoastGuard constructively keeps pace with and applies rapidly changing technologies.

c. ADM Dennis Sirois (Director of Reserve and Training) and LCDR Mike Lupow (IDS Project Team) - Reviewed IDS in detail. IDS is based on the projected tripling of maritime trade by 2020, proliferation of high-speed ferry transports and other anticipated developments in world-wide maritime issues over the next 20 years. Proper planning, funding and execution of IDS will enable the Coast Guard to shape and prepare its assets and workforce so as to properly conduct its missions and respond to threats in the future. The project has strong Administration backing and is, so far, on track.

d. CAPT Dana Goward (HQ Shore Station/Small Boat Program Manager) - Reviewed Project Kimball in detail. This project is examining the combined "system" of Groups/Stations/ANT's in order to identify system problems and challenges. These problems are being prioritized so as to focus effort on making immediate changes for the better. One part of this includes the move to formalize and standardize the organization and support of Auxiliary Stations (already tested earlier this year in D17/Alaska).

e. CDR Scott Laroche (HQ Governmental Affairs) - Reviewed the Coast Guard Engagement Plan. The CG Engagement Plan is near completion and service-wide dissemination. It describes strategy, tactics and methods for all elements of Team Coast Guard to communicate targeted messages to the American public and key governmental interests. It is not lobbying - but rather a road-map describing how to get information out to those who can best ensure that favorable action and outcomes are achieved (ie - One Message - One Voice). The Coast Guard needs Auxiliarists interested in being involved in this kind of network. DIRAUX will soon provide application forms to all levels of the regional Auxiliary.

f. RADM Terry Cross (Assistant Commandant for Operations) - Discussed the increasing focus on recreational boating safety as a primary mission area. Auxiliary efforts to save and, more importantly, prevent loss of life are strongly needed and are being better supported. Continued strong public outreach programs, strengthening partnerships with other organizations and agencies, and focus on specific concerns about small recreational craft (eg - canoes, kayaks) are capabilities and activities that the Auxiliary is best suited to provide and perform.

g. CAPT Mark Kern (HQ, Chief Director of Auxiliary ) - Discussed the "greatness in every Auxiliarist" and the tremendous service the Auxiliary provides the boating public. He introduced and recognized the timely support of new member Christi Carlson (6-time National PWC Champion) and he paid special tribute to outgoing NACO Ev Tucker.

h. National Commodore Ev Tucker - In his final address as NACO, he reminded all to keep the focus on recruiting (particularly of younger members), to always respect each other highly as Auxiliarists and individuals, and to be proud of being part of Team Coast Guard (as approx 95% of respondents to this year's member survey indicated they are!).

3. Please contact me directly if you have any questions about items in this report.

Respectfully,

S.J. MINUTOLO

Commander, U.S. Coast Guard

DIRAUX D5-NR

Encl: (1) Auxiliary Notes of General Interest follows on the next page.

### Enclosure (1) Auxiliary Notes of General Interest

1. The Auxiliary will soon begin examining its shift to electronic venues (eg - e-mail) as its primary means of communicating throughout its organization. Plan to be completed and ready for execution by end of 2001.

2. Auxiliary Member Forum is meant to be a means of sharing information and best practices among Auxiliary regions. It should not be looked at as a primary means of getting action on matters of issue and concern - there are other much more appropriate ways (eg -proposals up respective chains) to

# NACON 2000



bring attention to such matters. Members who abuse this tenet of the Member Forum will likely have, as a minimum, their forum privileges revoked.

3. Plan is to merge AUXNAV course with Advanced Coastal Navigation (ACN) course. ACN text will ultimately replace the AUXNAV books when they run out. Some modifications will be made to that text to address modifications to the overall course. This is not an overnight change but rather a work-in-progress that should be completed during the next year.
4. RBS Program Booster Shot Coming - In the past year, D9 successfully launched and executed GLIMSS (Great Lakes Integrated Maritime Safety System). VADM Shkor liked it so much, he tasked staff with leading an Area-wide initiative that focuses similar effort on the RBS program (to be called Operation Boat Smart). VADM Shkor will be briefed in Sep, then all-Flags in Oct., then Auxiliary leadership at Nov. Area Planning Meeting. Expect the first OP order to be on the streets in winter calling for a progressively growing surge Team Coast Guard approach to educating the recreational boating public and examining their boats through summer 2001. This will focus comparable attention and effort on RBS (like Op Safe Catch for CFVS in FY00).
5. On-the-Water (OTW) Training Program - A few Auxiliary regions are prototyping OTW training programs for the public. They are trying to determine for the Coast Guard whether or not the associated risks for such a program can be successfully and safely managed. Their results will be collated by the end of Oct 00, reviewed and a determination made by the National Training Conference (N-TRAIN) in Jan 01 as to whether to proceed with or cancel the program.
6. Leadership and Development Center - The LDC at the Coast Guard Academy will soon offer an Auxiliary Leadership

Development Course (on-campus and exportable) mainly for Flotilla-level leadership development. First class convening will be in Oct 00. Information is available from the National website. Submit a Short Term Resident Training Request now and get this great training!

7. National PWC Program - A draft national PWC qualification course will soon be approved. It will have a 1.5 year transition allowance for regions (like D5-NR) that already have a PWC training program in place along with allowance for "grandfathering" of qualified PWC operators (although no significant differences are expected with the new program).
8. Boat Crew Training & Qual Manuals - Flotillas were responsible for ordering their own two copies of the new BC Manual this past year (if you did not order it from ANSC, you did not get them). G-OCX will fund two more copies for each Flotilla in FY01 (starting 01 Oct 00). Again, Flotillas have to order them (for a total of four copies - all to be accountable through the Flotilla Commanders). Qualification manuals are available and can be ordered without any limit - same for the CD-ROM versions of the manuals. All manuals also available on the web.

*CDR Steve Minutolo, USCG  
DIRAUX, D5-NR  
1 Washington Ave.  
Philadelphia, PA 19147-4943  
(215) 271-4932*



## RECRUITER AWARD

Director of Auxiliary, Commander Stephen J. Minutolo presented the Auxiliary Recruiter medal, ribbon and citation to Rear Commodore-elect Donald Bowes. DCP Bowes recruited 7 new members to earn the award. You can earn this award also. Read the PERSONNEL SERVICES article in this issue of TOPSIDE.

*photo by M. Phillip Stamm  
Conference Photographer*

# AUXILIARY AWARD PROGRAM CHANGES

*Editor's note: The following article takes immediate effect. Each member of the Auxiliary should be aware of these changes. It has been reproduced in full to accomplish this end.*

From: Commandant  
To: Directors of Auxiliary

Subject: AUXILIARY AWARD PROGRAM CHANGES

Reference: (a) Awards and Recognition Quality Action Team (QAT) Report 12-14 Mar 99  
(b) COMDTINST M16790. IE, Auxiliary Manual  
(c) COMDTLNST MI 650.25B, Coast Guard Medals and Awards Manual

1. Effective immediately, the Auxiliary awards system is changed to incorporate the recommendations of an Auxiliary Quality Action Team (reference (a)). The changes include the addition of an Auxiliary Commandant Letter of Commendation Award and Auxiliary Annual Service Performance Awards. Also, other Auxiliary awards have been renamed. These combined changes are intended to better align and parallel the Coast Guard and Auxiliary award systems, provide Coast Guard unit commanders with familiar awards and criteria, and fill a "recognition gap" in the Auxiliary awards system.

a. Auxiliary Commandant Letter of Commendation Award (ACLOC): This award is the Auxiliary's equivalent to the Coast Guard's Commandant Letter of Commendation (CLOC) award. Coast Guard unit commanders/Directors of Auxiliary can prepare award citations using the same criteria, format and style as the CLOC. The award is intended for Auxiliarists serving in any capacity with the Coast Guard or Auxiliary for an act of service resulting in unusual and/or outstanding achievement, whose performance is lesser than that required for the current Award of Merit. The award can also be used to recognize an Auxiliarist's service/performance for a special event or project. Commanding Officers/ Group Commanders, Directors of Auxiliary, division chiefs of headquarters, MLC, ISC or District offices, 0-4 and above, may approve the ACLOC. Recommendations are made on the CO-i 650 award recommendation form and submitted to the approving official, via the member's chain of command or chain of leadership and management. Additional award information is as follows:

1. The ribbon is similar to the Coast Guard Letter of Commendation ribbon, with the addition of a vertical white stripe in the middle to identify the ribbon as an Auxiliary award. Also, the Auxiliary award consists of both a ribbon and a miniature medal (the Coast Guard award is a ribbon only). The "0" device may be authorized, per reference (c), (i.e. direct participation in missions of an underway nature). Members indicate multiple awards by adding a 5/16" gold or silver stars (reference (b)).



2. The precedence for the ACLOC ribbon is immediately below the current Auxiliary Award of Merit and above the Coast Guard Sustained Auxiliary Service Award.

b. Auxiliary Annual Service Performance Awards: These awards recognize the individual contributions of members in the Auxiliary Recruiting, Vessel Examination and Marine Dealer Visitation, Public Education, and Operations programs. Similar to the discontinued AMOS awards, the annual performance awards are to promote activity in critical areas and recognize individual efforts. The awards will use the old AMOS ribbons (presently in stock at the ANSC), with an additional device to distinguish the new system from the discontinued

awards, and will include a miniature medal with device and citation (under development). Multiple awards for subsequent years are indicated by adding 3/16" bronze or silver stars. One award in each category may be issued to a member each calendar year, as the award is earned.

The Annual Performance Auxiliary Recruiting Service Award uses the same ribbon as the discontinued AMOS Member Resources Award with an "S" device, the Auxiliary Vessel Examinations! Marine Dealer Visitation Service Award uses the AMOS Vessel Examination ribbon with a "V" device, the Auxiliary Public Education Service Award uses the AMOS Public Education ribbon with an "E" device, and the Auxiliary Operations Service Award uses the AMOS Operations ribbon with either an "S" or "O" device as prescribed below. Members may continue to wear the old AMOS ribbons previously earned, however, when a new ribbon of that same category is awarded under the new system, only the new Annual Performance Service ribbon (with associated device) is worn (for example, when earned, the Annual Performance Auxiliary Recruiting Service Award with an "S" device replaces the wearing of the discontinued AMOS Member Resources Award). Annual Performance Service Awards may be issued in the following categories using the following criteria (completed annually by calendar year - 1 January through 31 December), no retroactive entitlement authorized. Once a member is determined eligible for an award it may be presented when an appropriate presentation opportunity arises; it is not necessary to wait until the end of the year to present the award.

1. Auxiliary Recruiting Service - for recruiting seven or more new members into the Auxiliary as determined and credited through the Flotilla Commander.

2. Vessel Examinations/Marine Dealer Visitations Service - for Vessel Safety Checks (VSC), which includes examinations of recreational boats, personal watercraft, commercial fishing vessels and uninspected

S

V

E

O

(Continued on page 29)

# AUXILIARY AWARD PROGRAM CHANGES

(Continued from page 28)

passenger vessels; or Marine Dealer Visits (MDV's). Complete sixty or more vessel safety checks, or conduct sixty or more marine dealer visits, or conduct a combination of VSC's, CFVE's and MDV's, which totals at least 60 checks/visits. Also, the award may be earned by conducting a total of 20 commercial fishing vessel examinations.

3. Public Education Service- for instructor and/or instructor aide hours. Complete thirty or more hours of instruction (in PE or MT), or serve as an instructor's aide for sixty or more hours, or complete a combination of instructor hours and instructor aide hours to total at least thirty credits (one instructor hour equals one credit and one aide hour equals one-half a credit; for example, 20 hours as instructor equals 20 credits and 20 hours as an aide equals 10 credits, totaling 30 credits and qualifying to receive the award).
4. Operations Service- support to CG units and missions, which includes surface operations, air operations and operational watchstanding (such as communications watchstander, OOD, manning the SAR desk, etc.). Operations support does NOT include administrative support to operational units, such as answering the office phones, filing case files, and service in the DIRAUX office.
  - a. Displays the support "S" device for support activities not involving the movement of a facility; (i.e. watchstanding). This is also for on the water or airborne training evolutions. Complete 200 or more hours of operational support activity as included in categories 07, 20, 21, 22, 23, and 55 identified on AUXMIS report 4 (ANSC 7030).
  - b. Displays the operational "O" device for underway (excluding underway for training), surface mission activity (60 or more hours); or for airborne aviation mission activity (excluding training) (30 or more hours). Support for on-the-water readiness exercises does qualify as operational service. No combination of surface and air operations is allowable for this award. Support activity includes categories, 01, 02, 03, 24, 25, 26, 27, 28, 30, 31, 32, 33, 51, 52, 53, and 54 identified on AUXMIS report 4. Activities 30 (AtoN-Federal) and 31 (AtoN-private) and 32 (Bridge Administration) should be for afloat activity, vice ashore, for this award.
5. The data to support the above ribbons will be obtained from AUXMIS printouts, with the exception of Auxiliary recruiting information, which may be provided by the DSOPS. Directors of Auxiliary, 0-4 and above, have authority to issue the awards once the member has performed the prescribed activity levels. Ribbons can only be earned once per calendar year.
6. The Auxiliary Recruiting Service Award is immediately above the Coast Guard Recruiting ribbon (refer to paragraph 2) in the Auxiliary Award order of

precedence. The Auxiliary Vessel Examinations/Marine Dealer Visitations, Public Education and Operations Service Awards rank immediately below the Flotilla Meritorious Achievement Award. These awards are worn in the order first earned.

c. Renaming of Auxiliary Awards: The names of several Auxiliary awards are changed to better align the Auxiliary and Coast Guard active duty awards systems and assist Commanding Officers/Group Commanders, and others to better understand --- and make better use of Auxiliary awards. The award changes and alignment are as follows:

1. Award of Merit - changed to "Auxiliary Achievement Award" (with "O" device for operations). The Auxiliary Achievement Award is for an act of individual sustained service; sustained service is defined as one year or more.
2. Award of Administrative Merit-changed to "Auxiliary Commendation Award" (no "O" device authorized). Criteria remains as defined in chapter II of the AUXMAN.
3. Award of Operational Merit - Remains the same; equivalent to "Coast Guard Commendation Medal" with "O" device (no "O" device is worn since the award is operational by definition). The award is for meritorious operational service in recognition of outstanding achievement or skill in performing an assist, rescue or other operational service. The Award of Operational Merit is issued only for underway operations - aircraft or boat/ship. Support missions (i.e. watchstanding, staff positions) are not eligible for this operational award.
4. Auxiliary Meritorious Service Award - Remains the same; equivalent to the Coast Guard Meritorious Service Medal.
5. Plaque of Merit - Remains the same; equivalent to Coast Guard Medal.
6. Auxiliary Distinguished Service Award - Remains the same; equivalent to Distinguished Service Medal.

d. Awards for recruiting Personnel into the Coast Guard active duty or reserves:

1. Per ALDIST 003/96 (Revised Eligibility for Recruiting Service Ribbon), Auxiliarists who complete the Coast Guard recruiter PQS and have augmented a recruiting office for 2 years are eligible for the Coast Guard



(Continued on page 30)



## AUXILIARY AWARD PROGRAM CHANGES

Recruiting Service ribbon. Auxiliarists apply via the Coast Guard recruiter at the recruiting office they augment. Approval authority is the Director, Coast Guard Recruiting Center.

- Also, awards issued for recruiting per ALCOAST 095/98 (Revised Incentive Program for Assistance to Recruiting), have been modified, and Auxiliarists will now be awarded an ACLOC for their first person referral that results in an



enlistment and an Auxiliary Achievement Award for their third person referral that results in an enlistment. This includes recruiting under the Recruiting Assistance Program (RAP). Auxiliarists apply via the Coast Guard recruiter at the recruiting office they augment. Approval authority is the Director, Coast Guard Recruiting Center.

- Auxiliarists will also be awarded an ACLOC for the first person they recruit and an Auxiliary Achievement Award for their third person they recruit who successfully enter the Academy under the Academy Introduction Mission (AIM) program. Auxiliarists apply via their Auxiliary chain of leadership and management to their Director of Auxiliary (0-4 and above), who can approve and issue the awards.

1. The above changes will be incorporated into the Auxiliary Manual, the Coast Guard Medals and Awards Manual, and other publications as necessary.

MARK S.KERN, Captain, USCG  
Chief Director of the Auxiliary  
By direction

## UNIFORMS

### Some Current Q's & A's About Uniforms

Here are some actual questions from members and the answers to them - all received and answered by Gloria L. Tobin, National Division Chief, Uniforms.

*Q. I've been told that women can wear several different styles of uniform shirts. Please get me un-confused.*

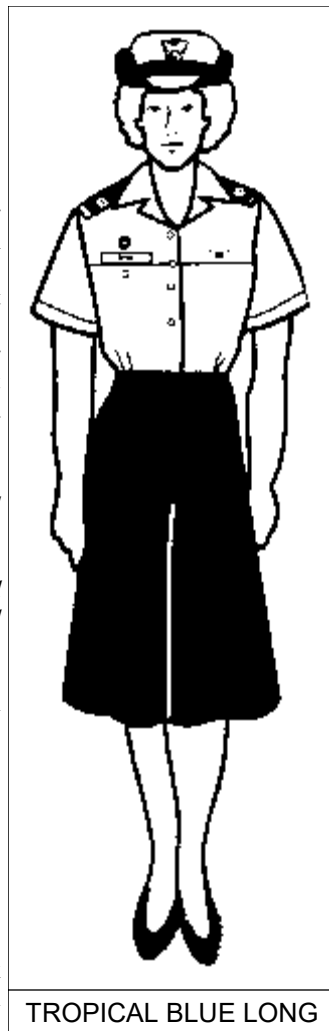
A. Women may wear the old style, the new style or the men's shirt, as appropriate for the uniform - BUT on October 1, 2000 the old style shirt becomes obsolete and may no longer be worn. (The "old style" shirt is without pockets and epaulets.) Either the new style women's or the men's shirt may be worn thereafter, but on 1 October 2002 the women's new style shirt becomes the required shirt. The men's shirt is then obsolete for women. The women's new shirt has epaulets, pockets and a placket front closure.

*Q. Why doesn't the Coast Guard designate just two basic uniforms that correspond to CG uniforms and are suitable for year-round wear - one for classroom and one for meetings?*

A. Two uniforms are approved for all year wear: the Tropical Blue Long and the Service Dress Blue. They both correspond to Coast Guard uniforms.

*Q. Is there a rule of thumb as to when to wear ribbons?*

Yes - although you should check the Auxiliary Manual for certain exceptions.



TROPICAL BLUE LONG

Dress Uniforms: If you wear dress trousers or skirt (made of polyester/wool), you may wear ribbons.

Undress uniforms: No ribbons when you wear Work or Utility trousers (cotton).

*Reprinted from "The Interchange"  
William E. Reimer, BC-PFI, Editor  
Berwyn, PA*

# 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  
must  
reverse  
that  
downward  
trend**

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 2001. **"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 5NR  
Marlton, NJ*

# OPSAIL 2000

## HISTORY—SERVICE—SAFETY

The US Coast Guard Auxiliary over the last 60 years has a penchant for history, service and safety. Combine all of these facets into one event and you have an occasion just waiting for Auxiliary participation. When our volunteers were asked by the Coast Guard and municipal agencies to assist with the control of small boat traffic around these historic tall ships, we jumped at the chance to once again be of service.



We worked hard to preserve order and to help assure the safety of all involved. Our members enjoyed the feeling of kinship with the crews and participants of this very special and extraordinary event, "OPSAIL 2000".

With them we are reunited with our history as we were again given the opportunity to prove to the world our Team Coast Guard motto, SEMPER PARATUS, Always Prepared.

5th Northern, you are, as always, the best among the best.

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



One of the most often heard questions of the weekend, "Hey, where's Andy?" Well Andy Kratzer was all over the place in his role of "honcho" of the Auxiliary involvement at the Philadelphia segment of OPSAIL 2000. We won't tell, but for sure, Rita Kratzer was the "honcho of the honcho". Andy won't argue the point.

## A GOLDEN OPPORTUNITY

It was a golden opportunity, a chance to see, up close and personal, the tall sailing ships that dominated the seas for thousands of years. It was also a time to work with the Coast Guard on a project that was viewed by millions of people around the world. Of course, meeting with other Auxiliarists, old and new friends, having laughs, voicing gripes, exchanging tall tales and other social things. It is always a pleasurable happening.

Flotilla 14-4 members shoved off from York, PA at 0800 for the trip to Philadelphia. We arrived in time for a 21st century heated lunch. We then checked out the area for our boat launch. It was an old seaplane/hydrofoil ramp, one with a steep angle. Many a choice word was expressed. Then it was "waiting time" while the Coxswains went off for orders for the next day's activities at a "Strike Force" meeting.



"Where's the end of the ramp?"

After the meeting the boats were launched in goodly fashion. We then proceeded to the docking area amid walls of aging missile cruisers, destroyers and other what nots. Some



boaters traveled from their homes by water and were already docked in place when we arrived. About 50 boats were available for duty. Then it was time for a catered late supper of sandwiches, beef-a-roni, slaw and

juice. After supper we were bussed to our lodgings near Penns Landing, check in was quick and easy. While some of our group went straight to bed, some of us stayed up and socialized with other members of Division 14. A full day of activity has us asleep by 2130, knowing that wake-up call was 0300.

Friday started off with breakfast in the dark and by 0600 we were at our dockside boats, ready to move out. As a photographer I got to go out first and I got great shots of the staging area. After the "Parade of Boats", during which the Coxswains and crews worked hard, recovery of our vessels was made at the launch ramp. We trailered up and headed for home. It was a great, yet tiring experience, which in the words of the Commandant of the Coast Guard, "We couldn't have done it without the help of the Auxiliary".

*Article and photos by Joseph Diodato, FSO-PB 14-4  
Hanover, PA*

# OPSAIL 2000

## A PERSPECTIVE (FROM UP CLOSE & PERSONAL)

Those that know me well were surprised to learn that I offered my assistance as an Auxiliarist with OPSAIL 2000. Though somewhat hesitant, the opportunity of participating during the tall ships arrival won me over.

We left Chambersburg, PA early on 21 June in order to have ample time to find the berthing barge for our crew and the docking site for our facility at Curtis Bay Coast Guard Station. With time to spare, we checked in and then proceeded to our boat, "GPII", moored in Pasadena, MD. At the Coxswain meeting held earlier in the month, we were assigned to the 1600 -2400 shift in Echo Sector for our area of coverage, which was the between the Bay Bridge and Key Bridge in the Chesapeake Bay. That suited us just fine, as our marina is in Echo Sector.

Upon our arrival, "GPII" was quickly transformed into a Coast Guard Auxiliary facility with signs, flag, and official



(l to r) S. Marthouse, W. Brenner, D. Duncan, R. Miller

light attached, and the crew was properly attired in uniforms and PFDs. Other Auxiliarists, who had been assigned to the day shift, were stationed at the marina waiting for the next advancing ship. Several tall ships had already arrived and before long they called to us that they were heading out again to escort the Esmeralda. We moved to the beach area for a better view and awaited our first glimpse of OPSAIL 2000. We soon saw the entourage advancing towards us, with a USCG vessel in the lead and Auxiliary facilities flanking her sides. As I watched her approach I was disappointed to see that she wasn't under sail. But, as our shift was about to begin, we left the lookout point and got underway, notifying Activities Baltimore of our presence. We tried to make contact with our Sector Leader but weren't successful. It was then announced that scheduled Class-A tall ships advancing today were in place and stations were to secure. Needless to say, this message didn't bode well with any of us. My adventure was going downhill fast. Feeling "all dressed up with no place to go" we then headed north towards Curtis Bay, cruising around the tall ships that had arrived earlier and were anchored between the Key Bridge and Fort McHenry, getting "squared away" for their grand entrance into Inner Harbor.

Once we secured at the pier, our Coxswain went to Activities Baltimore and somehow managed to have us reassigned to the day shift for the remaining 2 days of duty.

With restored hope and anticipation, we spent a relaxing evening dining at the mess hall and checking out the other facilities at the station. There was a thunderstorm during the night and the next morning we woke to lingering showers, but our spirits weren't dampened. Donning our foul-weather gear, we made preparations to get underway and by 0800 we were heading back to Echo Sector.

While passing through Delta Sector (Fort McHenry to Key Bridge) we heard (via radio) that the *Gorch Fock* (a 293' German three-masted bark) was advancing up the Bay through Foxtrot Sector, approaching the Bay Bridge, where Echo Sector vessels would assume the escort. We now had "someplace to go"! We tried to make radio contact with Echo Leader to make our presence known, but to no avail. We continued to advance until contact was made via a radio relay from another facility in our Sector. (Apparently, everyone had a problem with radio communications). We confirmed our location and were instructed to maintain our position until the entourage reached us then we were to take over the escort position on the port side of *Gorch Fock's* bow.

By this time the rain had stopped and the sun was pushing through the clouds. We could see the Bay Bridge and the *Gorch Fock* was approaching the bridge, under full sail! Needless to say, I was ecstatic! The beauty of the sails filled with air rendered me speechless (well, almost). As it drew near, we slipped into our assigned position. I relinquished the radio, retrieved my camera, and began snapping pictures. With keeping spectators out of the way and moving to make way for tugboats and barges in the channel, we were kept busy.

The crew watched spectator traffic and I took pictures.

We maintained our escort position until we neared the Key Bridge, where a Coast Guard vessel from Delta Sector relieved us. We headed back down the Bay and repositioned ourselves, ready for the next tall ship. While monitoring radio comms, we heard that the Class-A ships were secure for the night and



would proceed into the harbor on Friday. We then returned to Curtis Bay pier and also secured for the night. I had a close-up view of a tall ship at full sail and we still had another day to patrol. This was Great!

(Continued on page 34)

# OPSAIL 2000

(Continued from page 33)

Friday morning, we returned from breakfast and were surprised to see a Coast Guard 41' docked behind our boat. As we were docked (as directed) in the area where their vessels are pulled out of the water, we needed to move our facility. While waiting for our crew to arrive, the officer of the 41' asked if one of his men could assist as crew. The offer was readily accepted and I quickly moved out of the way. As I stood on the pier watching the procedure, I was impressed by the professionalism and teamwork - Team Coast Guard in action! Without incident, our facility was relocated to the opposite side of the pier. As the Auxiliary Captain thanked his Coast Guard Crew with a handshake, I realized my camera was still on our boat. I MISSED THAT KODAK MOMENT! I then retrieved my camera, moved off the pier (out of harms way) and watched as the 41' was maneuvered into position over the tracks, hooked to the cable and pulled out of the water.

By this time our crew was making their way to the piers, spotted the 41' on shore and their facility gone. Confusion was in their eyes as they scanned the area. They finally spotted our boat and quickly headed towards it, everyone talking at once. Not wanting to delay our departure, our Coxswain asked us to board so we could get underway, then he'd explain.

After two days on board, I was feeling tired and thoroughly



Wally Brenner, DCP 5, on watch

sun-dried so I requested to be put ashore at our marina to observe the remainder of the escorts. Everyone agreed until we heard that the *Danmark* (253' steel ship from Denmark) had reached the Bay Bridge and escort vessels were needed. Everyone waited for my response, which was, "Go for it!" I then reported to Echo Leader as to our location and ETA.

With calm seas beneath us, we were quickly on the scene. The boat we replaced the previous day was again at the port side of the *Danmark's* bow and requested we assume his position. To my delight, the *Danmark* was under full sail. By now the spectator boats were increasing in numbers, and becoming more aggressive, which required more activity from us. As we advanced up the Bay, additional escort facilities were added to the entourage. Due to all the traffic, the water became very choppy. As we entered the mouth of the Patapsico River with a USCG vessel leading the way, additional CG vessels from Delta and Bravo sectors joined us, along with even more spectators. By now the sails of the *Danmark* were being lowered and spectator boats, including PWCs, were trying to slip through our defenses. By tradition, Maryland Marine Police were to escort ships into the harbor so it was decided that the

Auxiliary escorts would breakaway at the Key Bridge. We began to warn the encroaching spectator boats of our intent. As we cleared the bridge, the breakaway command was given and in perfect unison, Auxiliary escorts complied. As we headed back down the Bay the Coast Guard thanked the Auxiliary escorts, via radio, for our assistance and a job well done.

As we cruised back towards our marina we observed three Class-B ships approaching, but, as escorts we were only assigned to Class-A ships, we opted to slip into our marina for a lunch break. I took this opportunity to disembark and stationed myself at the beach, to observe the remainder of the tall ships'



arrivals. Within the hour, our facility and crew were underway, answering a call to escort the HMS Rose (179' wooden ship from CN, USA). As the number of spectator boats increased, additional escorts were needed to help maintain safety parameters for HMS Rose. From my position on shore, I observed as she sailed up the channel towards Inner Harbor, flanked by Auxiliary facilities.

Once she reached Fort McHenry, the escorts were released bringing the mission to a close and our facility headed home.

The opportunity to be an active participant in events such as this, is one of the rewards Auxiliarists can receive, and a lot more fun than a trophy.



Story & photos by Jeannie Brenner, ADSO-PB 5NR  
Fayetteville, PA

# OPSAIL 2000



## OPSAIL 2000 Photo Credits:

Joseph Barcelo, DSO-MV 5NR	Ray Jackey, SO-PS 7
Jeannie Brenner, ADSO-PB 5NR	Muriel Lewis, IPFC 2-76
Joseph Diodato, FSO-PB 14-4	John "Jake" Lincoln, Historian 5NR
Harry Dyer, ADSO-PB 5NR	Marie McGlynn, Flotilla 79
Edna Frederick, SO-PA 7	Joseph Ruzicidlo, DSO-CM 5NR
Ellen Voorhees, SO-SR 7	





# OPSAIL 2000



*Editor's note: Many photographers submitted photos with captions. Due to the large number of quality photos received from OPSAIL 2000 I decided to print them as a collage of our activities, without captions .*

## **5NR ACTION LOCATIONS**

Baltimore (Chesapeake Bay)  
Wilmington, DE  
Philadelphia  
New York City





# OPSAIL 2000



## CONFERENCE COORDINATOR

It's time to think Spring---Spring 2001 that is! For the April conference site, the Hershey Lodge in Hershey, PA has been selected. The Hershey is a very large facility with ample space for meetings and workshops. This site will have completed major renovations by the time we gather for the Spring '01 Conference. Additionally, the location of the Hershey Lodge provides for a variety of activities for non-members.

We have been working closely with Commander Minutolo, SK/2 Kevin Hurst and the incoming bridge to find the best places to accommodate our organization and the growing needs of the membership. Our goal is to choose quality and affordable locations. The Hershey appears to

satisfy these requirements and we would like to see a large increase in attendance.

For those members who have never attended a conference, this is a great opportunity to learn about what's happening throughout 5NR, programs and opportunities the Auxiliary has to offer, and, of course, fellowship. Looking forward to a great conference, we look forward to seeing you in April.

*Arline Dolich, Conference Coordinator,  
Cherry Hill, NJ*

# Conference Guest Program

an often overlooked plus to  
each and every conference is our guest program.

Spouse,  
Friend,  
**Significant Other....**

whatever you choose for your title,  
our Saturday activities  
are just for YOU!  
Please plan to join us.

Specific details will be found in the next issue of TOPSIDE

**Hint..... a morning coffee social featuring crafts**

or a guest speaker and an afternoon trip to  
somewhere in the Hershey area

(does the word chocolate mean anything to you?????)

## SPRING CONFERENCE 2001 HOTEL RESERVATIONS

**IT'S IN THE AIR.....**  
**Excitement**  
30 March - 1 April, 2001

Spring conference comes to Hershey, pa

Avoid last minute deadlines- make  
your hotel reservation today  
Deadline is 28 February 2001

Complete program information for the  
conference is not yet finalized. An  
official **conference registration form**  
will be included in the Winter 2001  
TOPSIDE and copies of the form will be  
available to Flotilla Commanders  
and Division Captains.

*In the works....*

New Member Workshop  
Team Coordination Training (TCT)  
Required/Mandatory Workshops  
Fantastic Guest Program



### Room Reservation Form

#### Hershey Lodge and Convention Center

West Chocolate Avenue & University Drive  
P.O. Box 446

Hershey, PA 17033

Phone: (717) 534-8600 FAX: (717) 534-8666

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

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

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

Please reserve ☐ Single ☐ Double ☐ Non Smoking

☐ I have **HANDICAP** requirements.

Specify: \_\_\_\_\_

**Rate: \$55.00 Single or Double**

**Check in time: 1600**

*If you wish to check in early,  
please check with the hotel for availability.*

**Deadline for reservations: 28 February 2001**

*One nights deposit required to guarantee room.  
Make checks payable to and mail to the  
Hershey Lodge 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: \_\_\_\_\_

# BOAT CREW QUALIFICATION PROGRAM

## TRACEN CAPE MAY, NJ

The Boat Crew Qualification Program (BCQP) for the Eastern Area of the 5th Northern District was held at Training Center Cape May, New Jersey from June 7th to 11th, 2000. Harry Petersen, DSO-MT guided 35 Auxiliarists through an intensive series of lectures and break out sessions for the practical application of the lessons learned in the classroom.

Areas of study included Team Coordination Training (TCT), marlinspike, boat handling, communications, emergency procedures and an introduction to search and rescue procedures. During the 5 days of training the crew candidates slept in the barracks, ate in the mess hall and practiced Coast Guard courtesies in a recruit atmosphere.

The program ended Sunday, June 11th with the final sign offs, the class picture and then the trip home.

*Article and below photos by Edward B. Horahan, FSO-PA 26 Roslyn, PA*



A BCQP candidate is receiving his course completion papers from John Locasale, DCO 5NR and well wishes from CAPT Sally Brice-O'Hara, CO TRACEN Cape May.

Photo by Harry Petersen, Jr., DSO-MT 5NR Millville, NJ



Learning how to man the pumps

### A COLLAGE OF PHOTOS FROM TRACEN CAPE MAY

*Photos by Ted Hall, FSO-PB 16-7 Allenwood, NJ, NJ*



Yup, it's a chow line. Instructor John S. Witemeyer remembers the "good ole' days"



Practice putting out that fire!



# BOAT CREW QUALIFICATION PROGRAM

## SAYRE LAKE, BALD EAGLE STATE PARK, PA

### "TAKING THE SHOW ON THE ROAD"

Harry Peterson District Member Training Staff Officer (DSO-MT) and Qualification Examiner (QE) Howard Guest brought the experience of the CAPE MAY BCQP CREW School for the first time to a remote area of Division 15. The school was set up in North-Central PA, at Sayers Lake, in Bald Eagle State Park, Howard PA. On 2 weekends in August (12/13, 19/20) Fourteen trainees underwent training and task sign-offs by 4 QEs who were assisted by 7 Coxswains and 3 Crewmembers. 57 % of the trainees were members of the Sailing Detachment of Sayers Lake. The majority of the class had been members of the Auxiliary for less than 8 months Dave Becker conducted Team Co-ordination Training (TCT) in 2 sessions Saturday evening and Sunday morning with an attendance of 27 including several Coxswain and Crewmembers from Divisions 15 and Division 9.

Despite the short lead time for preparation of the school and the inevitable competition of August vacations, all involved rallied to the challenge in true TEAM Coast Guard spirit making the School a huge success.

TCT Facilitator, David Becker reported excellent and enthusiastic participation in all discussions. He was very glad to be part of the school. Dave offered congratulations to Division 15 and hoped that the pattern of this school would continue in the future.

Harry Peterson, DSO-MT, coordinator of the School, was pleased that this first experience of splitting the 4 day school into 2 weekend segments, went off with a minimum of complications. "ALL WENT VERY WELL" He was happy to hear that 4 of the trainees were planning to attend the New Member Training workshop at the Fall Conference.

Les Early, FC 15-4, logistical coordinator, did a top job arranging use of a comfortable air conditioned auditorium, a Dockside pavilion, and 6 boat slips with the generous support

of the Manager and Rangers at Bald Eagle State Park. Les delivered noon lunches and acted as Coxswain on his 25' Bayliner. When asked for a personal observation Les responded - "Taking the show on the Road!"

Howard Guest, QE, was satisfied "that the high standards of the previous District BCQP Crew schools were met",

"Tony" Fimowicz "appreciated the students punctuality, attention to details and intelligent questions asked" ---- "the school went well"

Don Bowes QE, PDCP 15: "I found the trainees eager to learn, attentive to instruction and well prepared for sign-off. The trainees indicated their respect and gratitude for the high quality of the training and the variety of vessel facilities provided. The availability of special equipment enabled individual experience with the P-1 Coast Guard Pump and a variety of fire fighting equipment. The TCT split session (Sat PM and Sun AM) kept the attention level high. CDR Stephen J. Minutolo, Director of Auxiliary 5NR, after observing on-water training exercises from the deck of one of the facilities, stressed "doing the tasks accurately, using the correct terminology in communication, repetition of tasks and exercises is the key to retaining what is learned at the school". He said, "this is the way to go"---" I have heard favorable and positive comment about this type of crew training - my office is all for this, and would like to expand the overall program, and definitely want to see more of it!"

*Article and all photos by James D. Gotthelf, FSO-PA 15-05  
Herndon, PA*

## AUXILIARISTS IN ACTION AT BCQP SCHOOL, SAYRE LAKE, PA

*(Continued on next page)*



# BOAT CREW QUALIFICATION PROGRAM

## AUXILIARISTS IN ACTION AT BCQP SCHOOL, SAYRE LAKE, PA

*candid photos by Jim Gotthelf, FSO-PA 15-5, Herndon, PA*



# PERSONAL WATERCRAFT TRAINING

The new Personal Watercraft (PWC) training and patrol program is off and running in the Fifth Northern.

In a response to the initial request for volunteers to attend the first ever 5NR PWC training program, five brave Auxiliarists took the challenge. We, the PWC five, had no idea what to expect from this new training program until we received a very detailed orders package from the Directors Office. Our orders read, we were "authorized to attend the USCG PWC Qualification Examiner Training at Training Center (TRACEN), Cape May on June 4-6, 2000". All of the five PWC trainees reported at the TRACEN before 1700 hr, meeting PO Dezaray Williams from the Directors Office to coordinate our arrival. We came with our PWCs in tow and expecting a somewhat exciting and fun two days of PWC instructor school. A prerequisite was that we had to already be proficient at PWC operation, crew qualified and screened by the Director. Little did we know how "rusty" we were to professionally operate a PWC, but we learned very quickly. The PWC five were, of course, berthed in the guest dorm at Munro hall with the other 1000 active duty Coast Guard recruits and, of course we received lots of salutes.

Monday morning arrived at 0500 in a wake-up call for the recruits and the PWC five (by mistake, I think?). The day began at 0800 with a "Welcome Aboard" by the base Executive Officer and we met our program instructor, CWO Jeff Gunn who had flown in from Los Angeles, CA for this special training. CWO Gunn has an impressive list of qualifications, including Surf Coxswain. He trained for such places as the Columbia River Bar and other high risk waterways. Jeff was one of the Auxiliary's first PWC program coordinators and we were privileged to have his talents as our instructor and QE. We learned why his course is described as the "Top Gunn" of PWC training. We quickly realized that passing the course was not going to be easy and to make the two days more challenging Mother Nature threw the book at us.

We hit the water that afternoon with the air and water temperatures at 59 degrees, wind gusts up to 25 knots with 3-4 ft. chop and a wind chill of 42 degrees!. We all wore wet suits (and helmets) but I only had a summer shortie and I was so cold at one point, I bordered on hypothermia. After a briefing on our water course work and a full inspection of each watercraft ("our boats" as Jeff says) as a patrol facility, we were eager to run the buoy course Jeff just set up in the TRACEN inlet area.

Our first drill was the "Congested Area" frill, running the buoys slow and real close without hitting a buoy. The next drill was the more difficult "5-Station Slalom", running a pattern looking like a Philadelphia soft pretzel, one direction, then the other. "Drill Charlie", the Figure 8 at slow and high speed. Another extra drill was small object pickup from the water. By the time you dropped the plastic bottle in the water and turned around to pick it up, the high wind and seas sent the bottle across the course area and we had to speed to over 10 knots to just keep up with the bottle. We were experts by now...we thought?

The first day FINALLY ended around 1630 with us five "Pirates" (as Jeff now lovingly named us) very cold and hungry, but almost too tired to eat. Since we missed the base dinner time we all opted for a local restaurant to discuss our options of quitting the program, moving the training to Florida or canceling for better weather. We decided to tough it out one more day.

Day two and the winds decreased to ONLY 10-15 knots and we had a heat wave-the air temp. was up to 60 degrees. The morning was foggy with only 1-2 ft. chop, but wait, now we had horizontal rain to add to the climate conditions! I was fortunate on the second day to now wear a full winter surfing wet suit borrowed from Mr. Gunn. Now for the final drills and the final water and written exam.

Our fourth drill, "Approach and Hand Off" to a fixed vessel. The last drill was a PWC tow. Other drills included recovery of a person from the water using the left hand method, operator ditch and recovery and finally capsize your "boat" and recovery. As a now funny note on person recovery- we found out this task is very difficult to master. It seemed each time a team of two tried to recover the other person from the water the operator got pulled off his/her PWC in the choppy water. I even knocked my teammate operator in the water while dismounting to begin the drill! We laughed. It was the *Keystone Kops* all over again.

The final water exam-By now we were all "pros" on our watercraft (?) and all we had to do is run the "5 station slalom" course as close as possible to the buoys at FULL SPEED STANDING UP! "A piece of cake". A few people fell once but we all finally completed the course.

Asst. DIRAUX, CWO Donovan, checked on the PWC five both days to see if we needed anything. Both days CWO Gunn asked Tim if he would like to join us on the water. Tim just politely declined and you could see in his expression he was saying "What, do you think I am crazy?"

We really did have an exciting and fun time despite the weather. Jeff Gunn is an excellent instructor and fun to work with and we thank DIRAUX, Commander Stephen Minutolo and the Coast Guard for sending us "Pirates" their best for this training. Jeff Gunn is from New Jersey but has made LA his home. His son is currently in the Coast Guard.

Why Personal Water Craft Operational Facilities?

- \* Readiness and launch time requirements are minimal
- \* Shallow draft (hull and pump) allows shallow water operation
- \* Operations can be conducted in wake sensitive areas
- \* Excellent maneuverability and "underway response" time
- \* Low waterline and lack of propeller allows close proximity to persons in small boats and in the water (eye-to-eye)
- \* Inexpensive to operate

Auxiliary PWC programs have been in place and very effective on the West and Gulf Coasts for many years. It is hoped the Fifth Northern program will be just as effective.

**SLOW IS PRO!**

*Article by Jim Holefelder FC-47  
Aston, PA*



# SAYING THANKS TO THE USCG AUXILIARY

*Reprinted from the Sunday Reading Eagle, May 28, 2000, authored by writer Terry Brady, ed.*

## The Auxiliary patrols waters, ready to offer help to boaters in trouble.

**B**ARNEGAT LIGHT, NJ.- When a ripping south wind slams headlong into the surge of an incoming tide, the flats of Barnegat Bay can be a nasty place.

But the weekend fun-seekers, unleashed with their Memorial Day pass and churning the narrow channel, sometimes can be uglier.

I learned that late on a Saturday in early June a few summers back: growing whitecaps rolled across the shallow expanse of bay and slammed into our anchored runabout. We were dead in the water with no one else around.

Murphy's Law prevailed. The radio died in the morning as we headed out for fluke. The motor quit at day's end as we started home.

"No problem," my son thought aloud. "Someone will stop, won't they, Dad?"

It was the then-15-year-old's first time in such a predicament. I knew better. I had played the game before - waiting, waving, and watching for a passerby to stop and help a fellow boater. We did all three that Saturday as at least a dozen boats kept going by.

Funny how the passing boaters avoid looking your way. Somehow, most manage to miss your waving hands and uncovered motor... and, your eyes.

And so the helmsman in the sleek sportfisherman glued his gaze on the channel marker ahead. The runabout operator reached down to secure something in the cockpit. The kids on personal watercraft kept chasing another wake to jump.

It was their day to play. Can you blame them for not wanting to get involved in another boater's misfortune? I mulled that thought often while alternately trying radio and outboard motor.

"Everything OK there?" called a passenger from an aging cabin cruiser easing in off our bow.

Both the craft and its occupants had a lot of years under them, but we knew this boat was not going to pass us by. Lettering on stern flag and bow signs spelled out "help" to us, US COAST GUARD AUXILIARY PATROL.

Securing lines and fenders, checking for life jackets, Al Essig and Arthur Brittman were all business as they tied up alongside our boat. Then they listened to our common tale of woe.

"Because of insurance reasons, we can't tow you in, but we can radio the Coast Guard," Essig said. "They'll send out a private tow boat". "Or call a neighbor?", I asked, fearing a monster tow bill.

"Sure, no problem." Essig replied. "We'll wait with you until someone arrives.

"It gets a little crazy out here on weekends," he said,

adjusting his bow line as a passing 25-footer sliced channel water just yards away. "See what I mean? Now we're going to catch hell from his wake."

Patrolling their more than 10-mile sector, from Toms River south to Long Beach Island's back bay midsection, Essig and Brittman, both of Flotilla 7-11 (Bayville, NJ), see the unsavory side of boating. Their surveillance also brings its share of rewards.

It comes on the faces of 15-year-olds and 49-year-olds when they know help has arrived.

"Three times a week, we make the patrols," Essig said. "And seven days a week, from 10 am to 7 pm, there's someone out there."

Our luck continued to improve after the pair came to our aid. A final try at starting the motor saw it kick over and run smoothly. A later check showed a worn kill-switch mechanism at fault.

A form to fill out and it was time to bid farewell and offer thanks.

"No problem," Essig said, manning the wheel. "We'll follow you a ways and make sure it's running OK."

A parting request for the Auxiliary's mailing address, to which a donation could be sent, was met with a friendly shake of the head.

"You don't have to do that," Essig said. "Take our boating course if you haven't already. If you have, spread the word to others. "And, wear your life jackets." With that the pair of Good Samaritans, both in their mid-60s, cast off in a craft the operator said dated back to 1978. We then knew the boat and the men in it had helped a lot of people over the years. Already we knew of too few of both ply troubled waters.

*Terry Brady is an award winning, freelance writer whose columns regularly appear in the Sunday Reading Eagle.*



Al Essig (L) and Art Brittman on patrol. Al just opened his jacket for a pen when this shot was snapped, sorry about that!



# SAYING THANKS TO THE USCG AUXILIARY

## AUXILIARY TO THE RESCUE (of the Coast Guard!)

Everyday the Coast Guard Auxiliary comes to the rescue of the mariner in distress. Recently however, they came to rescue of Coast Guard Group-Air Station Atlantic City, NJ. It wasn't a boat or helicopter that they came to the rescue. It was something much more hideous...an administrative catastrophe!

On May 16th, just as the Auxiliary patrol season was starting, the Group's Auxiliary liaison, QMC Dave Bear, was critically injured in a car accident. Due to the severity of the accident Chief Bear remained unconscious in intensive care for 4 weeks. Not only wasn't there someone to take care of issuing the patrol orders or seeing that they got paid, there was no way to ask him what had to happen! So, in step 3 Auxiliarists to the rescue: **Harry Peterson** DSO-MT, **John McVey** Flotilla Commander of 7-11, and **Mickey (Kathleen) DeFerrari** Vice Captain of Division 7. The foundation for the whole rescue mission actually started in early January when Harry, John and the late **George Leuck**, Rear Commodore East, started volunteering at the Group-Air Station. The idea was to bring in Auxiliarists to help the over burdened Operations Center Supervisor in his many collateral duties. This was not only to help ease his work load, but it also would be helping to speed up the patrol order issuing and payment process. The patrol order issuing and payment team quickly set to work devising standard procedures and developing all of the necessary computer based applications. Now, back to the rescue! After Chief Bear's accident the Operations department started piecemealing out Chief Bear's responsibilities until his possible return in October. The problem arose when they got to Auxiliary orders and marine event permits. No one in the Operations Department was familiar with how the system was set up, and with the drastic manpower shortages, who could they spare to take on such a huge load? The answer was unbelievably simple. The Auxiliary could. Who better to run the system than the people who helped design it in the first place! But what about those pesky marine event permits? Well,

the answer to that was relatively painless also! Unbeknownst to all, Auxiliarist Mickey DeFerrari had this well in hand. She had started volunteering the prior month. Not only did she know all about the Auxiliary computer applications, she also knew how to enter marine events into the master schedule so the computer would produce the required permit letters for signature. Now all they needed was a point of contact and running mate from the active duty side of the house. TC2 Jimmy Bell was selected. The team was now complete. Mickey saw to the issuing of order numbers and the entry of return orders into the computer, John saw to the organization of all the incoming and outgoing orders. Harry processed the orders for payment as they came in, checking for mistakes, omissions and accuracy. Petty Officer Bell, ...well he sat back in amazement! Every week the spreadsheets were e-mailed to PO Hurst at the Director's Office DIRAUX in Philadelphia for review. A print out of the spending information to date was made for the Groups Surface Operations Officer, CDR Cari Thomas, along with all incoming and outgoing orders for signature. All in all, during Chief Bear's absence, the Auxiliary issued and processed over 600 patrol orders, and tracked \$21,000 in funds expenditures. But most importantly, they provided man hours equivalent to every member of Surface Operations working 21/2 hours late every day this summer! And how do I know all this you might ask....well it's rather simple, because I'm Chief Dave Bear, and I spent the last three months at home recuperating while I listened to the praises of the entire Group about how the Auxiliary saved the day. I have never been prouder of four co-workers in my life! Bravo-Zulu!

*CPO David Bear*

*Auxiliary Operations Liaison, Group Atlantic City*

## A SIGN OF RESPECT AND ADMIRATION

As volunteers in the Coast Guard Auxiliary, there may be occasions when some of us wonder if the expense, time and energy we put into our Auxiliary activities is really appreciated. How much of that "Team Coast Guard" concept is shared by some of the full time Coast Guard. Recently we have received a formal token of that respect and recognition from US Coast Guard Group Atlantic City.

In the picture the Blue and White Coast Guard Auxiliary Ensign is show flying from the staff of CG Group Atlantic City in recognition of the presence of Auxiliarists on site. Standing



proudly in front to the flag staff are Flotilla 7-11 Commander John McVey and Division 7 Vice Captain Mickey (Kathleen) deFerrari.

The flying of the Auxiliary ensign was authorized by Captain King, Commanding Officer, Station Group Atlantic City and Commander James Sommer in recognition of the ongoing support the Auxiliary is furnishing in the area of the generation, record keeping and processing of Auxiliary patrol orders for the area controlled by Group Atlantic City.

This tribute is acknowledged and very much appreciated by the Auxiliary.

*Reprinted from "ON DECK", Flotilla 7-11 Newsletter  
Tom Murray, FSO-PB, Editor*

## HONORARY CHIEFS

In mid-September, Auxiliarists Mickey deFerrari, John McVey and Harry Petersen were presented with Group/Air Atlantic City hats by the Group's Master Chief in appreciation for their efforts in processing Auxiliary orders. They were designated "Honorary Chiefs" and handed keys to the Chief Petty Officer's lounge for their use while working at the Group.

## INCLUDED IN ADM LOY's SPEECH

The comments of Admiral Loy, Commandant of the Coast Guard, during his keynote address to the National Board at NACON 2000 are worth repeating. Admiral Loy cited **Manny Greenwald** for his dedicated service to the Coast Guard and the Cape May Boat Crew school for breaking new ground.

**Congratulations Manny! Bravo Zulu Harry Petersen!**

# FALL CONFERENCE 2000 - LANCASTER, PA

Fall Conference 2000 was held at the Lancaster Host Resort, in Lancaster PA. The business of the conference, including the election of the District 5NR Bridge for 2001, was accomplished on Friday and Saturday. Saturday evening showcased our 4th cornerstone at it's finest. The presence of special guests, National Commodore Everett Tucker and Admiral Carlton Moore, brightened the occasion. *Ed.*



# FALL CONFERENCE 2000 - LANCASTER, PA



*Conference Photo credits*  
*M. Phillip Stamm, VCP 10*  
*TOPSIDE Staff Photographer*  
*Mel Borofsky, DSO-PB*  
*Editor, TOPSIDE*



# FALL CONFERENCE 2000 - LANCASTER, PA



# FALL CONFERENCE 2000 - LANCASTER, PA



Is your  
picture missing  
from this photo  
collection?

***if so.....***

Plan to join  
us at  
Spring  
Conference!





# FALL CONFERENCE 2000 - LANCASTER, PA



# FALL CONFERENCE 2000 - LANCASTER, PA



# CONFERENCE CAMARADERIE

Reprinted from "The MainBrace" a publication of Flotilla 24.



*The Awards Luncheon at 2000 Spring Conference*

## CAMARADERIE, that's what I was looking for!

**I**t has been a long time since I volunteered for anything. In general, I don't like volunteer work and rarely found organizations worth volunteering for. However, with the USCGAUX my experience has been completely different. Not only do I want to volunteer, but I enjoy it and want to make a difference. Why the change of heart? It's because of the people.

Many years ago I served my country in the Army. Like any branch of the military, the Army taught it's enlistees how to work together and become units. I learned there was strength in unity and enjoyed the strong camaraderie of accomplishing tasks with my fellow platoon mates. When I left the Army, I had a difficult time finding that same camaraderie with any group of people. I had camaraderie with my employees as my business grew, but it was not the same. I also had camaraderie with my father, the man with whom I worked very closely and who was the first person who interested me in boating.

My father and I built a boat from the ground up. In 1961 we took a boating safety course to learn the proper operation of our boat. Many years passed and I eventually drifted away from boating. When I bought a boat in 1998, I began to take the safety classes once again. Towards the end of my instruction, I approached the instructor to find out more about the Auxiliary. The instructor invited me to come to a meeting. I went, and from that moment on, I was hooked!

Like an addiction, I went more and more frequently to

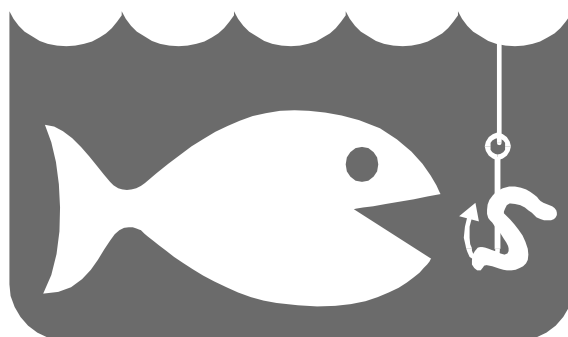
meetings. The people in my Flotilla guided me and befriended me. They were completely selfless in teaching me. I was impressed by their dedication. I was also surprised by all the different types of people from different backgrounds and professions that were members of the USCGAUX. They each lent me their individual talents and unique perspectives to the group to make it thrive. In September of 1999 I was inducted into the USCGAUX. I had finally found the teamwork and camaraderie I had missed since my Army days.

When I walked into the Spring Awards Conference in April, the camaraderie I felt strengthened even more. What a great feeling that all of these people were sharing a common interest and volunteering for something they enjoyed and believed in.

My wife cannot believe the transformation I have gone through. She laughs sometimes when I put on my uniform, in disbelief that I am such an "organization man". I, however, feel very proud and fortunate that I am part of such a wonderful group.

*Article and photo by Stan Morantz, FSO-PA 24  
Huntingdon Valley, PA*

You, too,  
can get  
hooked!



Plan to  
attend  
our  
2001 SPRing  
CONFERENCE



# WELCOME TO 5NR

NAME	FLOTILLA	NAME	FLOTILLA
Frank Accardi	83	Robert P. Moran	12-1
Arnold T. Anderson	15-4	Peter M. O'Hern	49
David J. Anema	16-5	Kathy P. Giuliani Parsons	7-12
William J. Beihl	7-12	William G. Perdue	15-1
David C. Blaker	15-1	Margaret F. R. Perdue	15-1
Mickey E. Broyles	49	Mark M. Peterman	15-1
Michael J. Catalano	15-1	Robert F. Phibbs	16-6
Tammy S. Chartreau	15-7	Natasha A. Pizzarello	16-6
Hayden A. Clark	15-1	Harl M. Porter	4-9
Stephen W. Coder	15-1	Reginald E. Segoins	15-5
Heather L. Coder	15-1	Christopher G. Reier	79
Robert J. Costa	13-5	Paul G. Rhein	18
Margaret M. Costa	13-5	Hpyt E. Roark	12-1
George Daudelin	7-12	David A. Rogers	16-1
Carlos J. Del Valle	7-12	Lawrence Sanchez	61
Mark C. Demeno	16-1	Edward Schulsinger	13-5
Walter J. Domanski	74	Burton J. Schwait	7-12
Jake Elks IV	49	Christopher A. Shaffer	15-4
Darl L. Faust	15-5	Richard P. Sheilds	77
Michael F. Feeley	16-7	Robert J. Simmons	74
Ray E. Forrester	56	Robert W. Simpson	47
David E. Fowler	15-1	Joseph A. Skutlin	8-1
David J. Geiser	15-1	Nancy E. Spotts	14-3
Robert B. Hall	49	Matthew B. Spotts	14-3
William E. Hayes	66	Barry E. Stalneckner	14-3
Eugene Hickernell	12-1	Ronald I. Stern	52
Dierdre E. Hulse	16-1	Valerie H. Stotz	14-7
Jeff A. Johnson	16-1	Robert L. Stotz	14-7
Mark D. Johnson	16-6	Jeffrey L. Stouffer	52
Claudia G. Kellogg	15-1	Donald F. Jr. Stutzman	15-5
Jacquelyn E. Kerr	49	Linda M. Tunney	12-9
Bernard I. Kulp	14-5	Luis Villaneuva	16-10
Loren E. Leach	47	Dennis H. Walters	14-2
Leonardo Rosorio, Sr.	32	Linda C. Williams	15-5
Nancy L. Lopus	16-5	Houston D. Williams	15-5
Robert M. Lydon	85	Selene A. Wilson	16-1
Scott R. MackIm	8-5	Richard D. Wolfe	12-4
Patricia C. Mancino	2-10	Ronald L. Zimmerman	14-3
Herbert F. McCaffrey	79		
Walter E. McClure	14-2		
Daniel J. McFadden	85		
Michael P. McGovern	2-10		
Glenn A. McKinley	14-5		
John K. Mendenhall	12-1		
Robert J. Millburne	14-2		
Jacqueline A. Moore	49		

*as of 8/31/00 prepared by Linda Spayd, DSO-FN 5NR*

Commander Stephen J. Minutolo  
 Director of Auxiliary 5NR  
 and  
 John A. Iocasale  
 District Commodore 5NR  
 welcome these new Auxiliarists to TEAM COAST GUARD

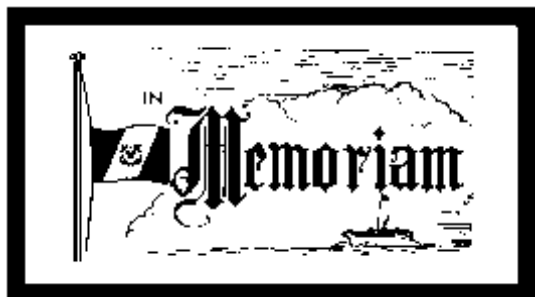
# IN MEMORIAM



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

Samuel Fierstien	Flotilla 26
John D. McIntosh	Flotilla 33
Robert Green	Flotilla 36
Harry Bickel	Flotilla 44
Orlando Maiocco	Flotilla 45
Richard A. Smith	Flotilla 48
Harry G. Jirinec	Flotilla 65
Donald A. Viscido	Flotilla 74
David C. Crossley	Flotilla 74
Geneva Lindgren	Flotilla 7-12
Mildred Dischert	Flotilla 83
Edward A. Shackelford	Flotilla 11-4
Carl Binger	Flotilla 12-2
Marvin Faircloth	Flotilla 12-5
John Kmiec	Flotilla 13-3
Anthony Marcello	Flotilla 13-3
James L. Klaas	Flotilla 16-3
Kenneth J. Kapp	Flotilla 16-3
William C. Ulrich	Flotilla 16-3

Sailors Rest Your Oars



## PAST REAR COMMODORE HARRY BICKEL

JANUARY 20, 1915—JULY 9, 2000

Past Rear Commodore - Central Area Harry Bickel passed over the bar on July 9, 2000. Rear Commodore Bickel joined the US Coast Guard Auxiliary in 1963, when this region fell under purview of the Third Coast Guard District, and belonged to Flotilla 44. He achieved the position of Division Captain 4 in 1972 and was elected Rear Commodore - Central Area in 1973. He was an extremely dedicated Auxiliarist who worked in all programs and strived to make the Coast Guard Auxiliary proud of its people, its missions and its public service.



Rear Commodore Bickel was a founding member of Division 4's Past Captains Association. This association was established to link a Past Division Captain into a mentoring relationship with its Flotillas. Rear Commodore Bickel worked in this capacity with Flotilla 49 and provided valuable leadership and direction to their efforts for several years.

Rear Commodore Bickel is survived by his wife, Frances, and four daughters, Helen, Ann, Barbara, and Brenda.

*Sailor Rest Your Oars*

## FLOTILLA COMMANDER JAMES L. KLAAS Sergeant Major (Ret.)

January 4, 1944—August 10, 2000

Jim Klaas was retired from the U.S. Army. Married to Trish for 15 years. Jim lived in Ocean View, De, for 5 years. Jim went through a Safe Boating Course, then joined the Coast Guard Auxiliary, Flotilla 12-1, in the winter of 1997. In that same year Jim was elected to the position of Vice Flotilla Commander for the year of 1998. The years of 1999 and 2000 Jim was elected to Flotilla Commander of Flotilla 12-1 and served up to the time of his death. Jim will surely be missed by all the Auxiliarists of Flotilla 12-1, and members of Division 12.



*Sailor Rest Your Oars*

# AROUND THE DISTRICT

## Division 1

### Northern Delaware

#### SARDET WILMINGTON EXCEEDS EXPECTATIONS

June 23, Tall Ships Delaware 2000 started at 0800 at SARDET (Search & Rescue Detachment) with more than 40 members of the Auxiliary and the twelve patrol boats. The SARDET stood radio watch communications for the vessels involved in the event for 4 days, alternating shifts. Other members of the Auxiliary helped at the 7th Street boat ramp with line handling, traffic control, and transportation.

All members are welcome at SARDET Wilmington for training in operations, radio watch communications and many other Auxiliary programs. Contact Carol Owens, SARDET Coordinator, at the SARDET or by email at [www.sardet.org](http://www.sardet.org).

Article by Roz Schwebel, SO-PB 1  
New Castle, DE



The US Coast Guard and the Auxiliary working together making a successful event.

*photo by George Greeby, Division 1*

#### OPEN HOUSE-SARDET WILMINGTON



August 16th, Forty-seven Auxiliarists and friends attended this open house event. The weather cooperated and fellowship was in high gear as the sun set behind the building. Division 1 Captain Randy Teaf and SARDET Coordinator Carol Owens made opening remarks and George Greeby presented a plaque to Carol Owens (above photo), naming the SARDET Wilmington building the "Owens Building".

*article by Roz Schwebel SO-PB 1 and photo by Jane Brereton SO-SR 1*

# AROUND THE DISTRICT

## Division 2

### Philadelphia, PA

#### AUXILIARIST RETIRES



Auxiliarist Harry Devlin received his retirement pin from Neil Orkin, FC 2-10 at his retirement party, Wissinoming Yacht Club. Harry served his Flotilla for over 15 years..

*Caption and photo by Neil Orkin, FC 2-10  
Philadelphia, PA*

#### BS&S CLASS LEARNS THE LAW



DSO-LP John Bellenzeni instructs a Flotilla 2-76 Boating Skills and Seamanship class on boating laws. A natural fit!

*photo by Muriel Lewis, IPFC 2-76  
Havertown, PA*



Vic Tenaglia (L) FSO-CS 2-76 and Charlie Lyman, FSO-CM 2-76 working on the SARDET building.

*photo by Muriel Lewis, IPFC 2-76  
Havertown, PA*

# AROUND THE DISTRICT

Division 3  
West Jersey

## OPSAIL 2000, PHILADELPHIA, ABOARD AUXILIARY VESSEL 272669

Thursday, 6/22/00. Underway 0645 under overcast skies. Attempted communications with Station Fortescue, but no answer, Station Cape May responded. On passing Twin Bridges we switched to Group Philadelphia for guidance to the Naval Reserve Basin. We were the first boat to arrive and being early we could not enter Basin. We refueled and returned to the Basin and moored at 1200. We were then transported to the Naval picnic area for hot lunch.

Next we went to building #4 for meeting of all Coxswains. Received instructions and assignments for Friday's parade. Issued hand held radios with Sector Code and Frequency to be used during the parade. Took a van to the picnic area for dinner and then a bus to our hotel for the night.

Friday, 6/23/00. Up at 0400 hours, on to picnic area for breakfast at 0530. Arrived at boat dock at 0630 and got underway and was at assigned station in river by 0700. We were assigned to Sector #4 under Sector Commander *USCGC Cleat*. We maintained a safety zone on the Western and Southern end of the parade.

The N. E. Sagres was the last ship in the parade and we were in position on her port side as she got underway. We remained with her as escort until she passed under the Walt Whitman Bridge. We then formed a line with other craft under the bridge to keep boat traffic from entering parade route. At 1220 hours our sector was secured. We returned to the Basin Dock and checked in our equipment. Then off to the picnic area for dinner then to the hotel for the night.



N.E. Sagres

Saturday, 6/24/00. Arose 0600 hours, ate breakfast at the picnic area. Departed the Basin at 0830 hours, the last boat out. Andy Kratzer and Lou Hazell were on the dock to see us off. Set course to Group Philadelphia to top off fuel tank for trip back down Delaware River to Leesburg, NJ.

Our engine began to overheat. At slow speed the engine would run at normal temperature. We assumed something was blocking the water intake on outdrive. We continued at slow speed and notified Group Phila. They offered assistance on our arrival. Engine stalled at dock and would not restart.

Spoke with the Duty Officer and exchanged information in regard to a disabled facility. We had no means for the crew to get back home. Group Phila. had no drivers but gave us use of a car to return home with our gear. We returned with a pickup and trailer. About six CG personal assisted in loading our boat with their lift. Car was returned and we returned home in pickup with boat in tow.

As we were leaving the base, Andy Kratzer was present and advised us to hold patrol orders until repairs were complete and send receipts with orders. As it turned out, a head gasket was blown and water entered a cylinder causing the engine to stall. The repairs have been made and the boat is back in service.

Everyone at Group Philadelphia was very kind, professional and helpful. We thank them all. The Coast Guard took care of us, and we are ready to do it again.

*Additional notes:* The hot lunch on Thursday was interesting and made for conversation. Meal came in a sealed package and a tray and small bag of water. The water was poured into the tray with a food heater in the bottom. The water activates the food heater. The sealed package was put on top, upside down, then the whole thing was put back into the box and sealed. After 14 minutes the dinner came out steaming hot.

Something very noticeable was the amount of debris in the Delaware River. There were logs, wooden planks, tree limbs, cans, bottles, plastic bags, and in one area about 100 square feet of trash and garbage. We felt it very likely that a plastic bag or



Crew of AUXFAC 272669 (L to R) Jerry Belum, FSO-MS 33, Michael Jordan, FSO-SR 33 and Dan Hanna, Flotilla 33.

some other debris possibly caused a cutoff of water supply to our engine causing it to overheat.

Flotilla 33, Vineland, NJ, had two boats in OPSAIL 2000 Philadelphia. Jerry Belum, Sr. and his boat and Eldon Feaster and his boat, Aux. #162315, with Betty Van Dyke as Coxswain.

It was a great three day experience and I am glad I was able to be a part of it. We all had a good time and are ready to do it again.

*Article and photos by Michael Jordan, FSO-SR 33  
Vineland, NJ*



# AROUND THE DISTRICT

Division 5  
Harrisburg, PA

## 21 DAY RETREAT

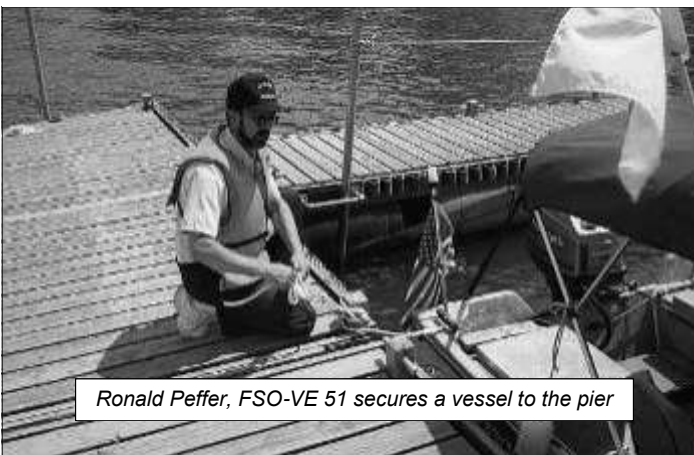


Members of Flotilla 56, Rod Miller, Wally Brenner, Steve Marthouse and Bill Gardner wait for the retreat signal to hoist.

Members of Flotilla 56 hosted the 21 Day Retreat Ceremony, 30 June, at the Marine Corps League, Chambersburg, PA. Flotilla 56 has continuously participated in this event comprised of 14 veteran organizations that share in hoisting the daily ceremony, from Flag Day, June 14, through the 4th of July. Each organization has numerous members who travel every day to a different retreat site throughout the Cumberland Valley hoisting this patriotic salute to the flag. The 4th of July finale is held at Chambersburg's Municipal Park with various activities throughout the day, ending with fireworks at dusk.

*Article and photo by Norman Montoy, FSO-PE 56  
Chambersburg, PA*

## TRAINING OPPORTUNITY AT SARDET LONG LEVEL



Ronald Pepper, FSO-VE 51 secures a vessel to the pier

Division 5 hosted a M.U.T.T. (Mobile Unit Training Team) session at SARDET Long Level on June 10 and 11. Ten Auxiliarists needing crew or coxswain training registered to attend. Trainees arrived early Saturday morning eager to start the training. Rodney M. Miller, M.U.T.T. Coordinator (West) organized the event with COMO Robert Wecker, Henry Reeser, RCO-W Bill Weihlbrecht, S. Marthouse, Paul Shaver, Wally and Jeannie Brenner assisting.

*photo and caption by Wally Brenner, DCP 5*

## DIVISION 5 DAY WORKSHOPS

Division 5 held their annual Division Day on 18 March at River Rescue site in Harrisburg. By 0800, approximately 60 members from Divisions 1, 5, 9, 11, and 15 had arrived and were sampling the coffee and doughnuts (which were delicious!). I was told, by an unreliable source, that the calories had been removed.

Hank Demler, DSO-PE, started the event by giving the Instructors Workshop, which included both PE and MT information. Boats, Water and Kids can be downloaded from the Website. Current Boating Safety Course will be good until Oct 2000. BS&S will be good until Nov 2000. Everything seems to be changing!!!!

From what I could surmise, apparently the PE courses are being totally revamped and will now be in three parts: Boating Fundamentals, Seamanship, and then there will be a supplemental for trailering, types of boats, types of propulsion, and equipment for your boat. If I heard correctly, I think there will also be some 2-3 hour courses on Weather, Small Boat Maintenance, Inland Boating, Lines & Knots, etc.

New courses for children are coming out: a youth course (at the printers), Boating Fundamentals (K-3rd grade/ages 5-8), Boating Fundamentals Jr. (4th -6th grade/ages 10-14)

Auxiliary website (<http://www.cgaux.org/memframe.htm>) has information at the National Department under PE and MT. According to Hank, you can click on the door at the top of the page and go into the PE SpeedGram to read articles, specifically one called "The Quest". I personally recommend that everyone with Internet capabilities "cruise" through the on-line information available at the Coast Guard home page. Every time I slip down a different "alleyway" I find more paths to follow. It's awesome! Though it's like a maze, you don't even have to worry about getting lost! You only need to click on exit to get out. BUT, remember to bookmark any site that you may want to return to, so you can find it again.

The main thing I learned from all of this was:

\* DON'T buy course material too far in advance because it will soon be outdated!!!!

\* BE READY to reorganize your lesson plans if you are an instructor. BE PREPARED!

\* FILL OUT your course completion form and forward it to your Information Systems officer so that you and your Flotilla get credit when you teach a course!

And then,....

Mike Ripton, DSO-VE, was the next speaker. He gave some information for Vessel Examiners (VE) and Marine Visitors (MV). Mike had just returned from a session in Washington DC to finalize the new VE Manual and arrived at the workshop filled with information and enthusiasm. Courtesy Marine Exams are now known as Vessel Safety Checks (VSCs) and both the Auxiliary and the Power Squadron will be

*(Continued on page 58)*

# AROUND THE DISTRICT

Division 5  
Harrisburg, PA

*(Continued from page 57)*

providing this service to the public. Auxiliarists are authorized to train Power Squadron members on performing VSCs and they will receive Member Training credit for that training. VEs will continue using Form 204, which will also be used by the Power Squadron but with some variations particular to them. The new VE Shield will again be numbered, with different sets of numbers for Auxiliary and Power Squadron.

Around noon, we were given a break to dine on the delicious food (including homemade cakes and pies) prepared by the catering staff at River Rescue. As usual, they did a wonderful job.

After lunch, Mike completed his presentation and turned the floor over to Ivan Levin, DSO-OP. Not being part of the operations program, I must admit that much of the information slipped by me, but I did catch one word that I'd been hearing throughout the day. CHANGES, changes, and more changes. He also recommended that Auxiliarists view "The Quest" via the PE Speedgram.

Another item that caught my attention is that Personal Watercraft (PWC) will soon be accepted as facilities in 5NR, but there are specific details that must be followed for authorization. Ivan also gave out the Y2K Operations Workshop Participant's Handout. This included information on Team Coordination Training (TCT) which noted that communications is a key in operational risk management.

Land mobile radio facility owners are being reminded that only the radio is considered the "facility", not the vehicle. Owners retain all liability for the vehicle.

If forms are needed, they can always be found at the National Website: [www.uscgaux.org](http://www.uscgaux.org). If you don't have access to Internet, nicely ask another member who does if they would get you a copy of the form you need. **FORMS MUST BE SUBMITTED CORRECTLY TO RECEIVE CREDIT FOR YOUR WORK.**

Chart Updating is a Critical Mission. Any Auxiliary member can perform Chart Updating (CU) activity. These missions can be performed from a vessel, aircraft, and land mobile facility or privately owned vehicles. NOAA-NOS provides four large-scale charts to each Flotilla that is *active* in the Chart Updating Program. The Flotilla can order the charts at no cost through your DSO-AN and are the property of the Flotilla.

.....Mission completed.

*Reported by J. Brenner/ADSO-PB(W)  
Fayetteville, PA*

## FLOTILLA 56 BLITZ AT RAYSTOWN LAKE

The day was cold and rainy, but the Auxiliarists still forged ahead to their destination of Raystown Lake. The Mockingbird (inset photo), Seth Shafer's custom-made retirement project, was at the site preparing for an along-side tow while on a safety patrol with R. Shafer, M. Redmond, and

W. Frotscher as crew, during the Blitz. Howard Guest, Vice Flotilla Commander, and Betty Argenbright, National Safe Boating Week Chairman, organized this event for training, public awareness, and vessel safety checks in conjunction with NSBW 2000. Many members of Div 9 were also on hand to provide support.

*Above photos and  
story by Wally  
Brenner, DCP 5  
Chambersburg, PA*



Auxiliarists from Flotilla 56 and Div 9 find time during lunch to participate in one of the major cornerstones of the Auxiliary, Fellowship!



Instructors and trainees work together at SARDET Long Level during the recent M.U.T.T. training session.

*photo by Jeannie Brenner, ADSO-PB*

# AROUND THE DISTRICT

## Division 6

### West Trenton, NJ

#### Division 6 Holds Vessel Safety Check Day

Division 6 held a Vessel Safety Check day at Yapewi Aquatic Club in Bordentown, NJ on Saturday, 17 June 2000. Yapewi Aquatic Club provided dock space for boaters on the water to tie up and have their vessel checked. A vessel safety check station was also set up at the Bordentown Public Ramp next to Yapewi. The Vessel Safety Check day was organized by Mike Kovacs, Commander of Flotilla 69 and Commodore of the Yapewi Aquatic Club, and Bob Bocock II, President of the Delaware River Yachtsman's League. As an added incentive, hot dogs and soda were provided to those who had their boats checked. The day was a success, over 60 boats being checked. The Delaware River Yachtsman's League hopes to expand this program next year by involving more yacht clubs and USCG Auxiliary Flotillas.

*Submitted by. Charles Stewart Jr., SO-PA 6,  
Yardley, PA*



The Vessel Safety Check Station at Yapewi Aquatic Club. Pictured manning the station are (L to R) Joe Farber, FSO-VE 61; Doreen Nemiroff, SO-PS 6; and Tom Christopoulos, Sr., SO-SR 6.

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



# AROUND THE DISTRICT

## Division 7

### Southern Ocean County, NJ

#### DIVISION 7 AWARD PICNIC

If you weren't there you missed one of the best picnics ever. Division Captain Mel Borofsky and Special Events Chairman Joe Cherichella, along with a committee made of members of several of the Flotillas, provided the delicious food, beverages, music and awards.

Director of Auxiliary Commander Stephen Minutolo traveled from Philadelphia to join us along with active duty personnel from CG Station Barnegat Light.

The rain held off and the staff and food held up till the end of the picnic. A great time was had by all.

*Article and photos by Marie McGlynn, FSO-PB 79  
Lanoka Harbor, NJ*



#### KING OF THE SAUSAGES

Ray Panfile, IPFC 7-10 received this award for peppers and onions above and beyond the call of duty.

#### DOOR PRIZES GALORE

Rich Alderiso, ASO-CM 7 shows off his "treasure trove"



#### AWARDS AWARDS AWARDS!

Edith Hopkin, FC 72 receives one of the many awards earned by the Auxiliarists of Division 7





# AROUND THE DISTRICT

Division 7

Southern Ocean County, NJ

## VSCs ARE UNDERWAY



The new vessel safety check program is underway in Flotilla 79. The team, on this hot Saturday morning was (L to R) Ellen Voorhee, Marie McGlynn, Paul deFerrari, IPDCP 7; Joyce McGowan, Ken McGowan, and Ray Jackey.

*photo by Marie McGlynn, FSO-PB 79  
Lanoka Harbor, NJ*

## CAMDEN COUNTY GIRL SCOUTS ENJOY "BOATS N' KIDS"



Kathleen "Mickey" deFerrari, VCP 7, presents a "Boats N' Kids" session at CG Station Barnegat Light  
*photos by  
Joyce McGowan,  
SO-FN 7  
Lanoka Harbor, NJ*

After the class the Girl Scouts of Camden County Council tour the 47' Motor Life Boat at CG Station Barnegat Light.



## NEW COXSAIN PINNED

CWO Ken Holmes, then CO of CG Station Barnegat Light presents newly earned Coxswain pin and certificate to Michael Maneri, Flotilla 77, Mystic Island, NJ

*photo by  
Edna Frederick,  
SO-PA 7  
Whiting, NJ*

## AUXILIARY SUPPORTS FBI DRILL

On Thursday June 8, and Friday June 9, Joseph Raup, VFC, Flotilla 74, was asked to supply his boat and a crew for a special project with the Coast Guard Small Station Beach Haven along with Flotilla 77. Stan Pojnar, SO-VE 7, skippered the boat from 77 with Stan Butler, SO-MS 7, as his crewman. Joseph Raup's Crew was Charles Andree, FC 74, and Russell Van Luvender, FSO-PS 74.



Raup, Andre and Van Luvender

The project consisted of a first phase training for an FBI Swat Team from New York. The job of the two Auxiliary boats was to act as a platform so the Agents could transfer from the Coast Guard inflatable Boats to the Auxiliary boats and then back. This routine was to gain proper balance, coordination, and skills necessary to help them board vessels. The project was going along fine, the tricky part was to maintain 12 knots, a given compass heading and help anyone who might slip off the boat. The team worked very well together, there were no mishaps. The Auxiliary boats worked with the Coast Guard as Swat Team Members dropped of the stern in full uniform, working on man overboard procedures. This went on until about 1600, we then secured, went home and prepared for the next day's events.

Friday, 0900 we were back at Station Beach Haven. The agents were assembled in full uniform, helmet, safety glasses, bulletproof vests, boots, sidearm, and an automatic rifle, value? About \$3000 dollars. Oh yes, on top of everything, we can't forget the old reliable life jacket. The agents then got aboard their designated vessels, then off to ICW Buoy 109 to meet up with the "Black Whale" a rather large boat used a lot to take passengers to and from Atlantic City, ideal on which to perform the drills that were learned the day before. They then practiced boarding procedures. Practice, and more practice. This went on until 1300, when camp was broken and all concerned headed for home, before the heavy traffic started.



What was accomplished? During the two sessions, the FBI agents learned a lot about boarding procedures, above all they learned safe boating procedures, from the best people, BM1 D. Bowman and the U.S. Coast Guard. These agents will take what they learned here in New Jersey, back to New York, to help train other agents, to help make our waterways safer for all.

*Article by Charles Andre, FC 74*

*Photos by Joseph Raup and Russell Van Luvender,  
Manahawkin, NJ*



# AROUND THE DISTRICT

Division 7  
Southern Ocean County, NJ

## US COAST GUARD STATION BARNEGAT LIGHT AUXILIARY RADIO WATCH

A proposal was made early this year to supplement the Barnegat Light Coast Guard Radio Watchstander with an Auxiliary radio to handle routine radio communications with Auxiliary vessels on active patrols. Division 7 personnel qualified as Radio Watch Communication Specialists would man a radio at the station for routine communications. Initially the proposal was for the active watch to pull four-hour tours during weekends and holidays. Initially there were about 9 AUXCOM qualified personnel available.

A call for volunteers produced an additional 12 people who trained for the Auxiliary Communications Specialty Course (AUXCOM), successfully took the test and qualified. According to Rich Alderiso, ASO-CM 7 who was assigned this special communications project, we now have 19 Division 7 personnel on call for this function. The watch is to be active weekends and holidays from Memorial Day to Labor Day during the active boating season from 1400 to 1800 hours.

Auxiliary communicators maintain contact with the Auxiliary boats on patrol and will know their location at all times. A permanent watch log is maintained and signed off by the CG Duty Officer at the end of each shift. The Auxiliary Radio checks the location and operational status of Auxiliary vessels on active patrol every half hour and notes their location, status and direction of heading into the permanent log. This provides up to date location information to the Coast Guard in the event of the necessity to have one of our Auxiliary Facilities assist in a response to a call. Once an incident or a Search and Rescue (SAR) event has been identified, control is passed to the regular Coast Guard Radio Watch Stander who takes over and handles further communications. At no time does the Auxiliary communicator have direct contact with the boating public.

Working together to assist the Coast Guard in their critical function of preventing events such as this from becoming tragedies is what motivates Auxiliary members. We are part of Team Coast Guard.

*Article and photo by Tom Murray, FSO-PB 7-11  
Whiting, NJ*



Rich Alderiso, ASO-CM 7 (standing) supervises Tom Murray during his communication watch

## IT COULD HAVE BEEN 56 YEARS

But Charles J. Barger of Flotilla 7-10 took a 21 year hiatus from the Auxiliary. I had the honor of presenting Mr. Barger with his **35 Year Membership Certificate** at a recent Flotilla meeting and was impressed with the vim and vigor Charlie exhibited. Charlie presented me with a packet full of Auxiliary mementos he collected over the years. I have taken the liberty to reproduce some of them on this page.

Charlie is very busy now, caring for his ailing wife, but he still looks back fondly on his active days in the Auxiliary. As I mentioned, Charlie took a 21 year vacation from the Auxiliary for such mundane things as raising a family and putting bread on the table. His work and family schedule didn't leave much time for the Auxiliary, but he came back, and we're glad he did.

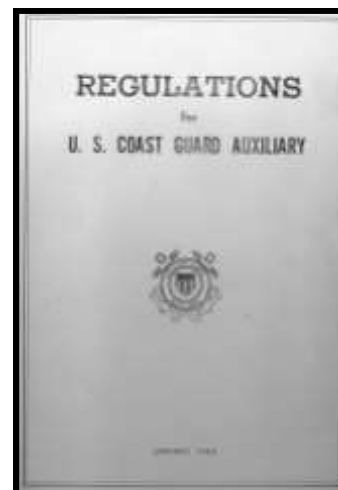
*Article by Mel Borofsky, DCP 7, DSO-PB  
Photo by Ray Panfile, IPFC 7-10*



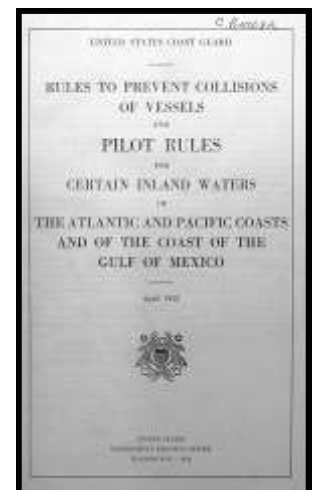
Mel Borofsky (L) DCP 7 and 35 year member Charles Barger



Mr. Barger's original membership certificate dated March 30, 1944. If Mr. Barger had not taken a 21 year hiatus, his time in the Auxiliary would have been 56 years.



Auxiliary "Manual" - 1943



"Nav Rules" - 1943

# AROUND THE DISTRICT

Division 8  
Southeast New Jersey

## NEVER TOO YOUNG TO LEARN BOATING SAFETY



Dick Herb, FSO-PE 83 and "Bud" Troiano, FSO-MT 83 displaying and instructing the use of safety equipment at the Maud Adams School, Lower Township, NJ. Over 600 students joined in enthusiastically.

*Photo by "Bud" Troiano, FSO-MT 83*

## FLOTILLA 83 VISITS THE USCG CUTTER VIGOROUS



All smiles after a successful dinner meeting aboard the USCGC Vigorous are (L to R) LT CDR Jessee, Inex Troiano FC 83, Vince Kipp, VFC 83 and Gil Finkelstein, DCP 8.

*Photo by "Bud" Troiano, FSO-MT 83*

## ON THE WATER TRAINING



"Bud" Troiano, (L) FSO-MT 83 goes over underway checklist with boat crew trainees Jim Cox and Carl DelMonte.

*photo by Inez Troiano, FC 83  
Wildwood Crest, NJ*

## AUXILIARIST WITNESSES BOAT RECOVERY

On 22 July 2000 I arrived at US Coast Guard Station Great Egg for the purpose of taking part in on the water training with other Auxiliary members. On arriving I learned that an Auxiliary Vessel Facility had been stolen from Atlantic City some time during the night. The stolen facility was scheduled to take part in the training (with me aboard). In view of the now shortage of training facilities I requested to get underway on one of the active duty boats for their routine patrol. The purpose of my request was to familiarize myself with our area of responsibility (AOR). As a watchstander for Station Great Egg, I felt this was necessary training.

We got underway with 4 persons aboard and as we approached ICW buoy #220 we observed what appeared to be the missing facility, beached a short distance from our position. Our vessel advised the Station of the sighting and we were told to move in closer to determine if it was, in fact, the missing facility. As we moved closer, the name "Misty Blue" was clearly visible on the stern and this confirmed it to be the missing facility. The boat was hailed verbally with no response. There was no visual indication of persons on board and it was reported that the stolen vessel was found. Our Coxswain advised that we were going to make a tactical boarding and I was advised to lay back, low behind the console, and stand out of harm's way. The tactical boarding was accomplished and determined that no one was aboard. The scene was secured to await the arrival of the New Jersey State Police. I would like to commend the Coast Guard crew for their professional execution of the tactical approach and boarding. As a retired Detective Sergeant, trained in similar matters, I feel qualified to make such a judgment. I am proud to be a member of the Coast Guard family.

*Article by George Morris, Flotilla 81  
Ocean City, NJ*

## AUXFAC RELIEVES USCG CUTTER

During the last days of August, the Air National Guard lost a jet fighter aircraft off the Brigantine, NJ coast. The pilot ejected safely and the aircraft plunged into the ocean, to a depth of approx. 30 feet.

While the area was searched for the aircraft, a security watch was ordered by the Coast Guard. On Labor Day, Leo Daley, SPO CFV 5NR and Anthony Maiuro, FSO-VE 84, aboard their AUXFAC relieved the USCG Cutter Mako. It was very gratifying to hear the Captain of the Cutter state "We stand relieved of the area watch, Coast Guard Auxiliary Vessel 222353 thanks for being a part of the Coast Guard family". We stood a 9 hour patrol that day, food provided by the Station Atlantic City Officer of the Day. We were relieved by a Coast Guard Vessel who took over the watch for the night. No incidents to report..."All Quiet and Secure".

*Article by Leo Daley, SPO CFV 5NR*

# AROUND THE DISTRICT

Division 11  
Reading Area, PA

## KID'S SAFETY AWARENESS DAYS "PFD PANDA IS ALIVE & WELL IN DIVISION 11"

Two events were held this summer in Division 11. Each event was a Kid's Safety Awareness Day, one at Boyertown, PA and the other at Wyomissing, PA. Being only a few weeks apart allowed maximum utilization of the "Panda" suit. As expected, PFD Panda was a big hit with the youngsters (and parents as well). Members of Division 11 have participated over the past several years in the Boyertown event, which has proven to be very popular in the area. The success at Boyertown provided the pattern for a similar activity that was held for the first time at Wyomissing.

*Article and photos by William Lewullis, DCP 11  
Aristes, PA*



⇐ Meeting PFD Panda (Dick Rothermel, IPDCP 11) puts a smile on the face of a young fireman at the Boyertown event.



Smokey the Bear and PFD Panda (Peg Lewullis, FC 11-3) team up to get out the safety message at the Wyomissing event. ⇒



The "Safety Menagerie" line up for a group photo of what may be the largest collection to date of safety mascots at a single event (we haven't checked out Guinness on this yet).

## US CORPS OF ENGINEERS BLUE MARSH SAFETY FESTIVAL

The US Army Corps of Engineers held their annual water safety festival on June 11th at Blue Marsh Lake, Berks County, PA. Division 11's Flotilla 11-6 was invited to attend and participate with a safe boating booth. Many persons visited the booth and safe boating week hand outs were distributed.

*Article by John Lenart, SO-PA 11  
Birdsboro, PA*

*Photos by Terry Hilbert, FC 11-6  
Fleetwood, PA*



John Lenart, VFC 11-6 and Terry Hilbert, FC 11-6 host the safe boating booth at Blue Marsh Lake.



A distinguished visitor to our safe boating booth was PA Marine Safety Officer John Sabaitos. Joining John Lenart in a soft drink break, they discussed boating safety considerations out on the lake.

*A note of interest to all... many citations are being issued to personal watercraft operators who are boating without evidence of proper certification,.... a word to the wise!*





# AROUND THE DISTRICT

Division 12  
Southern Delaware

## SAFE BOATING WEEK KICKOFF



Gov. Tom Carper of Delaware was the keynote speaker



Robert Perrone, VCO 5NR addresses the assembly.



Pictured with Gov. Carper are (L to R) Leonard Leschinsky, FSO-FN 12-2; Richard Hayes, 12-2 and George Morabito, IPFC 12-1



Louise Ruff, Division 12 Auxiliarist of the Year 1999 with Gov. Carper.  
Above photos by Carolyn Otto, SO-PB 12  
Dover, DE

## RIBBON CUTTING AT INDIAN RIVER CG STATION



Open house ribbon cutting at CG Station Indian River, DE. The open house was part of the Station and Auxiliary's safe boating week kickoff. Among the ribbon cutters is Delaware State Representative Shirley Price.

Photo and caption by Fran Doyle, FSO-PA 12-1  
Millville, DE

## *A Recipe for Successful Retention* Everette L. Tucker National Commodore

- Do not focus, discuss, seek information about or otherwise spend your energy on the number of people leaving this organization. To do so programs your brain toward thinking about the negative. **Flotilla Commanders who focus on the negative are defeating themselves.**
- Plan each meeting. A well run, fast paced meeting, which includes interesting member training, is a joy to attend - **not a dreaded obligation.**
- Take time to involve your members in the planning of key Flotilla activities. Asking a member for an opinion is flattering - **a sure sign of that person's importance and worth.**

# AROUND THE DISTRICT

Division 14  
Susquehanna, PA

## FLOTILLA 14-2 ANNUAL PICNIC

Flotilla 14-2 held their annual picnic/meeting in July. This series of candid shots were originally printed in "The Marlinspike", the publication of 14-2.

*Photos courtesy of Otis Littleton, Flotilla 14-2  
Mechanicsburg, PA*



# AROUND THE DISTRICT

Division 15  
Frontier of PA



Doing more than just a simple vessel safety check. Ted Piotrowski, SO-MV 15, takes time to explain to a novice boater registration/documentation requirements. "Teaching is part of doing a VSC", explains Ted.

*Above & below photos and captions by Astrida V. Miller, SO-PB 15  
Covington, PA*



On a cold and dreary day in northern PA, Flotilla 15-6 started their "Safe Boating Day" with a *Water & Kids* course. Kids received basic boating safety rules from Auxiliarist Mary Kay Hawn. The video "Inky the Whale" was followed by a discussion on keeping our waters clean. Following the short course, with the sun coming out and warming the participants, 54 kids took to the water for the annual fishing tournament. The fishing was good and all kids walked away with prizes. Auxiliarists conducted vessel safety checks and patrolled the waters to complete the day.

Donald "Doc" Bowes, IPDCP 15, has been awarded his 11th Coast Guard Sustained Service Award. "Doc" a truly dedicated Auxiliarist, uses his many talents and persuasive powers to further the aims and goals of the Auxiliary. He leads by example encouraging all who have the opportunity to be associated with him. May we all live long enough to be associated with him

*by Astrida V. Miller, SO-PB 15*



# AROUND THE DISTRICT

## Division 15

### Frontier of PA

Walker Lake is one of those pleasant little out of the way fishing spots that ordinarily are a very serene and placid oasis of nature. There's a nice launch ramp and dock with a well maintained parking lot and picnic area for the anglers to set up and set out for a few quiet hours of "away from it all".

Well, on the 25th and 26th of March, that scene was dramatically altered by the presence of 17 teams of novice and varsity college rowing competitors! The rowers roster alone listed over 500 persons, and with buses, trailers, and support activities, all made for quite a commotion.



Rick Dobeck, FC 15-5 on watch

Bucknell University of Lewisburg, Pa. sponsored their 17th annual crew invitational, and Flotilla 15-5 of Northumberland, Pa. was requested to provide two boats and crews for the regatta patrol. The Patrol consisted of Coxswain Rick Dobeck FC 15-5, with crew Jim Gotthelf, FSO-PA 15-5, and Coxswain Leon Reed, FSO-CM 15-5 with crew Diane Reed, FSO-SR 15-5. The race course, start to finish was 1750 meters long on a 239 acre pool. This necessitated constant radio and binocular use since most of the day each patrol boat had several rowing crews operating in opposite directions, simultaneously.

Now March isn't the warmest of months in PA so we were quite thankful for our survival suits and, although Saturday's weather was fair enough, Sunday's had all the potential for disaster. Wind being the major threat. Most of that day the gusts were in the 30 to 40 mph range which had those "Hardy Navigators" rowing through waves at their gunwales.

The race officials knew we were closely monitoring the weather channels on our VHF's and relied heavily on our forecast updates throughout the event. All this brings me to a point, that being, the enormous sense of pride we felt in being part of a truly worthy mission. Especially during those periods of severe wind when those young men and women had a well equipped and properly trained US Coast Guard Auxiliary Patrol Team totally focused on their safety and well being.

And to think, if we hadn't joined the Auxiliary, we might have only gone fishing there!

*Article and photos by Jim Gotthelf, FSO-PA 15-5  
Herndon, PA*

# AROUND THE DISTRICT

## Division 16

### Northern Jersey Shore

### The Saga of a Coastie Mascot

#### It was the worst of times. It was the best of times.

Java, a purebred Chocolate Labrador Retriever, was discovered on the internet ([www.petfinder.org](http://www.petfinder.org)) by the Commanding Officer of the Coast Guard Station at Manasquan Inlet in Point Pleasant, New Jersey. Senior Chief Petty Officer Robert Wyco promptly adopted him and placed him on active duty as the Official Mascot with all the privileges and duties of a Coastie.

Seaman Java had been surrendered to the Ocean County Animal Shelter, Route 547, Jackson, NJ because of his master's poor health. The owner had Java from the time the dog was abandoned at a vet's office as a pup. On the positive side Java is good with children, dogs and other pets. The owner described Java as a very outgoing dog (active, playful and lovable). Java has some bad habits like destroying plants, getting into the trash and occasionally chewing some furniture.

The Volunteer Auxiliary for Animal Shelters made efforts to find him the kind of home he deserved. His story was told on the internet by Volunteer Ray Gaskill, who had pictures included with his history. It was the very best of times for Java and the very best of times for the United States Coast Guard. Seaman Java is doing well now; Although he had a bit of a rough beginning, his maturity level has increased by leaps and bounds. He gets along well with the crew, loves swimming at the station dock, and spends his evenings trying to find a crewmember who will let him sleep on a bed.

The Volunteer Auxiliary is especially proud of this particular placement, because it not only saved a dog, but also did so much for the morale of the Station in Point Pleasant.

The commander writes. "He is a joy to have and a great stress reliever for myself Java often sleeps under my desk or knocks my hands off the computer keyboard until I pet him. The Coast Guard Auxiliary has also taken a deep liking to him."

*Editor 's note: Many people do not know that one in five (20%) dogs offered for adoption by shelters are pedigreed animals. Find out more [www.petfinder.org](http://www.petfinder.org)*

*Story offered to TOPSIDE by Senior Chief Rob Wyco,  
OIC, USCG Station Manasquan*



Chief Wyco and Java



# AROUND THE DISTRICT

Division 16  
Northern Jersey Shore

## OPEN HOUSE—USCG STATION MANASQUAN INLET

The Open House at Station Manasquan Inlet on August 5 not only went off without a hitch; it was a resounding success. Thanks to the cooperation of volunteers from several flotillas plus the hard work of the Open House Committee (Frank D'Antonio, VCP 16, Kevin Pace, FC 16-5, Jack Witemeyer, FC 16-7, Terry Bearce, SO-CS 16, Mary Holihan VFC 16-8, and myself), the exhibit came together. A press kit was prepared and mailed to local media, follow-up contacts were made, road signs and a flyer were written and printed and a script was prepared for tour guides.



Artifacts and photographs were loaned by the New Jersey Historical Divers Association, the Squan Village Historical Society, John Chatterton, Dr. W.F. Judge, Robert McDonnell and Ralph Phillips. Included were an oar, life vest and survival pack from the *Morro Castle*, telegraph from the *SS Carolina*, chronograph and dishes from *German submarine U-869* and numerous Spanish coins, gold jewelry, marine hardware and other small items recovered from shipwrecks.



Visitors were marshaled in groups of 16 in the mess deck, where they

heard a brief introductory lecture about the history and mission of the station. They then visited the Exhibit, the Communications Center, and the Defensive Tactics Training Center and toured the station's three rescue craft plus the visiting 87-foot Coastal Patrol Boat *Mako*. At each tour stop in the Station, a Coast Guard Auxiliary guide explained what was being viewed and answered questions.

Some 600 visitors toured the Station and/or the boats; 420 were recorded as they passed through the Station (A full house from 10 am to 3 pm) while the others toured only the boats.

One of our objectives was to boost the morale of Station personnel. One morning, while I was working on the exhibit, one of the young officers came in and said, "This morning I brought my coffee in and just sat here for awhile. This is really an Inspiration Room." The exhibit was in place for several days, so all hands had time to review it at leisure.

At least 10 retired Coast Guardsmen who had served at the Station came through at one time or another, and that gave rise to conversations we had with Senior Chief Wyco about an event we might consider next year: a Reunion of former Station personnel. The Auxiliary in Atlantic City organized such an event and had the attendees bring with them photos, clippings and mementos that they could leave behind. These then became the basis for a revitalized historical archive of the Station. Organizing a similar reunion would give a boost to our Division 16 mission to restore Station Manasquan Inlet's archive.



*Article and photos by Tom Kindre, SO-PA 16  
Brielle, NJ*





# ENVIRONMENTAL PROTECTION

## OCEAN DISPOSAL OF PLASTICS BAN AND GARBAGE DUMPING RESTRICTIONS

On December 31, 1988, a new federal law took effect prohibiting all vessels in US waters from discharging plastics at sea. The new law, the Marine Plastic Pollution Research and Control Act (MPPRCA), implements an international treaty known as MARPOL Annex V. Besides prohibiting the discharge of plastics, the law also restricts dumping of other vessel-generated garbage at sea including paper, glass, metal and food wastes.

Garbage in our waters not only look bad, but it can cause problems for boaters and for wildlife that live in or around the water. The MARPOL treaty requires a placard on all US vessels 26' or longer. One or more placards must be prominently posted for all crew and passengers to read. In addition, a written waste management plan is required on all US oceangoing vessels 40' or longer, which are engaged in commerce or are equipped with a galley and berthing.

Boaters who witness suspected violations of vessel garbage dumping laws may report the violations to the nearest Marine Safety Office or Captain of the Port. If you witness a violation, get as much information as possible about the suspected vessel, including the vessel's registration number and state, the vessel's name and description, what was thrown overboard, and the location and time of the incident.

### OIL POLLUTION

The Federal Water Pollution Act prohibits discharges of harmful quantities of oil into US navigable waters or adjoining shorelines. Further, the person in charge of a vessel or facility which discharges oil in violation of the Act is required to notify the Coast Guard's National Response Center at (800) 424-8802 as soon as he or she has knowledge of the spill.

The penalty for illegal discharges is a civil penalty of up to \$125,000 against the owner, operator, or person in charge of the source. Failure to notify the CG of a discharge is punishable by a criminal penalty of fines or up to 5 years imprisonment or both, against the person in charge of the source. The owner or operator of the source of a discharge is also liable for all removal costs, as well as claims of loss or injury by third parties. Harmful quantities of oil have been defined by the Environmental Protection Agency (EPA) as those which violate applicable water quality standards or cause a film or sheen on the surface of the water, or cause a sludge or emulsion to be deposited beneath the surface of the water or on adjoining shorelines.

Discharge of oil placards must be at least 5" x 8" and fixed in a conspicuous place in each machinery space, or at the bilge and ballast pump control station. Placards must be printed in the language or languages understood by the crew. A sample discharge of oil placard is at the end of this section.

### MARINE SANITATION DEVICES (MSD)

MSD regulations have been in effect for all vessels since January 30, 1980. A vessel that operates in US territorial waters (generally, within three miles from shore) and has installed toilets must be equipped with an MSD. This includes fishing vessels, U.S. and foreign flag merchant vessels and recreational boats.

The following are the most commonly asked questions about MSD's:

Q: Are there "grandfather" clauses or other regulations to ease the requirements for vessels built prior to the MSD regulations?  
A: *Generally, no. The Commandant of the Coast Guard may grant a waiver if space or power constraints prevent installation of any commercially available MSD.*

Q: Is there any area where raw sewage may be discharged overboard from a vessel?

A: *Yes. When a vessel operates outside of U. S. Territorial waters, generally more than three miles offshore, untreated sewage from installed toilets may be discharged overboard.*

Q: Can a vessel be in compliance with the MSD regulation by closing and locking the overboard discharge valve from installed toilets while inside of U. S. Territorial waters?

A: *No. If a vessel has installed toilets and operates in US Territorial waters then it must be equipped with a certified MSD. If a vessel does not have installed toilets or the system is rendered "permanently" inoperable, then MSD regulations do not apply. Locking the overboard discharge valve does not render the system "permanently" inoperable. To be permanently inoperable, fixtures, piping, etc., must be removed from the vessel.*

Q: Are portable systems (port-a-potties) acceptable?

A: *Portable systems are self-contained and therefore are not considered to be installed facilities. Many recreational vessels are equipped with only portable systems and are considered to be in compliance. Vessel owners wishing to avoid the expense of installing a certified MSD may totally remove the installed system and put a portable system onboard, thus making themselves no longer subject to the MSD regulations. This is sometimes feasible on recreational vessels but impractical for most commercial fishing vessels.*

Q: Are MSD's required to be Coast Guard certified?

A: *Type I and Type II devices must be Coast Guard certified and have a label with a certification number attached to the MSD. Some Type III devices, holding tanks, are certified without review by the Coast Guard. Holding tanks that store sewage and flush water at ambient temperature and pressure are self-certified under 33 Code of Federal Regulations, Part 159.12(a).*

Q: What capacity should the holding tank for a Type III device be?

A: *This depends on the number of crew onboard, the amount of time the vessel is operated in Territorial waters and the number of gallons used per flush. Remember, it is not a violation to discharge sewage overboard when outside US Territorial waters.*

*Reprinted from "Special Notice to Mariners-1999"  
First District Aids to Navigation*

## THE PUBLICATIONS OF 5NR

# Keeping Us Informed

<u>Unit</u>	<u>Publication</u>	<u>Editor</u>
Division 1	The Beacon	Roz Schwebel
Division 5	The Yardarm	Patricia E. Roussel
Division 8	Division 8 Mariner	Gil Finkelstein
Division 12	Delaware Bay Lines	Carolyn Otto
Division 14	The Beacon	Alba D. Thorn
Flotilla 21	Polaris	Billie Jo Parsons & Stephen D. Weismann
Flotilla 24	The Mainbrace	Rosa Neff & Stan Morantz
Flotilla 26	Tidings	Harry F. Dyer
Flotilla 2-76	Lifeline	Muriel G. Lewis
Flotilla 42	Auxiliary News	Raymond T. Sims
Flotilla 43	Blasts from the Bridge	Ron Cohen
Flotilla 53	The 53rd Word	Loretta Frank
Flotilla 56	The Mariner	Darren Duncan
Flotilla 65	The Bent Prop	George F. Brobyn
Flotilla 74	Scuttlebutt	Richard Alderiso
Flotilla 7-10	From the Helm	Jim Mulcahy
Flotilla 7-11	On Deck	Thomas Murray
Flotilla 7-12	Rhumb Line	F.G. MacDonald
Flotilla 83	New Horizons	Bud Troiano
Flotilla 11-9	Newsletter	Kenton E. Quint
Flotilla 14-2	The Marlinspike	Alba D. Thorn
Flotilla 14-4	Anchor Dipper	Joseph Diodato
Flotilla 14-5	The Lubber Line	Willard Roush
Flotilla 15-3	Lighthouse Quarterly	Rita & Robert Wisniewski
Flotilla 15-4	Flotilla 15-4 News	Astrida V. Miller
Flotilla 16-1	Flotilla 16-1 Newsletter	Kathy Bennett
Flotilla 16-7	The Binnacle	Ted Hall
Flotilla 16-10	Force 10	Bernie Olszanowski

*Note: If your unit's publication is not included in the above list it means that it was not submitted to the DSO-PB for review and judging for District and National awards. It is the responsibility of Division Captains and Flotilla Commanders to assure proper submission of their unit's publication. The DSO-PB's address is listed on the inside front cover of TOPSIDE magazine. If your unit does not have a publication (and there are as many reasons as the number of members in your unit to have one), contact the DSO-PB or any of our ADSO-PBs for ideas and assistance. We can help you get started right away. Ed.*

# SPECIALTY TRAINING OPPORTUNITIES

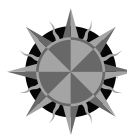
## AUXMIN, Administration Specialty

The AUXMIN Specialty course is focused upon Auxiliary administration. It provides essential knowledge to advance in the Coast Guard Auxiliary as an elected and appointed officer. The AUXMIN course material is based upon the Auxiliary Manual (AUXMAN). [12 hours]



## AUXCOM, Communications Specialty

The Communications Specialty is one of the few specialties cited as a requirement for other Auxiliary activities: ownership of an Auxiliary Fixed Land, Land Mobile, or Direction Finding Radio Facility. It is also required by Communications Officers who conduct radio facility inspections. AUXCOM is also the entry-level requirement for communications watchstander training at Coast Guard units. [14 hours]



## AUXNAV, Navigation Specialty

An Auxiliarist who is qualified as a Navigation (Piloting) Specialist is a genuine asset to the Auxiliary operations activities. This individual knows where their vessel is at any given time and keeps it from danger. The Navigation Specialist is also well prepared to participate in our Public Education program, teaching the piloting portion of our basic courses and participating in the Basic Coastal Navigation (BCN) and Advanced Coastal Navigation (ACN) courses. [32 hours]



## AUXPAT, Patrols Specialty

The Patrols Specialist is another genuine asset to the Auxiliary operations activities. This individual fully understands the complete spectrum of operational patrol activities, both on the water and in the air, such as: Safety Patrol, Search and Rescue (SAR), Regattas spectator safety control, Chart Updating/Aids to Navigation Patrols, to name a few. Practical knowledge achieved by the Patrol Specialist engenders a keen awareness of, and response to, emergency situations, without jeopardizing the crew and facility. [10 hours]



## AUXSAR, Rescue

The Search and

## Search and Specialist

Rescue Specialist

is well qualified in search and rescue and a genuine asset to the Auxiliary operations activities. The AUXSAR training is designed to present a thorough understanding of the policy, organization, and procedures involved in the search and rescue process as generally practiced by the U. S. Coast Guard. The Search and Rescue Specialist is aware of the overall structure of the search and rescue organization, is able to plan search operations, and has an understanding of towing principles, towline properties, and recognition of the effects of sea state, to ensure a safe and successful search and rescue. [12 hours]

## AUXSEA, Seamanship Specialist



## Seamanship

The Seamanship Specialist is a particularly valuable asset in Auxiliary operations as knowledge of vessels and proficiency in their operation is a major Auxiliary interest. A Seamanship Specialist has extensive knowledge of vessels and their propulsion systems as well as detailed information on how vessels are constructed, founded, and operated. The Seamanship Specialist understands marine engines, knows how to perform minor repairs, is knowledgeable on vessel handling in normal and heavy weather, and how to approach distress situations. These attributes, when combined with the studies and practical training of the Boat Crew/Coxswain program, will make the member a competent and reliable crewmember of an Auxiliary vessel. [10 hours]



## AUXWEA, Weather Specialist

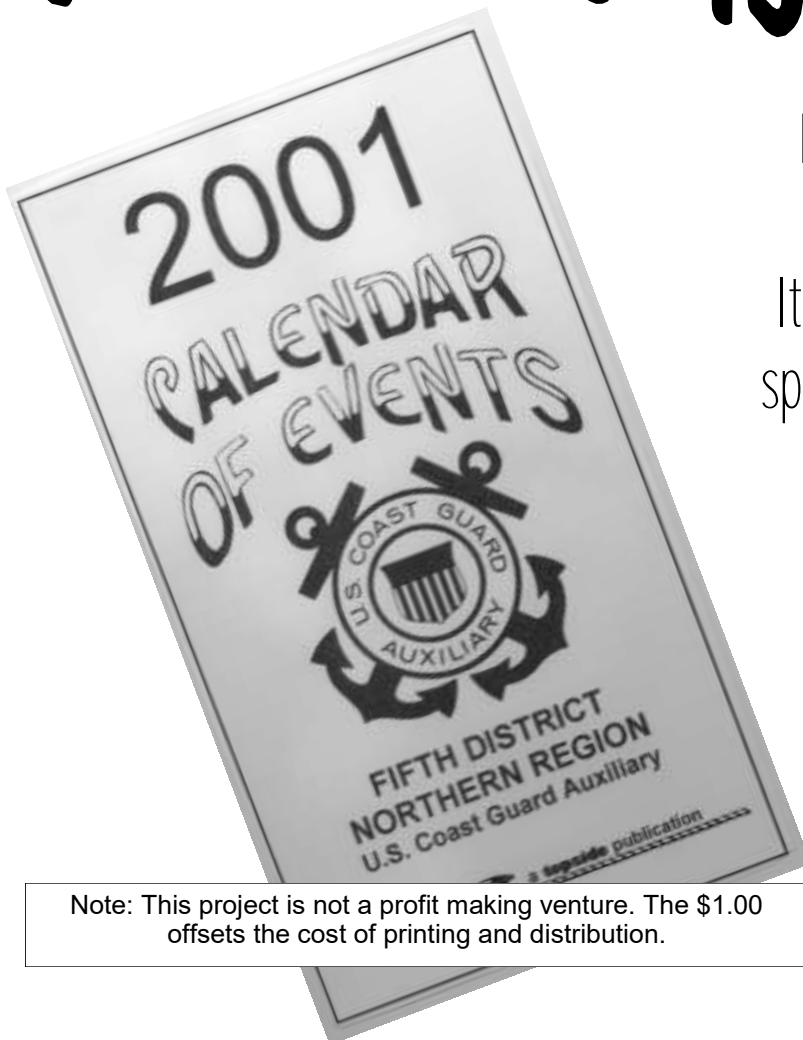
The Weather Specialist is a genuine asset to Auxiliary operations activities. This individual understands the weather, its importance in the marine environment, and to the conduct of safe and effective operations. The Weather Specialist is able to make accurate and valuable short range (several hours) weather forecasts to enable crewmates to avoid dangerous weather conditions while performing their patrol activities. Long range (two or more days) forecasts are also developed to assist in planning operations activities. The Weather Specialist develops a keen sense of weather processes, including those which have an element of danger: thunderstorms, squall lines, fog, tornadoes, and other severe phenomena. A comprehensive knowledge of weather processes and effects is essential to the competent mariner, whether on the high seas, the coastal areas, lakes and rivers, or local reservoirs.

Contact your Membership Training Officer (FSO-MT) to determine the availability and location of these courses in your area. It's a benefit of membership!

## 2001 5NR POCKET CALENDAR

# The time is now.....

Every Auxiliarist can use this  
handy pocket calendar.  
It lists all national holidays and  
special 5NR dates to remember.  
ALL FOR \$1



Note: This project is not a profit making venture. The \$1.00 offsets the cost of printing and distribution.

***Flotilla  
Commanders  
and  
Division Captains  
should order one  
for each of their  
staff officers!***

Send to: Melvyn A. Borofsky, DSO-PB 5NR  
24 Lake Singleton Court  
Little Egg Harbor, NJ 08087-1115

**MAKE CHECK PAYABLE TO: "USCG AUXILIARY 5NR"**

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

Number of copies: \_\_\_\_\_

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at \$1.00 each: \$ \_\_\_\_\_ enclosed.






City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_

Division: \_\_\_\_\_ Flotilla: \_\_\_\_\_

**DELIVERY ON OR BEFORE JANUARY 15, 2001**

# United States Coast Guard Auxiliary

## Fifth Northern District - 2000-2001 Calendar of Events

OCT	NOV	DEC	JAN 2001
<p>1 Start 2001 Workshops</p> <p>1 Start FY 2001 Facility Inspections</p> <p>1 Stop Dues for New Members</p> <p><b>9 Yom Kippur</b></p> <p><b>9 Columbus Day</b></p> <p>15 Unit Reports Due</p> <p>21 Western Area Meeting</p> <p></p> <p><b>31</b></p>	<p>1 Winter Uniforms</p> <p>2 Mail Audio-Visual Inventory Letters</p> <p><b>7 Election Day</b></p> <p><b>11 Veteran's Day</b></p> <p>11 Eastern Area Transition Meeting</p> <p>15 Unit Reports Due</p> <p></p> <p>18 Central Area Transition Meeting</p> <p><b>23 Thanksgiving</b></p> <p>30 Deadline for Disenrollment Forms Postmarked to DSO-PS</p>	<p>1 Auxiliarist of Year Deadline to DCO</p> <p>15 Certificate of Election, ADMIN-2 and Staff Officer Appointments, ADMIN-3 due to DIRAUX</p> <p>15 Unit Reports Due</p> <p>15 January Board Reports to DIRAUX</p> <p><b>22 1st Day of Hannukah</b></p> <p><b>25 Christmas</b></p> <p><b>26 1st day of Kwanzaa</b></p> <p>31 <i>TOPSIDE DEADLINE</i></p> <p>31 <u>2000</u> AUXMIS Final Submissions and Operations Currency Maintenance Deadline</p>	<p><b>1 New Year's Day</b></p> <p></p> <p>6-7 Elected Officer's Training</p> <p>7 EXCOM Meeting</p> <p></p> <p>15 Unit Reports Due</p> <p></p> <p><b>15 Martin Luther King's Birthday</b></p>



DEPARTMENT OF TRANSPORTATION  
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