

# t pside

PUBLISHED BY 5TH NORTHERN DISTRICT - U.S. COAST GUARD AUXILIARY

Vol. 101, No. 2 Summer 2001

**WELCOME TO SPRING TRAINING!**

USCG Auxiliary Style

in this issue... District 5NR Awards for 2000  
Photo Essay - 2001 Spring Conference  
Getting Ready for Summer - Training in 5NR  
**Operation Boat Smart**





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topside spring issue  
**NEXT DEADLINE**  
**30 August 2001**

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**On the Cover:** Training for the boating season, keeping skills sharp, and learning new disciplines is paramount in 5NR. Pictured is Auxiliarist George Hamilton of Flotilla 82, Cape May, NJ, demonstrating the proper technique of extinguishing a fire.

*photo by Richard S. Keast, SO-AN 8  
Ventnor, NJ*

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# Welcome to Wilmington, DE FALL CONFERENCE 2001

**14-16 September 2001**

District Board Meeting  
Computer Workshops  
Banquet & Celebration  
Spouse /Guest Program  
Tour DuPont Powder Mills  
and Hagley Museum  
Flotilla Commander's Forum  
New Member Workshop  
Materials Center

**Be a part of  
5NR Fellowship**

Friday nite.....  
**PIZZA PARTY**

Saturday nite.....  
**CASINO NIGHT**

# DIRECTOR OF AUXILIARY

By the time you read this, the official start of Operation Boat Smart will have occurred as part of the National Safe Boating Week kick-off in Washington, D.C. on May 24th. Although much of Operation Boat Smart may simply seem "ops normal" for the Coast Guard Auxiliary, it really is much bigger than that. Its importance has progressively grown from a single-year operation to multi-year; from a single Coast Guard Area to multi-Coast Guard Area (Atlantic and Pacific); and from minor partnering to major partnering (from just the Power Squadron to the National Safe Boating Council, the National Water Safety Congress, the National Association of State Boating Law Administrators, and more). And the Coast Guard wants you to be part of it!



Coast Guard Auxiliary missions and purposes fit the tenets of Operation Boat Smart like the proverbial hand-in-glove. Operation Boat Smart can be whittled down to four basic



messages that we need to tell...and keep telling...the American boating public: life jackets save lives; boater education saves lives; safe and properly equipped boats save lives; and, sober boaters save lives. Your efforts,

particularly within program areas like vessel safety checks, public education, operations and marine dealer visiting, will count heavily in the Coast Guard's long-term conduct of Operation Boat Smart - so keep the pride of ownership and achievement that has kept this region great flowing!

Unlike my N-Train absence due to the "Flu-of-the-Century" last January, I was healthy enough to recently attend both the District 5 Boating Law Administrator Conference and the Atlantic Area National Planning Meeting. Operation Boat Smart was a common denominator in both events, but a more subtle theme that was of arguably greater value was the importance of information...good, solid, basic information. We often focus on the need for "better communication" - but what exactly does that mean? Perhaps looking at it this way may put it in perspective - if communication is the track system that links across rivers, mountains, plains and borders (or...that leads from Flotillas to Divisions to Areas to Districts), then information is the train that travels on those tracks from one point to another.

You can have a great track system (or chain of communication...) but if the trains (or information...) don't run on them then there are bound to be delays, misunderstandings and problems. Coast Guard and Coast Guard Auxiliary accomplishments cannot be recognized without good information, nor can their problems or challenges be resolved

without it. What I mean goes well beyond just AUXMIS information, or SARMIS or ATONIS (all data retention systems) or any other "MIS." Linking data with an observation, an opinion, a complaint, or any recognition of achievement is imperative to getting timely action taken upon any of them. It is never enough to simply say, "This thing is great," or "This thing is broken." Such statements need to be justified and supported if anything is to be done about them - and that's where data and measures come in.

I recently participated in a 3-day Commandant's Quality Assessment at Marine Safety Office (MSO)/Group Philadelphia as part of a command initiative to closely examine and strategically plan its future. The good and the bad, the achievements and the problems, were easy to identify - especially with simple anecdotal information. But it quickly became apparent that concrete supporting data and solid measures were absolutely essential for any strategic plan to be successful and, more importantly, for specific actions that would improve the lot of Coast Guard team members and public stakeholders to be truly effective.

We are all fortunate to be part of a team that encourages and welcomes suggestions, observations and criticisms from all of its members. We must not forget, however, that this comes with the responsibility of supporting our commentary with facts and ensuring our measures are accurate - so that we may all benefit quickly and fully from them. That means sending solid and complete information along the chain. Doing so is a hallmark of a great organization - and, the last time I checked, that describes District 5 - Northern Region to a "T"! So please keep using that chain of communication...and sending the information along its tracks - it tremendously helps all of us. Have a great summer and keep 'em sailing safely!

*Stephen J. Minutolo, Commander, USCG  
Director of Auxiliary, D5-NR  
Philadelphia, PA*



Robert Perrone, DCO 5NR (R) looks on as Commander Minutolo addresses the District Board at the 2001 Spring Conference.  
*photo by Mel Borofsky, DSO-PB*

# DISTRICT COMMODORE

## The District has come alive with activity!

Following our tremendously successful Elected Officer Training in January, the Flotillas throughout the District started their public education programs. Many are reporting large numbers of students in their classes. We must continue to offer the students what they want; be it a one-day course or a multi-week course. All of our short courses should be viewed as introductory courses making the longer courses available to any students who desire more instruction. The new CD course, "America's Boating Course", is one that can be utilized as a core course followed by our multi-week courses.



With Operation Boat Smart now in its implementation phase, we must make every effort to reach the non-traditional boater, those who canoe, kayak, fish and hunt on our inland lakes, rivers and reservoirs. We must find innovative ways to get the safe boating message to them and their associations and clubs.

Recruiting continues at a good pace; however, this not consistent throughout the District. There are still too many Flotillas that have not brought in a new member in more than a year. This stagnation has to be stopped and new blood infused into the units.

### Recruiting

The Vessel Safety Check program is expected to do extremely well this year. The new distribution system for decals has eliminated recurring problems of the past. The District is

### Vessel Safety Checks

working on (and hopefully as you read this, will have executed) a memorandum of

understanding with the State of Delaware regarding their participation in the Vessel Safety Check program.

Member training opportunities continue to expand at District level with multiple boat crew qualification schools, vessel examination schools, personal watercraft training, new member training and team coordination training being offered across the District. Funding shortfalls have caused us to rethink the method of delivery of this training, but the training will continue.

### Member Training Opportunities

Operations, both surface and air, are in full swing. The increased funding provided for operations should enable us to increase patrol activity to new highs throughout the District. Our operational program is now structured to provide the patrol activity requested by the various Coast Guard Stations that we support.

I am extremely encouraged and grateful for the member support of our programs throughout the District. Attendance at our Spring Conference was extremely high. Those who attended offered positive comments and suggestions regarding the programs presented. We hope to continue to provide more meaningful programs at all future conferences together with our

### Sea and Air Operations

usual fellowship for our members, spouses and guests.

It is my vision that the Fifth Northern will be the best District in the Nation and I truly believe that with your continued support and effort we will succeed in accomplishing this vision.

*Robert J. Perrone, District Commodore 5NR  
Hockessin, DE*



District Commodore Robert J. Perrone and District 5NR First Lady Joanne Perrone at the Awards Banquet, 2001 5NR Spring Conference.  
*photo by Mel Borofsky, DSO-PB*



(L-R) Robert J. Perrone, Sr., District Commodore (DCO) 5NR, Vice Admiral J. E. Shkor, Commander, Atlantic Area, 5th Coast Guard District and Viggo C. Bertelsen, Jr., National Commodore (NACO) share a few moments at the 2001 5NR Spring Conference, Hershey, PA.  
*photo by Mel Borofsky, DSO-PB*

## VICE COMMODORE

### BOATING LAW ADMINISTRATOR'S WORKSHOP

Many members of the Coast Guard and Auxiliary attended the Fifth Coast Guard District Boating Law Administrator's Workshop at Virginia Beach on 17 and 18 April 2001. Participants represented the Fifth Coast Guard District, Northern and Southern Regions and Boating Law Administrators (BLA) from various States. I was privileged to attend as your Vice Commodore.

On Tuesday evening we attended a reception hosted by Vice Admiral John Shkor. This informal atmosphere allowed Coast Guard personnel and Auxiliarists to discuss many items of interest with BLA representatives from North Carolina, Virginia, Maryland, Delaware and Pennsylvania. Many of our Auxiliary State Liaison Officers were present. Overall, the exchange of ideas was excellent. Unfortunately, no BLA from New Jersey was present.

The body of the workshop convened at 0830 on Wednesday, 18 April 2001 and adjourned at 1630. The presentations were informative and included such topics as "Virginia Boating Safety Initiatives" presented by Jeff Decker, "Implementing Mandatory Personal Watercraft Education" by Dan Martin (PA), "Strengthening State/CG Cooperative



Agreements" by Steve Phillips (CG), "Operation Boat Smart" by Commander Kim Pickens and "Operation Boat Smart Regional Initiatives" by Lieutenant Commander Nona Smith. The finale of the workshop was a "Round Table Discussion".

A highlight of the afternoon was the signing of a Memorandum of Understanding (MOU) regarding Recreational Boating Safety by Mr. Charles A. Sledd of the Virginia Department of Game and Inland Fisheries and Roy Wallace, DCO, 5 SR. The MOU, among other things, details law enforcement issues, boating under influence and public education and training.

In summary, the workshop was very worthwhile and informative. The speakers were excellent and the topics were pertinent. The cooperation between the States, Coast Guard and Auxiliary was impressive. Please let me know by e-mail if you would like a detailed summary of this workshop. This workshop strengthened my idea that there is a direct relationship between the effort expended on the Auxiliary by the individual and the information and pleasure received.

*Eugene A. Bentley, Jr., VCO 5NR  
Newtown Square, PA*

## REAR COMMODORE-EAST

### - - STOP and THINK - -

Within the daily routine of our fast paced society, the time-worn adage, - - STOP and THINK - - might, at times, be appropriately invoked as we go about the missions of the Auxiliary. A short reflection prior to leaving the scene could result in a more complete activity.

On any marine dealer visit, necessary attention is given to replenish the pamphlet rack. Information is available on locations and times for safe boating courses being offered in the area, new and updated safety equipment and current marine legislation. Before leaving the dealership - - THINK - - Has it been a quality visit?

Vessel safety checks include going through the list required for the coveted decal. - - THINK - - Do we spend enough "one on one time" teaching aspects of boating safety? Do we describe and encourage continued boating courses and introduce the boater to the additional activities of our organization? We should.

Division Staff Officers do not regularly receive required monthly reports from their parallel Flotilla Staff Officers. - - THINK - - Consider a phone contact. Possibly the Staff Officer just has not thought of forwarding a copy. Personal contact might bring the desired results!

An Instructor who is scheduled for a Public Education Course. - - THINK - - review/revise the lesson plan. Be familiar with the content of the student text. Pre-plan for each course and lesson, no matter how often it has been taught. This insures a fresh approach, incorporates current changes and affords an appropriate direction of content. The results of a good lesson will enable students to put into use the content of the course.

Just to mention a sampling of our Auxiliary activities; we attend Division and Flotilla meetings, we perform vessel safety checks, we visit marine dealers, we go on safety patrols, and we staff safety booths. - - THINK - - Is our uniform the correct one prescribed for that function? Are appropriate shoes worn? Is the shirt open collar or is a tie required? Is the nametag yellow with age? Are ribbons, devices, insignia "shop worn", etc., etc., etc.? - - THINK - - Each and every time we don the uniform we represent Team Coast Guard.

As Auxiliarists, our #1 Goal remains recruitment and retention. As mandated by the Commandant of the USCG, recruitment efforts should consider including new members who are representative of the ever-increasing diverse population of our nation. - - THINK - - Are we only recruiting members who look like us? Are we making a conscious effort to include groups and cultures whose contributions to our society have added dimensions of pride and accomplishment?

Just a few thoughts - - STOP and THINK - - about them!

*Regina P. Stretch, RCO-E 5NR  
Brigantine, NJ*



## REAR COMMODORE-CENTRAL

### "SULTANA": Schoolship of the Chesapeake

This is the story of the Sultana, 18th Century Schooner that was recreated from her Original English Drawing, and launched on March 23 & 24, 2001 in Chestertown, Md. Her mission is to be the "Schoolship" of the Chesapeake. The brainchild of boat builder John Swain, he recruited Drew McMullen, a Captain and teacher, who in turn persuaded Chester River (MD) Craft and Art to take on this project.

From the beginning Sultana, began to fulfill her educational mission. Over 3,000 school children have come to the shipyard for hands-on instruction at every stage of the building process. More than 50,000 volunteer hours have been logged, and now that she's built, the real adventure begins.

#### *And the Sultana's parallel with the Auxiliary?*

Back in 1939, some dedicated enlightened men had a dream, and the USCG Auxiliary was born. Vessel Examinations and Operations were cornerstone activities of the infant Auxiliary. And what made them grow to maturity? PLANNING!



You've heard the cliché "Plan your work and work your plan". But how many Flotillas practice it? This isn't something you do at a Flotilla meeting. NO, you have a staff meeting with the Flotilla Commander and the Flotilla Staff Officers BEFORE the meeting. You pick dates, schedule activities, and check member's qualifications. Now you go to the Flotilla meeting and get commitments to staff these activities. Most importantly, you advertise them to the public..... FREE advertising.

- On the Auxiliary Website.
- On signs posted at launching ramps, marine dealers, marinas, boat yards etc.
- Community Service columns in the local newspaper (they may want schedules 2-3 weeks in advance)

And now, everybody who is involved, and even those who are not, in your Flotilla needs to have a copy of the schedule. This is the job of your Publications (FSO-PB) Staff Officer!

Planning makes it all happen and don't forget the other cornerstone: FELLOWSHIP! When the public sees the good time we are having in these activities it rings a bell. "Gee maybe I could become part of this fun group and maybe even learn something as a result."

Make what we are doing intriguing and fun. Put a smile on your face and a laugh in your throat and entice others to join you and perpetuate this great organization!

*Leon E. Kehr, RCO-C 5NR  
Souderton, PA*

## REAR COMMODORE-WEST

### "THE SKY IS THE LIMIT !"

The District Goals for 2001 recognize the need of resurrecting the VESSEL SAFETY CHECK PROGRAM. National AUXMIS (Auxiliary Mission) data reports a drop in percentage of recreational boaters undergoing a Vessel Safety Check (VSC). 5th Northern District totals indicated a shortfall of the year 2000 anticipated goal with 20,064 VSCs achieved. The 2001 District Goal is 28,568 VSCs.



The Division Captains of the Western Area analyzed these results and found a common denominator among their Flotillas. Only 1/3 of the Flotilla membership is active in the key programs of public education, vessel safety checks and safety patrols. Unfortunately it is usually the same members participating in all 3 key programs. Instead of dwelling on reasons for diminishing interest in the VSC program, **LET US CONCENTRATE ON SOLUTIONS!**

1. Each Flotilla in the Western Area has been asked to develop an emergency plan to double the number of VSCs in 2001, giving their highest priority to the VSC program between May 19 and August 1st. The PA Fish & Boat Commission has also made the VSC program their priority request to the Auxiliary for 2001.

2. Qualify new members as Vessel Examiners. Enlist Aides to function as scribes to increase the output of the veteran Vessel Examiner. Each member should try to complete at least 50 vessel safety checks. Work together as a team.

3. Vessel Examiners can give a boost to the VSC output by spending 2 hours after completing their on the water patrols by doing safety checks in the marinas and ramps.

2 examples: Division 14 has been given a quota of 4000 Vessel Safety Checks (the highest number in District 5NR) for the year 2001. Even though they did not achieve their goal in year 2000, they are not turning negative. Instead they are revamping their program and have made the commitment to reach their 2001 goal. Division 9 has a new Detachment of 12 members at Glendale Lake, and will conduct Vessel Examiners training at this location. This Detachment has made a commitment to perform a VSC on each of the 750 vessels in the Marinas and shoreline anchorage areas.

They are beginning at ground zero!

**THEY CAN DO IT,  
EACH FLOTILLA IN 5NR CAN DO IT!**

**"THE SKY IS THE LIMIT" .....Let's do it!**

*Don Bowes RCO-W 5NR  
Lewisburg, PA*



# OPERATION BOAT SMART

*Reprinted from the USCG Publication: Atlantic Area Pelorus*

## Soundbites:

- "Drowning is the number one killer of recreational boaters, which accounts for more than 70 % of all boating fatalities, yet less than one-quarter of the boaters out there wear a life jacket. We wouldn't accept that miserable safety record if we were talking about seatbelts, so why should we accept it for life jackets?" Vice Admiral John E. Shkor, Coast Guard Atlantic Area Commander.
- "The message for fishermen, hunters, kayakers, canoeists and other inland water sports enthusiasts out there is that life jackets, boating safety courses and sober boating saves lives - it's just that simple." Vice Admiral Shkor.

## Communication Objectives:

1. To increase internal and external awareness of Operation BoatSmart objectives.
2. To actively communicate and engage national and local media on boating safety.

## Background:

This summer over 72 million Americans will participate in recreational boating activities, taking to the water in 16 million registered and unregistered boats and watercraft of various descriptions. If we rely on history as our predictor, between 700 to 800 of those recreational boaters, including about 40 children, will die in boating mishaps - mostly as a result of drowning. The majority of those tragic deaths can be avoided if boaters follow a few basic safety practices. These simple rules include:

- always wear a life jacket when in an open, unenclosed portion of a boat,
- know and obey the rules of the road,
- keep your boat in good repair, and
- never boat under the influence, whether you are operating the boat or are a passenger.

Since the majority of recreational boating, and boating deaths, occurs on our nation's lakes, rivers, streams, and ponds, safety experts determined that a new communication strategy and focus were needed to convey the boating safety message to more people. Operation BoatSmart was developed to bring together a variety of resources at the national, state and local level - working in tandem - to promote a positive change in awareness and behavior, especially on inland waters where most of the recreational boating takes place. Operation BoatSmart focuses special attention and resources on those locations, times, types of vessels and waterborne activities that have been determined to be at the greatest risk for boating deaths.

## Talking points:

- Operation BoatSmart partners include the U.S. Coast Guard and Coast Guard Auxiliary, the National Safe Boating Council, U.S. Power Squadrons, National Association of State Boating Law Administrators (NASBLA) and the National Water Safety Congress.
- Operation BoatSmart is a combined and coordinated effort by

a coalition of boating safety officials and agencies, maritime associations, manufacturers, and other interested parties whose goal is to reduce the number of recreational boating fatalities on America's waterways, with particular emphasis on those inland waters that account for nearly 85 % of boating deaths each year.

- Coalition partners have agreed to focus their efforts on specific vessel types, locations/activities, times and operators identified as "high risk."
- "High Risk" vessels, locations/activities, times and operators are defined as:

## Vessels:

- Open, unenclosed motor boats, rowboats, kayaks, canoes and Personal Watercraft (PWCs).
- Open motorboats have the highest overall number of fatalities (approximately 450 each year).
- Canoes and kayaks have by far the highest fatality rates per million hours of exposure (.42) as any other boat type. Most of these are due to drowning. Next highest are PWCs with a rate of .24. Most of these deaths are due to trauma.

## Locations/Activities:

- Hunting, fishing, and other seasonal activities where a boat is simply considered a "means" for conducting the activity and not the focus of it as it might be along the coasts.
- Roughly one-third of recreational boating fatalities occur while boaters are fishing each year. Another 30 die while hunting from a boat

## Times:

- Holidays, weekends, fishing/hunting season, nighttime and other times when there is the greatest chance of "high risk" vessels, activities or operators on the water.

## Operators:

- Those who have not completed a safety course, who are incapable of putting on a life jacket by themselves (children), who are engaged in high risk activities aboard high risk vessels during high risk times, or those who drink alcohol while boating.

## Key BoatSmart messages:

1. ***Wearing Life Jackets Save Lives.*** The greatest single factor in recreational boating deaths is failure to wear an appropriate life jacket. In 1999, 8 out of 10 boating drowning victims were NOT wearing life jackets. Drowning often occurs because boaters enter the water unexpectedly, leaving no time to put on a life jacket. According to the PFD Manufacturing Assoc., dozens of life jacket styles are available, and there is one to "fit" every boater for every activity. They are non-constrictive, lightweight and comfortable to wear.
2. ***Safe Boats Save Lives.*** Vessels that are properly outfitted and in good working order are less likely to be involved in a fatal accident than other vessels. Vessel safety checks, offered by the Coast Guard Auxiliary and the U. S. Power Squadrons do two things: they provide a penalty-free way for boaters to enhance vessel safety, and they provide a ready means for examiners to teach boaters some basic safety lessons in a

*(Continued on page 9)*



# OPERATION BOAT SMART

(Continued from page 8)

relaxed, non-confrontational atmosphere before heading out onto the water.

3. **Boater Education Saves Lives.** Boating accident report data show that nearly 90% of recreational boating fatalities occur on boats where the operator had not completed a boating safety education course. According to figures from the 1998 National Recreational Boating Survey, when fatality rates for boaters who had taken a boating safety course in the past ten years are compared to those who had not, we find that an "untrained" boater is five times more likely to die in a boating accident than one who received boating safety training.

4. **Safe and Sober Boating Saves Lives.** Boater accident information shows that alcohol was involved in 27% of the recreational boating deaths in 1999. A boat operator with a blood alcohol concentration above .10 percent is estimated to be more than 10 times as likely to be killed in a boating accident than boat operators with zero blood alcohol concentration.

## Opportunities to Link Local Operations to the National Issue:

- Incorporate BoatSmart messages and themes into news releases and interviews for SAR cases.
- Invite media to cover/participate in local boating safety events, demos, & seminars.
- Ask local TV stations to include BoatSmart messages/logo into marine forecasts.
- Brief local politicians and community leaders on BoatSmart operation.
- Encourage local vendors/merchants/marinas to endorse the operation and display info/materials.

## Forums to Engage the Public:

- North American Safe Boating Week: May 19-25, 2001
- Atlantic Area Op BoatSmart Kickoff, NY/NJ Safe Boating Expo - Liberty Island: May 19-20 (tentative).
- National Safe Boating/ Operation BoatSmart Kickoff: May 24, 2001 (Wash., D.C.)
- National Fishing and Boating Week: June 1-10 ([www.rbff.org](http://www.rbff.org))
- National holidays: Memorial Day, 4th July & Labor Day
- National Vessel Safety Check Day: June 2, 2001
- Local TV, radio and print: Public Service Announcements (PSAs), ads (print, TV and radio) by major manufacturers and companies, editorials, commentaries and guest appearances (morning shows).

\* Community events: hunting/gun shows, fishing tournaments, boat shows, school demonstrations, regattas and boat races, local water-related festivals.

Atlantic Area Pelorus: Operation BoatSmart

Page 3

\* Community and civic groups: Speakers Bureaus, SAR or boating safety demonstrations, Coastie the Boat, Theodore Tugboat.

Reprinted from COAST GUARD NEWS

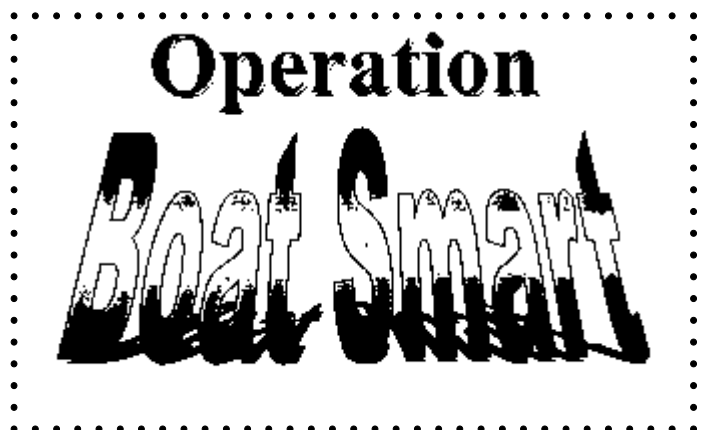
## Operation BoatSmart Aimed at Saving Lives of Recreational Boaters

PORTSMOUTH, Va. - The Coast Guard Atlantic Area commander formally announced the beginning of a four-year national operation aimed at reducing the-more-than 700 boating fatalities each year on America's inland waterways during a kickoff ceremony for North American Safe Boating Week in Washington today.

"Drowning is the number one killer of recreational boaters, which accounts for more than 70 percent of all boating fatalities, yet less than one-quarter of the boaters out there wear a life jacket," Vice Adm. John E. Shkor said. "We wouldn't accept that miserable safety record if we were talking about seatbelts, so why should we accept it for life jackets?"

Each year between 700 and 800 people die in boating-related accidents and 8 of every 10 victims were NOT wearing a life jacket

"The single most important factor in determining your



chance of survival if you are involved in a boating accident is whether or not you're wearing a life jacket when an accident happens," Lt. Cmdr. Brendan McPherson, a Coast Guard spokesman, said. "Wearing life jackets saves lives."

ADM Shkor, the senior operational commander for all Coast Guard forces East of the Rockies, announced the startup of Operation BoatSmart during a formal signing ceremony with representatives from the US Coast Guard Auxiliary, the National Safe Boating Council, US Power Squadrons, National Association of State Boating Law Administrators and the National Water Safety Congress, all partners in the operation.

Operation BoatSmart is a combined and coordinated effort by a coalition of boating safety officials, agencies, associations and manufacturers whose goal it is to increase the wear rate of life jackets and reduce the number of recreational boating fatalities on inland streams, rivers, bays and waterways, which account for nearly 85 percent of all boating deaths each year.

Twenty-one boaters were killed and 83 were injured in 184 boating accidents in Virginia in 1999. Across the nation, 734 people were killed and 4,315 were injured in 7,931 boating

(Continued on page 10)

# OPERATION BOAT SMART

(Continued from page 9)

accidents. Florida had the greatest number of fatalities, with 58.

The operation will target specific vessels, activities, locations and times when boaters are at the greatest risk.

Open, unenclosed motorboats have the highest overall number of fatalities, approximately 450 each year. Canoes and kayaks have by far the highest fatality rates per million hours of exposure (.42) as any other boat type. Most of these are due to drowning.

Roughly one-third of recreational boating fatalities occur while boaters are fishing each year and another 30 die while hunting from a boat. "The message for fishermen, hunters, kayakers, canoeists and other inland water sports enthusiasts out there is that life jackets, boating safety courses and sober boating saves lives - it's just that simple," Shkor said.

Ninety percent of recreational boating fatalities occur on boats where the operator had not completed a boating safety education course, and an "untrained" boater is five times more likely to die in a boating accident than one who received training in the past 10 years, according to figures from the 1998 National Recreational Boating Survey.

Alcohol was involved in 27% of the recreational boating deaths in 1999 and a boat operator with a blood alcohol concentration above .10 percent is estimated to be more than 10

times as likely to be killed in a boating accident than a boat operator with zero blood alcohol concentration. "Recreational boaters can significantly reduce the risk of being involved in a

boating accident by taking a boating safety course, having their boat inspected by the U.S. Coast Guard Auxiliary or U.S. Power Squadrons and by boating sober," McPherson said.

Both the U.S. Coast Guard Auxiliary and U.S. Power Squadrons offer Vessel Safety Checks. A VSC is a free, voluntary vessel examination to verify the presence and condition of certain safety equipment required by State and Federal regulations. The examiner is a trained specialist who will make certain recommendations and discuss certain safety issues.

No citations are given as a result of a VSC and vessels that pass will be able to display the distinctive VSC decal.

The signing ceremony was part of the Third Annual Safe Boating Week activities led by Vice Adm. Tom Collins, Vice Commandant of the U.S. Coast Guard, and Transportation Secretary Norman Mineta. This year's theme is: "Boat Smart from the Start. Wear Your Life Jacket."

Operation BoatSmart website:

[www.operationboatsmart.org](http://www.operationboatsmart.org)

For additional information, photos and an image of the VSC decal, visit us online at: [www.uscg.mil/d5/news](http://www.uscg.mil/d5/news)

*Editor's Note: The following represent Operation BoatSmart*

## Partners:

John E. Shkor, Vice Admiral, Commander, USCG Atlantic Area

Ernest R. Riutta, Vice Admiral, Commander, USCG Pacific Area

Viggo C. Bertelsen, Jr., National Commodore, USCG Auxiliary

Lance J. Jensen, Chief Commander, U.S. Power Squadrons

J. Mike Wilson, President, National Association of State Boating Law Administrators

William Selden, Chairman, National Safe Boating Council

Stephen B. Fairbanks, President, National Water Safety Congress

Most of these individuals were present for the ceremonial signing in Washington.



Vice Admiral John E. Shkor, Commander, USCG Atlantic Area unveiling and discussing OPERATION BOATSMART at the 5NR Spring Awards Conference, Hershey, PA, while Robert Perrone, DCO 5NR looks on.



# PUBLICATIONS

Hello Topsiders,

I was first introduced to the concept and scope of OPERATION BOAT SMART (OBS) at the USCG Academy in New London, CT, a few months ago. Last November to be exact. At that gathering, National Vice Commodore, Atlantic Area-East, Gene M. Seibert, suggested an underlying theme of "many voices, one idea". This message was strong and very clear to me. It implied a program of expanding recreational boating safety awareness and education into areas where in the past, the Auxiliary rarely, if ever, tread. These areas can be defined by geography and/or potential "partner candidate" organized groups. The National Auxiliary has already "partnered up" with the Power Squadron and some commercial outlets. We, at a local level, can also "partner up".

As Captain, Division 7, I was able to share our Division's OBS initiative at the Spring Conference. Under the watchful eye of idea creator Joe Lupa, Division Staff Officer Public Education (SO-PE), the Division and its Flotillas have entered into a "partnership" with the New Jersey State Police. It includes the placement of signs on our waterways advising the boating public of the new NJ PFD law. In the past such "partnerships" usually were of the agreement meeting, smile,

shake hands for the camera and then avoid getting into each other's hair. This initiative is very different. Our plan includes the active participation of both organizations. Each has some specific tasking in the plan, but the end result, public awareness and education is a joint effort and goal.

Obviously Division 7 is not unique with this program. Divisions and Flotillas have often been involved in activities such as this. The OPERATION BOAT SMART program is now encouraging us to actively *seek out* such opportunities. We have spoken to yacht clubs and marina audiences many times in the past....how about trying up-river canoe and kayak clubs. Have we offered them our education services and in return asked for their assistance in our public education offerings? Imagine including an hour session on kayak/canoe safety at one of your classes, "expertly" presented.

The District 5NR Publication Guide has been distributed to our Division Captains and Flotilla Commanders. Please contact me if you, as a Publications Officer (SO-PB/FSO-PB), did not receive your copy.

Reminder: All Division and Flotilla publications must be sent to me for inclusion in the District and National publication awards program. I read each and every copy, looking for news items that I can share with you in TOPSIDE. Please include me in your mailing list.

Congratulations to Alba Thorn, SO-PB 14, and to Division 14 for 100% publication penetration. Every Flotilla in the Division, including Division 14 itself, provides its members with timely, interesting and educational newsletters.

## GOOD SHOW DIVISION 14 EDITORS

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

# AVIATION

Recruiting and training is the main emphasis of the air program today. Our current response program remains limited since there is a dearth of aircraft commanders and first pilots. For those unfamiliar with the program, a first pilot or aircraft commander is required to conduct SAR. Copilots may do all other missions such as logistics, marine environmental patrols and so on.

It seems the recruiting, so far, has been by word-of-mouth. There are at least seven pilots waiting to join the Auxiliary to eventually become part of the aviation program. All have heard of the program from outside sources and upon contacting someone in the aviation program have continued with their interest.



Persons interested in the aviation program are required to take the basic qualification exam only. In some instances, though not required for the air program, some were started in the basic seamanship course. Once an individual is in a Flotilla, the aviation personnel take over the examining and training of prospects. As District Aviation Staff Officer (DSO-AV), I assure that the training of the individuals is carried out by a mentor and to the proper administration of the exams.

The training of observers and pilots is very time consuming. Candidates have to conduct three flights in a training mode just to receive a copilot rating. They then receive search and rescue training. Observer candidates have to participate in eight training flights before they can receive the observer rating. As one can see, getting an Auxiliarist qualified to be a productive air asset in the Auxiliary is very time consuming and costly. Also, weather is not always cooperative and other factors consequently further slow down the process.

Currently, aviation is the only Auxiliary entity that is nationally required to have an annual workshop. Every person be they pilot or observer must attend the workshop. Only one workshop is available on an annual basis. If missed, the Auxiliarist is subject to loss of credentials which then makes it very difficult to maintain qualifications. In addition, pilots have additional requirements for flight hours and a myriad of other requirements. These training requirements are very demanding. There is thought of conducting two workshops a year.

We held a workshop at Group Air Station Atlantic City in April. All of the essentials were covered including egress training and water survival. It was a very full day with at least one Auxiliarist commenting that it should be extended to a two day event. Unfortunately, housing is not readily available or that would certainly be a consideration. Atlantic City Air station personnel provided great support and contributed in a large degree to the success of our workshop.

*Donald R. Vaughan, DSO-AV 5NR  
Harrisburg, PA*

# AIDS TO NAVIGATION

## HELP WANTED

### FOR PEOPLE ON PENNSYLVANIA WATERS

The State of Pennsylvania and the Coast Guard Auxiliary Aids To Navigation (ATON) Departments are seeking your help to locate, identify and report the Private Aids to Navigation (PATONs) on their sole state waters.

The State knows where most of their aids are located and provides sketches of the approximate locations to their installation contractors. These sketches are also provided to Auxiliary Patrol boats to check while underway. An Auxiliarist who submits a 5NR ATON-3 form, after checking the buoys, gets credit in AUXMIS and thereby indicates to the Coast Guard and the State how we are supporting them. The sketches are checked to provide a reliable assessment of locations.

*Our goal* is to provide better maps with more accuracy of the land and water features, including latitude and longitude. *Our plan* is to start with topographic maps, add buoy positions and enhance the water/land features with latitude and longitude.

We are looking for Auxiliarists to assist by developing these topographic maps for the rivers, lakes and other water containments. We need research of what is out there and where. After the maps are developed, checked and double checked, with caution we may release them for public use.

Auxiliarists must exercise extreme caution in approaching the aids, since most mark hazards such as shoals and rocks. They may have been dragged off station and are not marking the intended hazard.

If you are interested in participating in this project, contact Winter "Boots" Wright, ADSO-AN(W) via the DIRAUX office.

### FOR PEOPLE ON TIDAL WATERS

Don't forget to stock up on the CG-5474 (AUX) Aids To Navigation (ATON)/Bridge Report and the NOAA/NOS 77-5 Chart & Facility Update/Correction Report. Order these forms from your Flotilla Materials Officer (FSO-MA). Any Auxiliarist can report discrepancies and updates. Simply carry the forms with you and use them. Get credit for yourself, your Flotilla and the Coast Guard Auxiliary. Coast Guard funding is based on what we report. Let them know what we're doing.

If you see or hear something to report, do it while it's fresh in your mind. Report URGENT and CRITICAL discrepancies, as soon as possible, to the nearest CG unit and send a copy of the report to me and the CG unit. I will check for accuracy, add missing information and submit it to the Division Information Staff Officer for your credit. The important aspect is to do it as soon as possible in order to get the problem corrected.

### FOR MARINE VISITORS & VESSEL EXAMINERS

We need your help too! When you contact the public, ask them for any discrepancies and/or updates. When you contact the marinas, do a facility update on a NOAA/NOS 77-5. These inquiries will let them know that we care and provide a valuable service.

*John "Andy" Kratzer, DSO-AN 5NR  
Delran, NJ*

# COMMUNICATION

## CALLING ALL AMATEUR RADIO OPERATORS

Are you an Amateur radio operator looking to participate in a worthwhile activity? Here are some ideas to ponder and details to assist:

- 1) We have an active High Frequency (HF) radio network in the 5th Northern District. The net backs up the Coast Guard District if they are evacuated or for some other reason go off the air.
- 2) There is The Federal Highway Administration (FHWA) program that is supported by the Department of Transportation (DOT) and
- 3) The *SHARES* program which is sponsored by the National Communications System.

In order to participate in any of these programs you must have a valid HF Operational Radio Facility which has been inspected and approved by the Director of the Auxiliary. The radio equipment must be modified so that it is capable of transmitting continuously from 2 to 30 MHZ. Usually, this is done by removing a diode or resistor in the radio. There are many good sources which will give you instructions on how to accomplish this.

The 5th District Northern Region's HF Radio Net conducts monthly nets/drills on the fourth Monday of each month at approximately 2030 hours immediately following the VHF-FM radio net.

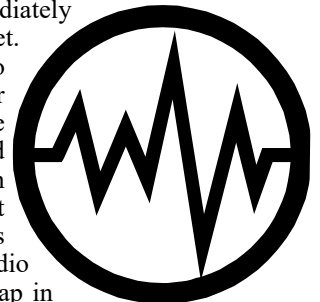
We started this net as a back up to the Coast Guard's HF net after several hurricanes caused the evacuation of multiple Coast Guard Group Communications Centers in the 5th Southern Region. The Coast Guard realized a need for this service when Auxiliary HF radio operators activated and filled the gap in communications during these evacuations.

The second system we participate in is the Federal Highway Administration/Coast Guard Auxiliary HF Radio Net. This net meets weekly on many different frequencies throughout the bands. In the Northeast, the net is conducted on Thursday nights at 1900 hours on a 5 MHZ frequency. The area covers stations from Maryland, New Jersey, Delaware, Pennsylvania, New York, Connecticut, Rhode Island and Maine. Their purpose is to pass information to Washington, DC, concerning disasters or inclement weather conditions that affect our Nation's highways. The Coast Guard and the FHWA both come under the Department of Transportation and our participation in this program allows us access to more frequencies in the event of a large scale catastrophe.

To participate in the SHARES program, you must be a member of the FHWA/Coast Guard Auxiliary program. Federal agencies from all over the United States participate in this program. It allows wide dissemination of information to all Federal Agencies at one time.

If you're interested in participating in these programs, contact me for more information.

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



# MATERIALS

Hopefully every 5NR member knows the Price List and Order Form are on the District website at [www.5nr.org](http://www.5nr.org). If not, go to the website click on "Members." Then click on "DSO Pages" and on the next page click on "Materials." Both documents are in Adobe format and if you don't have Adobe on your computer, you can download it at no charge.

We accept orders via e-mail at [Seaford@worldnet.att.net](mailto:Seaford@worldnet.att.net) or by FAX at (302) 628-8460. Our phone number is (302) 628-8520, but don't be discouraged because we cannot always be reached by telephone. If you do call and we don't answer, leave your name, phone number and a brief message and we'll get back to you. Of course you can still mail your order to the following address:

115 Malihorn Dr  
Seaford, DE 19973-9535

For e-mail and FAX orders we will include a bill with the shipped merchandise and we ask that you pay the bill within 30 days. (We don't need the extra paperwork of a second billing.)

By now every SO and FSO has received our newsletter which will be published quarterly. If you are an SO or FSO and have not received the newsletter, send your name and address to us and we will include you in the next distribution.

We have started a service that we call the DIFR (Donated Items For Resale) program. If you have good, serviceable uniform items you no longer use and can't sell them to another member, consider donating them to the Store. We sell these items at half price. This is a win-win-win program. 1) You get rid of items that are no longer used freeing some storage space. 2) Other members who possibly can't afford to pay full price to new items can complete their uniforms. 3) The District benefits from the income on these items that is returned to you in programs and helping to defray the cost of conferences. A listing of available DIFR materials will soon be placed and continually maintained on the District website DSO Materials Pages.

Important Changes July 1st. On July 1st Educational Materials, white nametags and sew-on nametags will transfer from Jeanne Stretch to us. The transfer will again place everything under one ordering address. New order forms will be distributed (and placed on the District website) in June reflecting the July 1st change.

*Richard D. Wolfe, DSO-MA*



## TOPSIDE DISTRICT STORE SPECIALS

**YOUR DISTRICT STORE IS OFFERING THE FOLLOWING SPECIALS DURING THE MONTH OF JULY ONLY.**

### 60491 TILLEY SUN HATS

**\$36.00 (\$3.00 SAVINGS) (STATE SIZE)**

### 81305 GARMENT BAG W/ AUX. LOGO

**\$34.00 (\$5.00 SAVINGS)**

### 60465 MEN'S COMBINATION CAP TRAVEL BAG

**\$16.00 (\$1.50 SAVINGS)**

### 60466 WOMEN'S COMBINATION CAP TRAVEL BAG

**\$16.00 (\$1.50 SAVINGS)**

WE PURCHASED THE REMAINING STOCK OF COMBO CAP TRAVEL BAGS FROM AUXCEN AND WE HAVE ONLY 12 WOMEN'S AND 20 MEN'S. THE VENDOR HAS INCREASED THE PRICE FOR FUTURE SHIPMENTS AND WHEN AUXCEN IS RESUPPLIED, THE PRICE WILL **INCREASE to \$25.00.**

IF YOU EVER THOUGHT ABOUT BUYING ONE OF THESE BAGS TO PROTECT YOUR COMBINATION CAP, YOU SHOULD DO SO DURING THIS SPECIAL OFFER IN THE MONTH OF JULY.

*Please note: Orders for the TOPSIDE SPECIALS must be in writing, sent through regular mail, and accompanied by check or money order. Orders for the cap bags will be filled as they are received and when we exhaust our supply, orders will be returned and money refunded.*

↑ DSO-MA Richard Wolfe modeling and showing the District store's July TOPSIDE specials. Dick is wearing the "Tilley Hat" and holding the combo cap cover and garment bag. Be sure and "cash in" on these specially priced items. Some items are in limited supply, so order today.

*photo Mel Borofsky, DSO-PB 5NR*

# PUBLIC AFFAIRS

## Seeking New Members by Thinking Out of the Box

During our recent Spring Conference in Hershey, Pennsylvania, our senior leadership discussed many hot management topics. We were encouraged to recruit and retain members but it seems nobody volunteered any new good ideas to accomplish the goal. It was said, "The U.S. Coast Guard Auxiliary is not tanning during summer patrols, it is rusting." This appears to be the case with our average age well over 65 years.

We have plenty of seasoned, experienced, capable older boaters but no young members to mentor to replace us in the future years. If we continue at this current rate of decline, it is quite possible that we will fail to be mission capable in about ten years.

The Coast Guard Auxiliary has used boating classes historically to fill out its ranks. This is a good source of members but tends to target a limited audience of potential members. We seem to think that our efforts recruiting are effective yet lately we seem to lose as many members to bad health or death than we gain for our Public Education Classes.

I suggest that we completely refocus our recruiting efforts and target the young member. The reason is simple a young member that joins might remain 20 to 50 years. Let's examine my concept using some simple examples.

### Public High School Students-

Many school districts offer elective courses for senior high school students. Some examples that I can easily recall include Emergency Medical Technician Classes, First Aid or Cardio-Pulmonary Resuscitation (C.P.R.) Classes, Driving Education, and even Flight Classes for Civil Air Patrol. The High Schools recognize that these subjects are interesting and lead to licenses or certifications that make students better employment candidates when they graduate from high school.

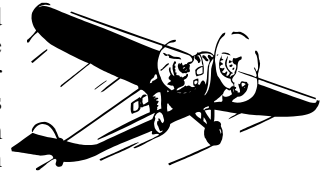
These classes usually run from about ten to about a hundred hours. I asked several local schools recently if they would be interested in Safe Boating Education Classes. I told them at the conclusion of the

classes that they could take the State Examination and receive a Boating Certificate. Most schools were unaware that the Coast Guard Auxiliary could instruct the classes and provide the examinations. The schools were interested in adding the classes to their curriculums and possibly award a credit hour towards high school graduation. We could teach either the Boating Safely or Boating Safety and Seamanship Classes. Since many of these students are interested in Military Service, we could suggest that they join the Coast Guard Auxiliary and take the Boat Crew Program when they graduate. If they should complete the Boat Crew Course, they could enjoy their summer following graduation doing some boating, learning new skills, and receive a higher pay grade on entry of the US Coast Guard. Regardless, they could remain in the Coast Guard Auxiliary. Additionally, we could promote the AIM program and find more candidates.

### Civil Air Patrol

The Civil Air Patrol (C.A.P.), the Air Force Auxiliary, has

both senior and cadet memberships. Many youth join the Civil Air Patrol to do the same activities that we have in the Coast Guard Auxiliary. Cadets learn how to tie knots, use communication equipment, navigate using compass and Global Positioning Satellites (G.P.S.) and perform searches and rescues. We have had a National Memorandum of Understanding (M.O.U.) for several years. Flotillas should conduct joint training with the Civil Air Patrol Squadrons in their local areas. Many of the members might decide to belong to both organizations. The average age in the Civil Air Patrol is 22 years old.



### Volunteer Fire Companies and Emergency Medical Services Organizations

Many young people join volunteer public service organizations. They join organizations because of influence by their peers, interests, and what they believe is worthwhile in their communities. Many fire departments have emergency boat crews and emergency medical services groups have trained medical personnel with rescue experience. Both of these groups have communications, rescue, fire fighting and medical training. The average fire fighter or Emergency Medical Technician (E.M.T.) joins at eighteen and remains involved into the fifties and sixties. These organizations do the same duties that we perform on Boat Crews. I suggested that a local volunteer fire company obtain training with the Coast Guard Auxiliary. I was surprised to hear that the company voted to pay the membership dues of any member that was interested in joining the U. S. Coast Guard Auxiliary. Again, meeting with a local fire company or ambulance might provide a new source of members.



### Word of Mouth,

The best form of recruiting new members is a satisfied existing member that tells our story to their friends and fellow boaters. We need to be our own best agents. Remember the most important question is to ask them to join us. A friend telling a friend is by far the most effective advertising that we could hope to get.

### Conclusion

It is time to review our sources of new members. A bold new approach might yield results that we do not expect. We can stop the rusting with an infusion of young blood and new ideas. It is time to target young new members while we have the mentors to train them.

*Michael L. McGurl, DSO-PA  
Hummelstown, PA*

# PUBLIC EDUCATION

## INTENT TO TEACH FORMS

Another in a series of Intent To Teach forms was distributed at Spring Conference. If you did not receive a copy, please contact your Division Captain (DCP) or your Assistant District Staff Officer-Public Education (ADSO-PE) and use it for your next report. The format is very different from the previous versions and it is easier for us to use when reporting to the media.

Your Courses are being advertised successfully throughout our geographical area with several organizations deferring to the Boat/US listing (including the states of New Jersey, Delaware as well as publications in Maryland). Pennsylvania uses its own web site to advertise courses and lists the course offerings by the County in which they are taught.

Some Flotillas report as many as five identical courses on the same Intent form. This new form should make that reporting easier. Just show us the dates on one page. Feel free to e-mail the info with as much lead time as possible. We will not advertise "after the fact" but will include that info in statistical analysis.

The Intent forms are used to compile the extent of course offerings and is another way of explaining to the "powers that be" that we are seriously attempting to educate our boating public. Our goal is to show that 100% of our Flotillas have participated in Life Saving boater education. Has your Flotilla submitted Intent To Teach forms? Remember the concern we have about budget?

Remember? Ask your Flotilla Commander. A suggestion/statement was made at N-Train that the PE Department assume the responsibility of instructor training. If you agree/disagree, contact your ADSO-PE and express your feelings. Is your Division planning on hosting a training session for instructor? Area training is available for the asking. Experienced teams are available to provide training for you. Contact your ADSO-PE. If the Vessel Examination Department can do it, why not Instructors? CHEERS

*David O. Becker, DSO-PE  
Boyertown, PA  
beckedavo@juno.com*



National Commodore Viggo Bertelsen [R] visits the TOPSIDE booth at the 2001 Spring Awards Conference. DSO-PB Mel Borofsky proudly shows off his "wares".  
*photo Harry Dyer, ADSO-PB*

# PERSONNEL SERVICES

## SOMEONE'S KNOCKING AT THE DOOR!

As I travel around the District, I am frequently asked "How do some of these Flotillas find all the new members while other's can't?"

This is not always an easy question to answer. Some Flotillas have members who are really interested in obtaining new members for their Flotilla while others sit back and feel its not their job. I had one person tell me that they are not getting new members because the Flotilla Personnel Services Officer (FSO-PS) is not doing his/her job.

Of course, we all know that it is not the responsibility of the FSO-PS to do all the recruiting - recruiting new members is something everyone in a Flotilla should be interested or involved in. Plain and simple, if the membership of any organization is leaving the recruiting of new members to someone else, that organization will eventually die!

Is there help in our recruiting efforts? You bet there is...

How about if someone furnished you with names, addresses, phone numbers, and e-mail addresses of people interested in joining the Auxiliary? How about if these people were practically right in you own back yard? Well... it happens! And, it happens often right here in 5NR!

Visitors to the National Web Site have the option of learning more about the Auxiliary or to express their interest in joining. These inquiries are sent to the closest Flotilla or Division contact person via e-mail. Should National not be sure of exactly which is the closest Auxiliary Flotilla, its sent to me to determine to whom it should be sent.

Okay... Sounds good so far. But, what happens then? Well... Here it starts to fall through the cracks. In some cases, the inquiry goes to the wrong unit and, instead of forwarding it to someone in the right area, it's simply deleted! In other cases, the person to whom it is sent waits for the next meeting to give it to the proper contact person (if they don't forget it). And then, there are those who get it but don't make the contact!

I have received copies of such inquiries. How do I know that there's a problem? Because I have also received copies of potential members going back to National and saying "No one has contacted me". Somehow, somewhere, we lost potential new members! They had the interest, they had the desire, and, somebody dropped the ball!

Is there a cure for this? Well, partially. Each Flotilla should find someone within their ranks who checks their e-mail each day. Someone who is willing to contact that inquiry or getting the information about the inquiry to the right person in a timely fashion. This person should be listed in the National Directory as the contact person for their Flotilla. You can't rely on strictly your Boating Classes to provide you with potential new members.

There are people out there knocking at our door. All we need to do is open that door and talk with them!

*Charles H. Mathews, DSO-PS  
Scranton, PA*



# MARINE VISITOR

## SPRINGTIME AT THE SHORE, LAKES AND RIVERS

The warmer weather has come to our area and more than flower buds are coming out. The boaters are beginning to visit the marinas and marine dealers to get their boats ready for the season. This is our big opportunity to visit our dealers and give them information that may save boaters' lives. Sure, the Marine Visitor (MV) program is a year round program, but now is the prime time to do our visits.

Leave information with the dealer about local boating safety classes, vessel safety check schedules and locations, Flotilla activities and meeting dates. Don't forget recruiting pamphlets! Discuss the Auxiliary with the dealer and stress the value of membership in the Auxiliary, they might know somebody who could be a potential member. Let's not forget "JOB ONE, FIRST JOB" as we make our visits.

Did you know that there is a National Awards Program called "Best Practice Awards Program"? Through this program Flotillas can earn a trophy for outstanding performance in either Vessel Safety Checks or Marine Dealer Visits. Small Flotillas can compete fairly with larger ones because the total visits are weighted to adjust for Flotilla size and geographic location.

The National MV upgrade program is progressing well. We will have a much better program at the end of this effort, with an improved manual, exam, and simpler reporting forms.

I'd like to address two problems that have surfaced, and try to provide some guidance.

1. When a member applies for certification as a MV, passed the exam, and has completed the two supervised marine dealer visits with a certified MV, it's important that these visits be documented on ANSC form 7030 (formerly CGAUX 26).

The supervising certified MV completes the form and receives the credit for the exams. The certified MV enters their name in as the visitor and enters the name of the member applying for certification as a trainee. The form must then go to the Flotilla Information Staff Officer (FSO-IS) for entry into the data system (AUXMIS). Unless this is done, certification by the Director cannot be awarded.

2. When filling out ANSC 7047 (CG 5093) remember that this is used to register a **new dealer** or there is a change in existing dealer information such as the dealer going out of business or moving. Don't send it in just because a new visitor is going to that dealer. This creates problems for Coast Guard Headquarters.

Did you know that some of the larger marine dealers (West Marine and Boat/US) are offering discount coupons to boaters that get vessel safety checks? This is a great idea that should encourage boaters to get their vessel safety checked. Maybe we can attempt to get some of our smaller marine dealers to do the same. A few words spoken in the right place, etc., etc.

Let's get out there and give these boaters a real gift, a chance to stay safe on the water.

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

# OPERATIONS

We are about to enter the starting gate for year 2001 in operations. At our Spring Conference we had some question and answer sessions with operations personnel. Fielding questions were LCDR Mark Ogle from Group Eastern Shore, CDR Sommers and Chief Petty Officer Dave Bear from Group Atlantic City, and CWO Joe Hartline from our Phila. Group. I estimate that we had about 75 members in attendance. The information was very good and the questions were handled to everyone's satisfaction.

On April 21 we had a Search and Rescue (SAR) meeting in Phila. for the Central area Auxiliarists. We had about 50 in attendance and this meeting was very informative.

This meeting was conducted by CWO Joe Hartline and his people. It was decided to have one for the Western Auxiliarists and so it was scheduled for May 12 at the River Rescue Building in Harrisburg, Pa.



Our goal is to leave no question unanswered and provide as much information to our Coxswains as possible.

There have been several Division work shops. Even though they are not mandatory they are encouraged. It looks like we will be better prepared to enter the 2001 season. The Divisions have been given their goals. We should do everything possible to meet and exceed our goals.

Make sure that your vessel is ready to go. The inspection deadline is June 30, why not get it inspected now. How about your qualifications? Are you current? Don't forget your five year requalification if it is due.

When you complete a patrol make sure that you submit your paperwork to the proper people in a timely fashion. Guarantee prompt payment for your orders by sending them back to your SO-OP the next day. Please, make sure they are correct.

CLAIMS--I hope that you don't have any problems in this area, but if you do, the instruction for handling a claim is in your Operations Manual M16798.3D Ch 2 pages 2-9 to 2-12. If something happens to your vessel, read this first. Remember the Coast Guard will not pay a claim if the damage or loss is attributable to normal wear and tear or improper maintenance. You must file the claim properly if you want remedial action.

OPERATION BOAT SMART--Now is the time to talk to boaters and let them know about the USCG Auxiliary. Tell them who we are and what we do. Ask if they ever took a safe boating class. Ask if they have ever had their boat examined for safety items. Ask them about joining the Auxiliary. Explain the safety of wearing a PFD (life preserver). Tell them it is similar to wearing a seat belt. Advise; "Don't be a statistic, be like our bear (see photo) and buckle up or don the PFD."

*Henry L. Reeser, DSO-OP  
Mt. Wolf, PA*

# DIVERSITY

**D**IVERSITY IS ....the obvious differences among people - gender, race and age which are easily observed and ethnicity, religion and communication ability which are not always so easily observed.

Diversity is not affirmative action, the government program which sets goals in recruiting and hiring and monitors compliance. On the other hand, diversity is the "right thing to do". It is inclusion of all people with those differences so noted. Diversity recruitment has advantages as well as challenges. It dares us to be different in addition to providing innovative opportunities to appreciate the uniqueness in all of us.

Our major goals include promotion of Boating Safety through public education, vessel safety checks and search and rescue to the boating public. Have our Auxiliary recruitment efforts extended to all of these boaters as well?

In keeping with the Commandant's mandate . . . all Auxiliarists have been charged with the responsibility and obligation to recruit new members from the diverse population of our nation. Cognizant of the latest census figures gathered at the beginning of the new millennium, we have before us a fertile field from which to harvest a variety of members who will likewise support the missions of the Coast Guard Auxiliary for the future.

In order to embrace diversity, we should consider:

- Respect for each other and our differences,
- Tolerance for language variations,
- Patience for change that may come slowly,
- Humor to accept the differences in all of us .... and,
- Courage to make it all happen!

Mahatma Gandhi once said, "You must be the change you wish to see in the world."

*Sue Wade SPO-DDA 5(NR)  
Brigantine, NJ*

# NATIONAL SAFE BOATING WEEK

**T**he response I have been getting is terrific. I've received some really super ideas, and am very pleased.

I am looking forward to your final reports after your events. Be sure to **SEND THE ORIGINAL** to the **NATIONAL SAFE BOATING COUNCIL** including pictures, copies of articles, etc. and **PLEASE SEND ME COPIES**.

Once again, I am stressing the fact that NSBW goes on all year long. It is not too late to plan a program.

Be sure to get your publicity out early. TV and radio require at least 3 weeks advance notice so they can set up their public service announcements.

Here's wishing you good weather and lots of happy times with your programs. I'm looking forward to hearing from you all "after the fact".

*Muriel Lewis, SPO NSBW 5NR  
Haverford, PA*

# VESSEL EXAMINATIONS

## PLAN FOR SUCCESS

- Step 1. Requalify your re-work members. It's easy.
- Step 2. Establish a Vessel Safety Check (VSC) Station Schedule for the summer season.
- Step 3. Assign your unit VSC team to the schedule.
- Step 4. Tell the boaters about your schedule, so they will plan to be there too.
- Step 5. Work on examinations (all types) for **ONLY** five days. Do ten quality safety checks per day, which totals 50 examinations for you this season. *Then go fishing!*

## GOOD NEWS

The National goal is 200,000 exams. Our District goal is 29,000. When you complete 50 exams, we meet our goal. This spells **S U C C E S S**.

Auxiliary vessel inspections are going well this year because of the new **QUALITY CONTROL** program. Continue to send your Vessel Inspection forms (CG-2736) and Personal Watercraft (PWC) Facility Inspection forms (CG-3736C) to your Assistant District Staff Officer-Vessel Examinations (ADSO-VE). And, please inspect all Auxiliary facilities ASAP.

In July, there are five 2-day weekends to examine vessels at your VSC Stations. Use July 4th to celebrate American Independence with your family.

August provides four 2-day weekends for VE work.

In September, use the 3-day Labor Day weekend to top off your examinations for the year.

**REMEMBER**, it only takes 5 days of your time to do 10 boats per day, to complete 50 examinations to meet our goal. But most importantly, "to save lives and property at sea." See you at the Fall Conference September 14.

For Safety Sake, Your District VSC Team.

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



National Commodore Viggo Bertelsen (L) visiting the VSC booth at the 2001 Spring Conference. Joining the Commodore are DSO-VE Mike Ripton and ADSO-VE Ron Vansile. *photo Harry Dyer, ADSO-PB*



# PROFILES IN SERVICE

## ROBERT L. TURNER, PDGP 1

An Auxiliarist's Auxiliarist.

Robert L. Turner, a mentor and activist, exemplifies the true spirit of Team Coast Guard. He has applied his skills for and to the Auxiliary since 1970. Bob provided a training platform for the embryonic "sail oriented" Flotilla 13 before it was officially split from a standard Flotilla on December 6, 1972. While still very active in the Northeast River Power Squadron, he joined Flotilla 13 in April 1978, served as Flotilla Commander in 1989, and was Division 1 Captain in 1991.



While Division Captain, he formed the "sail oriented" Flotilla 19 in December 1991, with 23 charter members, that was chartered in January 1992 and served as Flotilla Commander for the first 2 years. During Bob's 3 years as Flotilla Commander, his flotillas achieved all 4 goals in the Goal Achievement Program (GAP).

In the fall of 1999, he knocked on the door at ANT (Aids to Navigation Team) Philadelphia and has been working there ever since. Andy Kratzer, District 5NR Aids to Navigation Staff Officer (DSO-AN), subsequently appointed Bob as ADSO-AN (Assistant District Staff Officer). Bob originally spent 2 days a week helping Andy and Rita Kratzer until the price of gasoline started to escalate and he cut back to 1 day a week. He now spends every Wednesday applying the Local Notice to Mariners corrections to the 15 charts pertinent to the Auxiliary's District 5NR Area of Operations. In 2001 he will extend these activities to include all charts of the local ANT team which will also increase the time he spends at the CG Base.

Bob, being the creative person that he is, assembled and manned the Aids to Navigation (ATON) booth at the Spring Awards Conference "Trade Show". ANT Philadelphia supplied the working "ice-light", flashing green every 6 seconds.

He is a Vessel Examiner, Marine Dealer Visitor, Coxswain, Private Aids Verifier, and an Instructor in the PE program. He also has obtained AUXOP status and has manned the communications desk at Search and Rescue Detachment (SARDET) Wilmington.

Bob's duties in the Auxiliary keep him busy, and both the Coast Guard and the Auxiliary extend their gratitude for his devotion to duty.

*Editor's note: You can nominate an Auxiliarist to grace these "Profile in Service" pages. Contact your local ADSO-PB, Jeannie Brenner (W) or Harry Dyer (C) to assist you in this endeavor.*

## JOHN McVEY, FC 7-11

Meet John Mc Vey - An accomplished wood carver, a true Scotsman, and above all, a dedicated Auxiliarist.

John not only completed the BS&S course before joining the Auxiliary, he completed it twice, the first time in 1989 and again in 1998.

The second time the Coast Guard Auxiliary must have impressed him because less than a month after he passed his BS&S exam, he joined Flotilla 7-11 in April 1998. The same year he became a Vessel Examiner and Boat Crew qualified, passed



the AUXCOM (Communications) exam, and was appointed Vessel Examiner and Materials Staff Officer. By the end of 1998 John was in the fast lane and eagerly waiting for the next year to begin.

1999 was an outstanding year for John. He was elected Vice Flotilla Commander, became a qualified Instructor, and served as a Proctor at the Boat Crew Course at USCG TRACEN, Cape May, NJ. John was recognized for his service with his first Sustained Service Award, and the Coast Guard Meritorious Team Commendation for his participation in the Manasquan Power Boat Race. Other awards that year included the District Vessel Examiners, Operations Award, and Public Education Awards. Yes, 1999 was an outstanding year.

Flotilla 7-11 elected John Flotilla Commander for the year 2000 and he started his volunteer "duties" in Surface Operations at U.S. Coast Guard Group/Air Station, Atlantic City. He qualified as a Coxswain and again served as a Proctor at the Boat Crew Course at USCG TRACEN, Cape May, NJ.

In 2001, John was re-elected Flotilla Commander and still serves as FSO-VE. Every Thursday John reports for "duty" (along with other Auxiliary volunteers) at Group/Air Station Atlantic City. His duties include recording all Auxiliary Patrol Orders for the Eastern Area for that week. After the orders have been issued, John enters the orders in the logs, has them signed and mailed to the Finance Center. In appreciation for his work at Group Atlantic City, John was 1 of 3 Auxiliarists who have been designated "Honorary Chief" and handed the keys to the Chief Petty Officer's lounge.

When John is not teaching, performing Vessel Safety Checks, patrolling on the water, and serving at the Coast Guard Station, he finds the time to don his kilt, and participate as a member of the clan MacClean in the Scottish festival held each year at the PNC Arts Center in Holmdel, NJ. He is also an accomplished wood carver and much of his handiwork is displayed throughout his home.

Thank you Mr. Dedicated Auxiliarist for your Dedication to Duty.

# PROFILES IN SERVICE

## WILLIAM "BILL" GARDNER, PDCP 5

Profile of an Exceptional Auxiliarist

William "Bill" Gardner was a graduate of Flotilla 56's first Boating Skills & Seamanship class and AUXMIS lists him as joining the Auxiliary in 1982.

He became instructor qualified and taught a PE class by 15 Mar 83. Bill continued his studies and earned AUXOP status in 1984. He received his coxswain pin in 1988, under what was then considered the "New" Boat Crew Program.



Bill Garner (L) with Division 5 Captain, Wally Brenner

Bill was elected for two separate terms as both Vice Flotilla Commander (VFC) and Flotilla Commander (FC) for Flotilla 56. In 1986 he served as VFC under Welton Fischer, FC. In 1987 Bill was elected FC with Rod Miller as his VFC. In 1993 Bill was VFC under John Mitchell as FC, and then

served again as FC in 1994 with Seth Shafer as VFC. Bill also served as Captain for Division 5.

He's been appointed to various FSO, SO, and ADSO positions to include MT and PE. Even with his heavy workload, he's always smiling, as you can see by the



candid photos we've taken.

Bill retired his sailboat a few years ago but he's continued to perform safety and regatta patrols as coxswain or crew on other available facilities. Bill maintains his instructor qualifications by teaching numerous PE and MT classes and eagerly volunteers his assistance whenever and wherever needed.

In appreciation of his hard work and dedication, we, Flotilla 56, honor William Gardner with this profile as one of our exceptional Auxiliarists.



# ENLISTED PERSON OF THE YEAR SK2 Kevin Hurst

## SK2 Kevin Hurst selected Coast Guard Enlisted Person of the Year 2000 in Philadelphia



SK2 Kevin Hurst [R] receiving a recognition plaque from Captain Gregory Adams, Commanding Officer, MSO/Group Philadelphia.  
*photo by CWO Tim Donovan, Asst. DIRAUX 5NR*

SK2 Kevin Hurst was selected as the Coast Guard's Enlisted Person of the Year 2000 by the Marine Safety Office (MSO)/Group Philadelphia. SK2 Hurst is assigned to the Office of the Director of Auxiliary, 5th Northern District.

Kevin was selected from a group of more than a dozen outstanding enlisted personnel assigned to MSO/Group Philadelphia and its tenant commands. His recognition stemmed from the high quality supply and support service he provides 3,000 regional Coast Guard Auxiliarists on a daily basis along with the additional time he makes for serving as coordinator of Coast Guard Philadelphia's Partnership-in-Education program with the Sharswood Elementary School in South Philadelphia. He was recognized for this achievement by the Navy League of Philadelphia at the Orion Club, Willow Grove Naval Air Station, on February 21, 2001. His selection now goes forward with nominations of other outstanding Coast Guard nominees for the Coast Guard's Enlisted Person of the Year 2000.

Also, attending the ceremony were CAPT Gregory Adams, CDR Mike Kearney of MSO/Group Phila. and CWO Tim Donovan of the Auxiliary Director's Office.



# CONFERENCE COORDINATOR

## Conference Coordinators' Corner

Like Aladdin, right after polishing his brass lamp for the first time, we suddenly realized we were in for more than we expected when we started counting the registrations for the past Spring 2001 Awards Conference. It was a "big" conference by any measure with 326 attendees including many guests from the "gold side." An overwhelming majority of members felt that the Hershey Lodge was an ideal conference site given the service and room rate. Should we return to the Hershey for a future conference, events can be arranged in a more compact manor to reduce walking distances. The Conference Evaluation Form was quite helpful as we received many insightful comments and suggestions regarding future conferences.



But now it's time to move on to the Fall 2001 Conference set for 14-16 September at the Wyndham Hotel in Wilmington, Delaware. Event activity for this conference is detailed on the conference registration form in this issue of TOPSIDE. A first-time ever Flotilla Commanders' Forum is on the agenda as well as the ever-popular "Casino Night." Additionally, the well-received computer workshops will be repeated with added subject matter.

To help us do our job better and more efficiently, your cooperation regarding the following would be appreciated.

Please put the name of all attendees, both member and non-member, on the conference registration form. And, please indicate which person is eating which meal, their banquet selection and which conference event they plan to attend.

Registration fees apply to all adult (over 17) members and nonmembers, attending the conference. These fees help to

subsidize meeting space, Audio-Visual equipment rentals, etc.

Members attending the New Member Workshop (NMW) are funded for the registration fee and lunch. Attendance is by invitation through the District Commodore. However, if new members wish to attend meals other than the luncheon, they must complete a registration form with the necessary information noting attendance at the NMW. New members must also make their own reservations if they plan to stay at the hotel.

Members who are presenting programs or require space at the conference should contact us as early as possible regarding their needs for audiovisual equipment, room setup (classroom vs. theater style), etc. Hotels tend to charge extra for last minute additions and changes to room setup.

The late registration fee is being eliminated. The contracting process between the US Coast Guard and the participating hotel requires that we have all required attendance and meal counts in place one month prior to the conference. Therefore, all registration information must be in our hands by the deadline date for the timely preparation of the contract and to obtain proper authorization. Registrations postmarked after the deadline date will be returned. If after submitting your conference registration, you find that you are unable to attend, refunds will be made only if notification is received three (3) days prior to the conference.

A word about hotel room reservations. When calling any hotel to make conference room reservations, it is best to call the hotel directly rather than use 800 numbers. The central reservation systems contacted through 800 numbers are not always aware of our room block and special rates.

We look forward to seeing you in Wilmington.

Arline & Ira Dolich, Conference Coordinators  
Cherry Hill, NJ

## FALL CONFERENCE SPOUSE/GUEST PROGRAM



*The Hagley Museum Powder Yard*

The spouse / guest program at the Spring conference was a great success. We thank you for your participation and hope you enjoyed it. We have had a positive response to our programs and outings. I sincerely hope that you will join us again this fall in Wilmington, DE.

There will be a guest speaker in the morning and a trip to the Hagley Museum after lunch. The Hagley Museum is on the Brandywine River, the site of the original duPont black powder mills. We will travel the short ride to the museum by bus.

The fellowship we are building through the program will last a lifetime to match the dedication of our Auxiliary.

I want to say "Thank You" to everyone who made our program so enjoyable in the Spring. A very special "thank you" is extended to Thelma Kehr who made all the arrangements for that wonderful program.

Joanne Perrone  
Hockessin, DE

# 2001 FALL CONFERENCE

## FALL CONFERENCE

14 - 16 September 2001

Wyndham Wilmington Hotel  
Wilmington, DE 19801

## SCHEDULE OF EVENTS

### Friday, 14 September 2001

1600 - 2100	Registration Desk Open (Lobby)
1800 - 2000	Members' Dinner
2000 - 2100	Division Captains' Caucus
2000 - 2100	District Staff Officers' Meeting
2100 - 2130	District Board Meeting (Elections)
1900 - 2300	District Materials Center Open
<b>2130 - 2330</b>	<b>"Welcome Aboard" Pizza Party</b>

### Saturday, 15 September 2001

0630 - 0830	Members' Buffet Breakfast
0730 - 1145	Registration Desk Open
0800 - 1100	Photo I. D. Cards
0800 - 1200	District Board Meeting
0830 - 1200	New Member Workshop
0800 - 1600	Materials Center Open
0900 - 1130	Personal Computer Workshop
0900 - 1145	Spouse/Guest Program (Speaker)
0900 - 1200	Flotilla Commanders' Forum
<b>1215 - 1330</b>	<b>LUNCH</b>
1330 - 1600	New Members' Workshop (Continue)
1330 - 1600	Flotilla Commanders' Forum (Cont.)
1330 - 1600	Spouse/Guest Program (Tour)
1330 - 1500	Personal Computers as a Tool for the Auxiliaries
<b>1730 - 1830</b>	<b>COCKTAIL HOUR</b>
<b>1830 - 2130</b>	<b>BANQUET</b>
<b>2200 -</b>	<b>Casino Night</b>

### Sunday, 16 September 2001

0700 - 0900	Materials Center Open
0800 - 0930	Members' Breakfast
0830 - 1000	Past Captains' Breakfast
1000 - 1200	EXCOM Meeting

## UNIFORM OF THE DAY

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

## HOTEL ROOM RESERVATION FORM

**Wyndham Wilmington Hotel**  
**700 King Street**  
**Wilmington, DE 19801**

Phone: (302) 655-0400 Fax: (302) 655-0430

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

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

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

Please reserve ☐ Single ☐ Double ☐ Non Smoking

☐ **I have HANDICAP requirements.**

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

**Rate: \$69.00 Single or Double**  
**Check in time: 1500**

If you wish to arrive earlier, please check with the hotel for availability.

**Deadline for reservations: 13 August 2001**

*One nights deposit required to guarantee room.*

Make checks payable and mail to the  
Wyndham Wilmington at the above address  
or call with a major credit card.

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

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

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

No.: \_\_\_\_\_ Expire: \_\_\_\_\_

### **Directions:**

**From Philadelphia International Airport & Points North:** Take I-95 South into Delaware. Take Exit 7B (Delaware Ave. North). At the traffic light, turn left onto Delaware Ave. At the 2nd light bear left at the fork (becomes 11th St.). Turn right onto King Street. The hotel is 4 blocks down on the left.

### **New Jersey residents:**

are advised to cross over into PA and enter onto I-95 South. Then follow the directions above.





# FALL 2001 CONFERENCE REGISTRATION

## FALL CONFERENCE REGISTRATION FORM NON-FUNDED ATTENDEES 14 - 16 SEPTEMBER 2001

Wyndham Wilmington Hotel, 700 King Street, Wilmington, DE 19801

Use this form to make your conference and meal reservations.

Note the name, meal and function selection for each attendee, total the cost, and submit a check for that amount.  
Please use additional forms for more than two (2) attendees.

Enclosed is my check in the amount of \$ \_\_\_\_\_ made payable to **USCGAUX 5NR**.

Mail to: **Dolich, CC 5NR, 108 S. Mansfield Blvd, Cherry Hill, NJ 08034-3613**

Division Number:

	#1	#2	Amount \$
Name			
Member Number			
Registration fee for each person 17 years of age & over @ \$5.00			
Friday Night Buffet @ \$22.00			
Saturday Buffet Breakfast @ \$10.00			
Saturday Luncheon Buffet @ \$12.00			
Saturday Commodore's Banquet			
London Broil @ \$22.00			
Chicken Marsala @ \$22.00			
Sunday Breakfast Buffet @ \$10.00			
Past Captain's Breakfast			
Member of PCA (No charge)			
Guest @ \$10.00 (A PCA member must make PCA guest reservation)			
<b>Check made out to USCG AUX 5NR for the TOTAL AMOUNT:</b>			

### Workshop/Event Selection

New Member Workshop (Must have letter of acceptance from the DCO)			
Spouse/Guest Program AM Session (Speaker)			
Spouse/Guest Program PM Session (Tour)			
Personal Computers - AM Session			
Personal Computers - PM Session			
Flotilla Commanders' Forum			

# 2000 AWARDS - SPRING CONFERENCE 2001



## DISTRICT AWARDS

Recognition of Individual Achievement



### Training Aid Awards

Best of Show.....Roland and Valerie Duperon  
Best of Participation.....Division 15

### Vessel Safety Check Award

Greatest number of safety checks in the District.....Henry Wanner (14-3)

### Marine Dealer Visitor Award

Greatest number of dealer visits in the District.....Rosa Neff (24)



### Operations Program Award

Greatest number of operations exclusive of  
support missions and chart updating.....Robert V. Balke (85)

### Aids to Navigation/Chart Updating Award

Greatest number of ATON/CUs reported.....David Berlin (13-3)



### Support Missions Award

Greatest number of support missions.....John R. Kratzer (65)

### Instructor Award

Greatest number of education missions.....Melvyn A. Borofsky (72)

### Topside Photo Award

Best photograph in TOPSIDE depicting  
Auxiliary activity.....Jeannie L. Brenner (56)



### Assists Award

Greatest number of assists in the District.....Andrew Assimos (12-9)

### Edmund Morton Member Training Award

For outstanding membership training.....Melvyn A. Borofsky (72)



### Flotilla Publication Award

Best regular flotilla publication.....Harry F. Dyer (26)

### Division Publication Award

Best regular division publication.....Gilbert Finkelstein, Division 8

# 2000 AWARDS - SPRING CONFERENCE 2001



## DISTRICT AWARDS

Recognition of Flotilla and Division Achievement

### Flotilla Membership Award

Flotilla with greatest membership increase.....Flotilla 12-1

### Flotilla Operational Support Award

Flotilla with greatest number of support missions.....Flotilla 65

### Flotilla Operations Award

Flotilla with greatest number of operational missions.....Flotilla 56

### Flotilla AN/CU Award

Flotilla with the greatest number of aids to navigation missions.....Flotilla 24

### Flotilla Vessel Safety Check Award

Flotilla with greatest number of VSCs.....Flotilla 24

### Flotilla Marine Dealer Visit Award

Flotilla with the greatest number of marine dealer visits.....Flotilla 24

### William Ross McDonald Award

Flotilla with greatest number of public education missions.....Flotilla 24

### Past District Commodore's Plaque

Flotilla which won the PDCO Trophy in 1999.....Flotilla 15-5

### Past District Commodore's Trophy

Flotilla with the greatest number of missions overall in 2000.....Flotilla 24



## COAST GUARD AWARDS

### Director's Administrative Awards

Flotilla and Divisions meeting specific program goals:

Flotilla 23	Flotilla 24	Flotilla 35	Flotilla 51	Flotilla 53
Flotilla 56	Flotilla 65	Flotilla 72	Flotilla 11-1	Flotilla 11-3
Flotilla 11-6	Flotilla 11-9	Flotilla 12-1	Flotilla 12-4	Flotilla 12-5
Flotilla 12-9	Flotilla 13-10	Flotilla 15-5	Flotilla 16-1	Flotilla 16-3
Flotilla 16-7	Flotilla 16-10			

### Director's Personal Service Award

For outstanding service to the Director's office:

Lionel F. Crossman

Dudley D. Gallup

### Flotilla Meritorious Achievement Award

The superior Flotilla in the 5th Northern Region.....Flotilla 15-5



# 2000 AWARDS - SPRING CONFERENCE 2001



## auxop members

John R. Houseman (14-2)    Juozas Juska (16-10)



## state awards

### Pennsylvania Flotilla Awards:

Public Education.....Flotilla 49  
Vessel Safety Checks/Marine Dealer Visits.....Flotilla 24  
Operations.....Flotilla 15-5  
Water & Kids/Boats & Kids.....Flotilla 24  
Top Flotilla in Pennsylvania.....Flotilla 15-5 (Northumberland, PA)

### Pennsylvania Individual Awards:

Public Education.....Eric L. Pennell (49)  
Vessel Safety Checks/Marine Dealer Visits.....Henry Wanner (14-3)  
Operations.....Nicholas S. Matchica (43)

### New Jersey Flotilla Awards, by Division:

Operations (Assists)..... Flotillas 32, 61, 79, 85, 16-1  
Public Education (Nr. of classes)..Flotillas 34, 66, 79, 83, 13-3, 16-10  
VSC and MDV..... Flotillas 34, 61, 77, 86, 13-5, 16-10

**Delaware Awards are on the next page**



# 2000 AWARDS - SPRING CONFERENCE 2001

## 2000 INDIVIDUAL AWARDS - VESSEL SAFETY CHECKS

Oliver D. Compton	Raymond O. Bartell	Bernard W. Armstrong	Bernard F Olszanowski	Donald E. Bowes	Thomas S. Cooper, Jr.
Vincent Maciborka	F. Kenneth DeSoo	Samuel S. Wright	John W. Sneddon	Aldo Guerino	Marcellino Troiano
Melvyn A. Borofsky	Clarence Dichiaro	Stan Morantz	Arthur W. Cattell	Paul C. Lamanteer	George Clapper
Adrian R. Teaf	Maron M. Murray	Ronald J. Vanzile	James M. Cox, Jr.	William P. Ruppel	Herbert A. Gomberg
Philip Greco	Russell M. Galson	J. Donald Coggins	Michael Gydos	Robert Neiman	John M. Lenhart
Lester C. Fisher	George L. Hartman	Jack K. Korbobo	Patricia A. Brown	Alice Drew	Robert J. Herr
Thomas F. Critelli	Claire A. Lovoi	Edward W. Rearick, Jr.	Roderick E. Griffin	Joseph F Farber	
David O. Becker	Arthur M. Talley, Jr.	Paul V. deFerrari	Leo E. Daley	Francis C. Doyle	
Charles D. Lamarr	John Williams	Elliot F. Linksy	Laurence Brooks	Samuel K. Pascarello	

## 2000 INDIVIDUAL AWARDS - INSTRUCTION

John R. Kates	Leon E. Kehr	Patrick M. Cunningham	Eugene C. Unger	Harry P. Petersen, Jr.	Daniel B. Charter, Jr.
Rosa Neff	Linda A. Unger	Carmen F Degregorio	John R. Wallo	Ronald J. Boice	Robert J. Herr
Charles E. Lyman	George Morabito	Raymond T. Sims	Francis A. Lombardi	Eric L. Pennell	Frederick J. Reck
Leonard E. Karter	Edward W. Rearick, Jr.	Richard P Giduck	Robert L. Wecker	Carl P. Lotz	Anthony T. Fimowicz
James S. Brennan	Henry L. Reeser	George A. Greeby	John D. Borzell	Jan R. Munroe	Thaddeus Piotrowski
Richard P Stabler	Donna S. Borzell	John O. Stebbings	Donald E. Bowes	Jean Pojnar	Thomas A. Egizi
Harold T. Robinson	Charles H. Matthews	Michael R. Ryan	Lester L. Reed, Jr.	Timothy Bonsper	John L. Ignozza
Howard F. Guest	Diane N. Reed	Kathleen C. deFerrari	Anthony F Schiro	Thomas A. Murray	John S. Wittemeyer
Stanley J. Pojnar	Herbert A. Gomberg	Joseph N. Lupa	Brenda J. Moscatello	Inez Troiano	
John McVey	Harold T. Moscatello	Morton H. Perlman	Bernard F Olszanowski	David O. Becker	
Vincent L. Kipp	Paul A. Teliha	Marc S. Brody	Alice Drew	Carolyn L. McElwee	
Marcellino Troiano	Theodore F Hassell	Aston C. Smith	Philip Heisler	Dianne M. Bossler	

## 2000 INDIVIDUAL AWARDS - OPERATIONS

Carol L. Owens	William G. Dages	William E. Reimer, Jr.	John T. Lincoln	Howard F. Guest	Edward J. Ross
Jane G. Brereton	Dimitri G. Peperiyas	George A. Greeby, Jr.	Joseph Witkoski	Norberto J. Perez	Gerald E. Leinbach
Rosa Neff	Zane C. Irvine	Robert J. Fritz	Elwood F Williams	Rita H. Kratzer	Thaddeus Piotrowski
Judith C. Dodd	Lewis G. Hause	Elizabeth E. Guest	Ralph L. Diller	Thomas A. Christopoulos, Jr.	Herbert A. Gomberg
Ronald J. Boice	Gladys G. Grubb	Chester G. Klabbatz	Anthony T. Fimowicz	Michael J. O'Brien	Anthony Bubadias
Michael J. McKenzie	Rinaldo DiDaniele	Charles W. Stewart, Jr.	James D. Gotthelf	Michael J. Maneri	
Paul V. Shaver	Maurice A. Simpkins	L. Daniel Maxim	Lester L. Reed, Jr.	Paul V. deFerrari	
Arthur R. Hock	Robert L. Wecker	Charles R. Andree	Paul A. Teliha	Kenneth T. McGowan	
Michael R. Ryan	Donald E. Bowes	Stanley B. Butler	William Fennelly	MaryLouise A. Cassell	
June B. Layton	Diane N. Reed	Kathleen C. deFerrari	Adrian R. Teaf	Elliot F. Linsky	
Melvyn A. Borofsky	Robert G. Witham	Raymond C. Jackey	Alice Drew	Gilbert Finkelstein	
Charles E. Baumgartner	Dona C. Turner	John McVey	Charles E. Lyman	Donald W. Cardwell	
Stanley J. Pojnar	Nicholas S. Matchica	John T. Plasket	Linda S. Boice	George A. Smith	
Byron J. Dial, Jr.	Robert M. Brereton	Marc S. Brody	James E. Lafferty	Lionel F. Crossman	
Raymond J. Panfile	Theodore G. Altender	George B. Morris	John O. Stebbins	Emanuel Greenwald	

## 2000 INDIVIDUAL AWARDS - MARINE DEALER VISITORS

Adrian R. Teaf	Russell M. Galson	Oliver D. Compton	Ronald A. Long	Miriam Compton	Thomas R. Gangemi
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### state awards

#### Delaware Awards by Division:

Most Coxswain Hours	Division 1.....Robert M. Brereton (19)
	Division 12.....Andrew Assimos (12-9)
Most Crew Hours	Division 1.....Carol M. Owens (1-4)
	Division 12.....Kerry I Ames (12-5)
Most Support Mission Hours	Division 1.....Richard Hudson (14)
	Division 12.....Alfred O. Grimminger (12-5)
Most Instructor Hours (PE/MT)	Division 1.....Paul S. Eldridge (15)
	Division 12.....George Morabito (12-1)
Most Vessel Safety Checks	Division 1.....Adrian R. Teaf (11)
	Division 12.....Jack Korobo (12-2)
Outstanding Auxiliarist from Division 1.....	Carol M. Owens (14)
Outstanding Auxiliarist from Division 12.....	Alfred O. Grimminger (12-5)

# SPRING CONFERENCE 2001 - HERSHEY, PA



2001 Spring Conference  
5th District-Northern Region  
Hershey Lodge &  
Convention Center  
Hershey, PA  
March 30 - April 1



# SPRING CONFERENCE 2001 - HERSHEY, PA

## Conference Photo Credits:

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# SPRING CONFERENCE 2001 - HERSHEY, PA



# SPRING CONFERENCE 2001 - HERSHEY, PA



# SPRING CONFERENCE 2001 - HERSHEY, PA



# SPRING CONFERENCE 2001 - HERSHEY, PA



# WELCOME TO 5NR

NAME	FLOTILLA	NAME	FLOTILLA
Robert W. Adams	7-11	Gary L. Mensch	11-2
Sarah A. Best	91	Thomas A. Mitchell	12-1
William A. Bori	74	Teresa Morrone	16-8
Lisa M. Clark	16-1	John Morrone	16-8
Francis E. Colucci	61	Raymond B. Moyer	14-2
Joyce A. Deily	13-10	Daniel J. Murphy	10-6
Alma L. Delp	12-2	Michael J. Neary	7-11
Terrence J. Dresser	24	Conrad A. Nelson	91
Mary P. Dukehart	56	William A. Newton	11-9
Steven J. Durso	10-6	Jason R. Nolan	15-8
Alison S. Fisher	16-7	Lee A. Nolan	15-8
Ilya Girlya	13-5	Joseph Orsini	15-5
Stanley J. Gorgas	15-4	Richard J. Papp	12-3
Sallyann M. Gorgas	15-4	William J. Peltak	61
John M. Green	42	Lucille A. Ponzio	2-76
Miriam K. Gwin	91	Deborah A. Robbins	10-6
Louis L. Hahn, Jr.	86	B. Stephen Robbins	10-6
Alan Hannas	15-5	Samuel L. Romano	7-11
Margaret R. Haydock	15-4	Shirley K. Rose	15-6
Lydia A. Heise	24	Joseph E. Rudderow, Jr.	11-2
Barry D. Hoffman	91	Anthony M. Schimpf, Jr.	15-4
Patricia A. Jasper	12-2	Thomas Schneiders, Sr.	25
Joseph C. Jasper	12-2	Doris C. Smith	86
Joan B. Jones	61	Doris G. Smith	56
David T. Heckman	91	Andrew N. Sole, Jr.	32
Dorothy L. Heckman	91	Shirley P. Sutherland	32
Alenander F. Landi	79	Jacob W. Toroney, Jr.	10-5
Jean L. Leonardo	32	George A. Valdes, Jr.	2-76
Suzanne L. Lincoln	11-9	Michael A. Ventura	7-10
Robert G. Mayers	84	Anne H. Volz	7-11
Audrey T. McCaffrey	79	Lawrence J. Volz	7-11
Gloria J. McCloskey	94	Ronald Wood	24

Commander Stephen J. Minutolo, USCG,  
 Director of Auxiliary 5NR and  
 Robert J. Perrone, Sr., District Commodore 5NR  
 welcome these new Auxiliarists to  
 TEAM COAST GUARD

*List as of 8 March 2001 Compiled By Linda Unger, DSO-FN 5NR, Reading, PA*



# A HARD COLLEGE TO GET INTO

Which College Is the Choosiest?

By Jay Mathews

Washington Post Staff Writer

College acceptance and rejection letters are arriving this week, so it's time for an instructive quiz. Which college is hardest to get into? Easy question, right? Harvard, you say. Nope. Georgetown? A fine school, but not the most selective. Princeton? Close, but wrong again. Perhaps you think this is a silly game. Who cares which school accepts the lowest percentage of applicants? There are plenty of good colleges.

The one that best suits a student's needs is the one to attend, no matter how easy it is to get into. You are right, of course. That is the healthy and sensible attitude. Yet deep in the hearts of many applicants and their parents is the nagging feeling that the best schools are the famous ones most likely to reject them, and that going to a lesser known school means they are in some way inadequate.

This belief is based on the assumption that the choosiest schools are the brand-name universities whose graduates include Nobel laureates, Supreme Court justices and big winners on Jeopardy. But what if that was not entirely true? Applicants and their families might then be able to toss the Ivy U. rejection letter into the trash with shrug and a smile.

So here is the answer to the quiz. The most selective college in the country, accepting only 9.6 percent of its applicants is . . . drum roll please, and in this case a toot on the boatswain's pipe . . . the U.S. Coast Guard Academy.

Huh? That is not the sort of place many of us have in mind when we think about exclusive colleges. The choosiest schools should have string quartets in the library and squash matches against Old Money U. But no. The famous pre-Revolutionary War colleges with multi-billion-dollar endowments are not number one on this list. According to the Kaplan/Newsweek How To Get Into College Guide 2001 Edition, the nation's most selective school is 1,000 young salt water fanatics on a New London, Conn., campus full of ropes and maps and faculty members who have made their reputations busting drug runners.

Capt. Robert W. Thorne, director of admissions at the academy, appears pleased, in the unassuming way of his service, with his school's No. 1 status. The academy's free tuition, room and board is a major draw, he says, but the students know how hard it is to get in and that adds to the esprit de corps.

There are other ways to rate colleges -- average SAT scores, percentage who accept admission, total visits to the Final Four. But I prefer acceptance rates because that gets at the root of the applicants' envy which is so prevalent this time of year. It is almost precisely the same feeling one gets when turned away by the bouncer at the door of the hottest late-night dance club.

College acceptance rate statistics are full of surprises. Take a look at Kaplan/Newsweek's list of the Choosiest 20 schools. Some of the big brand names are there. Harvard, with a 11.4 percent acceptance rate, is number 3. Princeton is number 4, Columbia 6, Stanford 8, Yale 10, Amherst 14 and Georgetown, with a 22.8 per cent rate, is number 20. But at No. 2 we have

Julliard, the great performing arts school at Lincoln Center. West Point, Annapolis and the Air Force Academy are all in the top 20. And notice three other schools that I wager most Americans have never heard of. Number 5 is Cooper Union, an art, architecture and engineering school in Manhattan with free tuition. Number 18 is Talladega College, a historically black liberal arts school near Birmingham, Ala. Number 19 is the Mason Gross School of the Arts, part of Rutgers University, but with a separate undergraduate admissions system. Brand name identification and exclusivity among colleges may not be as closely related as assumed.

Many Washington (D.C.) area residents will be surprised to learn it is harder to get into Middlebury College (26 percent acceptance rate) in Vermont than the University of Virginia (34 percent). Claremont McKenna College, a small school in the smoggy eastern edges of Los Angeles County, is more selective (28 percent) than Ivy League member Cornell (33 percent.) And Wellesley, a mecca for ambitious young women, alma

mater of Sen. Hillary Rodham Clinton and former Secretary of State Madeline K. Albright, is easier to get into (46 percent) than two California schools, Pepperdine (35 percent) and USC (37 percent), long thought to be open to any young person with money and a love for surfing, football or parties.

So if no one has heard of your school, or what they have heard is embarrassing, take heart. It may turn out your college is just as choosy as the Ivy League. And a word to those lucky few who this August will be crossing San Pasqual Street in a new Caltech sweatshirt, or sipping a milkshake at the

Peninsula Fountain and Grill near Stanford, or catching a band at Toad's Place just off the Yale campus. You are to be congratulated for being admitted to such fine schools.

But since you are not being soaked to the skin as you ride a stormy wave on the U.S. Coast Guard three-masted barque Eagle, you have not, for what it's worth, reached the most selective collegiate environment.

*Reprinted with permission from The Washington Post*



*U.S.C.G. Barque EAGLE, America's Tall Ship*

# FIRST AID ON THE WATER

Knowing how to summon help should an emergency arise is crucial to successful first aid. In most cases the Emergency Medical Service (EMT/EMS) can be summoned by radioing the CG on Channel 16 on a VHF marine radio or on a cell phone dialing \*CG.

In calling you give:

- Your precise location.
- The nature of the emergency.
- The number of people involved.
- Name & description of your vessel.
- Do not sign off until you are certain that the person on line has all the necessary information.
- If it is night, light up your boat as bright as possible to aid in locating you.

## VICTIM ASSESSMENT AND GOALS OF FIRST AID

The effective application of first-aid techniques depends primarily on the ability of the rescuer to assess the situation and to make the proper decisions without delay. These situations can be divided into three types:

- Life-threatening emergencies that require immediate action on the part of the rescuer as well as complex medical follow-up.
- Potentially serious situations that are not life threatening but that require medical care. This is the most difficult situation for a layperson to judge without first-aid training.
- Those that require simple first aid or self-care.

*Gil Finkelstein, DCP 8, Registered Pharmacist  
Linwood, NJ*

The goals of first aid are:

1. To restore and maintain vital functions. The ABCs of basic life support (open Airway, Breathing, and Circulation) are always the first priority.
2. To prevent further injury or deterioration.
3. To reassure the victim and make him or her as comfortable as possible.

## MEDICAL SEA CHEST

√	Spray anesthetic such as <i>Xylocaine</i> .	√	Latex gloves.
√	Isopropyl Alcohol.	√	Bandage scissor.
√	Hydrogen Peroxide.	√	Small pointed scissor.
√	Alcohol pads.	√	Splinter tweezers.
√	Hydrocortisone ointment.	√	Finger splint
√	Triple antibiotic ointment.	√	Wood tongue depressors.
√	Bum ointment	√	3" elastic rolled bandage.
√	Eye irrigation solution.	√	Bandage clips.
√	Sterile Saline solution for wound cleansing.	√	3x3 sterile gauze pads.
√	Motion sickness Medication such as <i>Meclizine</i> .	√	2" rolled sterile gauze.
√	Acetaminaphen ( <i>Tylenol</i> ).	√	Assorted size adhesive bandages ( <i>Band Aids</i> )
√	Ibuprophen ( <i>Motrin</i> ).	√	Eye patches.
√	Sun Screen SF of at least PF 15.	√	Triangular bandages.
√	Pseudoephedrine ( <i>Sudafed</i> ).	√	1" adhesive tape.
√	Diphenhydramine ( <i>Benedryl</i> ).	√	Swabs ( <i>Q Tips</i> ).
√	<i>Campho phenque</i> or <i>Bactine</i> type antiseptic liquid.	√	Thermal blanket.
√	Petroleum ( <i>Vaseline</i> ) jelly.	√	Personal prescription medications.



# USE OF CELL PHONES ON THE WATER

*The following is an excerpt from an e-mail shared by DIRAUX D7, CDR K. Nancarrow). It covers, in part, his discussion with a commercial wireless provider spokesperson. The gist of it all is that the Coast Guard suggests that primary emphasis remains on using VHF-FM, for the reasons pointed out below.*

*CDR Stephen J. Minutolo, DIRAUX 5NR*

TO: Commercial Wireless Provider (names deleted)

While cellular telephones are extremely useful, and can also be a critical factor in an emergency either on land or on the water, the distinction is that maritime safety and the Coast Guard rely very heavily on maritime VHF-FM radio, and we encourage its use as the PRIMARY means of distress alerting and for locating a stricken boater. This does not mean that we discourage boaters from carrying cellular telephones - on the contrary, we always recommend having a second method to communicate.

The best overall combination is a boater with more than one method, but if they do carry only one method, we do believe in is in their best interest for that to be maritime VHF-FM radio. Here are some of the reasons:

- it provides rapid on-demand communication;
- it notifies not only the Coast Guard, but all vessels in the local area having a marine radio, with a single call. Many times someone other than a Coast Guard unit reaches a distress scene first.
- most of our units can 'home in' on the VHF-FM signal to FIND the boater, in the unfortunate case the boater doesn't know exactly where they are - such as if the operator of the boat has a medical problem, and another person is making the call.
- And, as we both saw in the Miami Sun-Sentinel news article about the woman who drove into the canal locally a few months ago, rescuers could not determine her location during the cellular conversation, and she ultimately perished (drowned) when the car sank. Similarly, many boaters likely have an erroneous expectation that we can easily rescue them because they can reach us by telephone, or by using 911. While that will almost certainly be the case in the future, it is not the case now, and we have already had numerous situations where we believe the boater relied on their cellular telephone when a maritime VHF-FM radio would have given us a better chance to rescue them.

In a VERY real sense, there is a relationship between the boater (someone who assumes added risk) and the responders (those who are expected to rescue). The better each maintains their part, the more successful we are in saving lives.



Using forms of communication to/from a boat, OTHER than the maritime VHF-FM distress and calling frequency (Channel 16) for general purposes, also relieves congestion on that channel. It better ensures that the distress and calling channel will be available when it's really, really needed - especially for a distress.

The Seventh Coast Guard District (Florida, Georgia, South Carolina, Puerto Rico, U.S. Virgin Islands, and the Caribbean) is emphasizing recreational boating safety through a four-year program called "Operation BOATSMART". The program is actually an initiative of our Atlantic Area Commander, and all Districts in the Atlantic Area are very actively participating. The best part is that the Coast Guard is by no means alone! Coalition partners include the National Association of State Boating Law Administrators, the United States Coast Guard Auxiliary, the United States Power Squadrons, the National Water Safety Congress, and others. The entire program is geared to reducing fatalities and accidents for the recreational boater, and has many safety themes -

every one of which will contribute to someone's loved one returning home safely from a terrific day on the water. We haven't yet determined what other partners will be taken on from industry, but it's not too early to think about that.



*CDR Kurt W. Nancarrow, USCG  
Director of Auxiliary D7  
Miami, FL*

*Editor's note:*

*I have often been asked by public education class students, "Why do I have to equip my boat with a VHF-FM radio? I have a cell phone and carry it with me on my boat."*

*I have used the same information, as above, for my answer many times in the past. I also point out that a boater who normally operates in an area providing \*CG service, and then travels to an area where \*CG is not provided, might lose precious time searching for the correct phone number to call in an emergency. Channel 16 VHF-FM is the universal calling and distress frequency.*

*I have reprinted the dialog between CDR Nancarrow and the commercial provider to give you some "ammunition" when this question is next posed to you. //Ed.*

**Collect your action shots  
and submit them...**  
...maybe your photo  
will be our next cover!



**fall issue deadline is.....**

**August 31  
topside**

all submissions can be  
made electronically at  
[mborofsky@skylineinternet.com](mailto:mborofsky@skylineinternet.com)

# SEA CADETS TOUR GROUP PHILADELPHIA

One of the more pleasant duties I have performed while a member of the USCG Auxiliary was escorting a group of Sea Cadets and two adult leaders to Marine Safety Office (MSO) Group Philadelphia to tour the facility. How this came to be is a rather interesting story.



Sea Cadets take a group photo with their leaders and tour guides at the river dock, Marine Safety Office-Philadelphia. Past Rear Commodore William Weihbrecht is in the rear row, second from the right

It began with an e-mail last summer from a gentleman by the name of Michael Mooney. Mr. Mooney was interested in a safe boating class. After several e-mails, telephone contact was made and I discovered that my contact actually wanted a class for a group of Sea Cadets that met in Harrisburg, PA. I was elated because the flotilla of which I am a member, Flotilla 53, used to interact with the Cadets all the time and for some unknown reason, hadn't done so for a number of years. I explained the programs we had to offer to Mr. Mooney and told him I was going to refer his request to our Public Education Staff Officer (FSO-PE), Toni Lisinichia who would call him and provide specific details.

On a Saturday morning, October of last year, Flotilla 53 started a Boating Skills and Seamanship (BS&S) Course for the Sea Cadets at the Naval Reserve Training Center in Harrisburg. The Cadets, all teenagers, were in uniform and looked "mighty spiffy". Some of the Cadets had to travel over 100 miles to attend the monthly training sessions. They were eager to start and were very attentive to the instructors. One of the prime questions at every session was, "Are we going to be able to take a ride on one of the boats?", the answer being, "we'll see." The course was completed and the students who took the final exam, passed with flying colors.



I got to thinking about their desire to "go to sea" and talked with

CDR Stephen Minutolo, Director of Auxiliary, about their wishes. In a short while I received a call from Ensign Carrero who is attached to Group Philadelphia. Ensign Carrero was extremely helpful in setting up a tour of Group Philadelphia for the Cadets. The tour took place during the Christmas holiday, the only time the Cadets would be available.

Our trip got underway on the morning of 27 Dec 2000 with myself, thirteen Cadets, and two adult leaders. We arrived at around 1000 and were greeted by Auxiliarist Manny Greenwald. Manny signed us in and notified our tour leader that we had arrived. Petty Officer Anthony McDade introduced himself to our entourage and our tour got underway. PO McDade was an excellent tour guide, patiently answering all questions while guiding us through the Headquarters Building. We then proceeded to the docks on the Delaware River and had a chance to look at some of the boats that were tied up. One of the cutters had a crewman aboard and we were invited aboard for a quick tour. The Cadets were impressed.

Time was passing quickly and our stomachs announced that it was "chow" time. The Cadets readily agreed they were hungry and with that piece of information, our guide headed us toward the mess hall. The Cadets and leaders discovered quickly that Coast Guard personnel eat very well and that the chefs at Group Philadelphia make the best "Philly cheese steak sandwich" in town.

After lunch we headed outside to the USCG Cutter William Tate.

The tour of this buoy tender became the highlight of our trip. PO McDade acted as the Officer of the Day (OOD). We saluted the flag and requested permission to come

board the vessel. It was very impressive watching the Cadets go through this ceremony. An extensive tour of the USCGC William Tate followed. The tour was conducted by very knowledgeable crew members.



Once the tour was completed we posed for a group picture utilizing our tour guide as the cameraman. We also laid the groundwork for a possible return trip to the cutter when the weather got warmer and we wouldn't have to wear exposure suits. The Cadets are anxiously looking forward to this possibility taking place this summer. The tour completed, we climbed aboard our vehicles, and headed for home.



I was impressed by how well behaved, polite and knowledgeable was this group of teenagers. Their parents and leaders can be very proud of them. I was very pleased to be a part of this trip.

*Article and Photos by William E. Weihbrecht, PRCO-W Harrisburg, PA*

# NEW MEMBER WORKSHOP - EAST

“First time, in a long time, if ever,” commented DSO-MT Harry Petersen when approached by Mel Borofsky, Captain of Division 7, to attempt a new member workshop at the “local” level. “An informed Auxiliarist will make a better Auxiliarist,” Mel continued, “a more knowledgeable, valuable member of our team.” A date, May 19, 2001, and a site, Manahawkin, NJ, were chosen.

With those thoughts in mind, Division 7 undertook the hosting duties of the workshop. Jim Emery, the Division Membership Training Officer, using skills and disciplines learned in the Marine Corps “ramrodded” the event. Using the format established at District conference new member workshops, the entire day went off without a hitch. Segments, each of 10 to 15 minute duration, were presented by instructors with expertise in their field. As an aside, a full Team Coordination Training (TCT) session was held concurrently in a side room, also well attended. DSO-MA Richard and ADSO-MA Rae Ann Wolfe set up a superb District store that new (and senior) members visited throughout the day.

Attended by 46 Auxiliarists and 16 instructors from Divisions 3, 6, 7, 8, 13 and 16, the comments were all favorable. Tami Neer, of Flotilla 72 commented, “I wish I could have attended this kind of workshop two years ago, when I first joined up.” She continued, “That District workshop was held a hundred miles away during the middle of my tax season (she is a CPA), impossible for me to attend. The very long ride, the long day, seemed like so much more work. I probably would be enjoying the Auxiliary a whole lot more, much sooner, if I was fully aware of all the activities available to me as an Auxiliarist.”

Based on the success of the event, Commander Minutolo wrote, “Maybe this is a model for the future.” It probably is!

*article and photos by Mel Borofsky, DCP 7, DSO-PB  
Little Egg Harbor, NJ*



A visit to the District Store, courtesy of the DSO-MA/ADSO-MA.



Eager new members.



A real TCT puzzler!



Meet Ms. “coffee cups”, RCO-E.



C'mon, you sure that's not right!



Yeah, now I got it!



Cordone Bloo at it's best!



“Excellent”, in our opinion.

Eastern Area New Member Workshop - May 19, 2001

## EPIRB

### EMERGENCY POSITION INDICATING RADIO BEACON (EPIRB)

An Emergency Position Indicating Radio Beacon (EPIRB) is a small battery-powered transmitting device to be carried on vessels. In time of trouble it can be activated to send out a signal for help, and as its name states it will accurately tell searchers where the vessel is located. It is a distress beacon, a small buoy, primarily expected to be used as a "last resort" when marine radios are inoperable or out of range—or when time does not permit radio transmission.

There are several types of EPIRBs. Some, if disaster strikes, will float and send out a distress signal for up to 48 hours. Since EPIRB signals are primarily detected by satellites that pass overhead, sometimes there is a delay in detection (typically less than one hour) while waiting for a satellite; it's important that after activation the EPIRBs be left on for detection and locating purposes.

EPIRBs operating on 121.5/243 MHz are the least expensive. Designed in the 1970s to alert over flying aircraft, their suitability for satellite detection is relatively poor. Often multiple satellite passes are needed to adequately process and evaluate these EPIRB signals, which can slow down rescue actions by hours.

Other EPIRBs alert on 406 MHz and include a 121.5MHz signal mainly for homing. Though more expensive, response time to these alerts is dramatically reduced, and the position information they provide is more accurate. Also, their signals are coded, allowing non-EPIRB signals to be filtered out (so false alerts are reduced), and providing other valuable data to help search and rescue personnel. The coded signal of the 406 MHz may also include important information about the user that will be valuable to the SAR authorities. This should be provided by the boater at the time of sale, and registered in the National Oceanic and Atmospheric Administration's data base.

EPIRBs are required to be licensed by the Federal Communications Commission. The 406 MHz EPIRB (Category 1) is carried on all U.S. flag merchant vessels, and is required as well on all commercial fishing vessels operating beyond three miles from shore (unless they do not have a galley or berths). EPIRBs are not required on recreational vessels, but are highly recommended for the pleasure boater who wants reliable alerting and accurate locating in the event of a distress. The US Coast Guard strongly endorses the 406 MHz EPIRB.

*Editors Note: These news articles are edited from the U. S. Coast Guard's "Consumer Fact Sheets". They are not copyrighted and may be reproduced without permission.*

The United States Coast Guard Infoline is 1-800-368-5647



## COMMERCIAL LICENSE

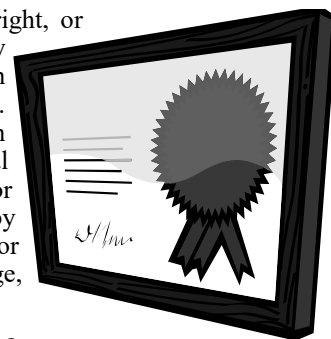
### COMMERCIAL VESSEL OPERATOR LICENSING

Do I need an operator's license if --?

- a. I want to use my boat to take out a fishing party?
- b. I want to use my boat to give sightseeing tours?
- c. I want to use my boat to ferry passengers from an island to the mainland and back?
- d. I want to run a charter boat service for private outings?

The answer to all of the above is YES, if --

At least one of the passengers is a paying customer or offers some other "consideration". Consideration means as economic benefit, inducement, right, or profit including pecuniary payment accruing to an individual, person, or entity. Consideration does not mean voluntary sharing of the actual expenses (such as by a friend or friends) of the voyage, by monetary considerations or donations of fuel, food, beverage, or other supplies.



What are the license requirements?

Whatever your plans for operating or crewing on a vessel, you should check first with the nearest Coast Guard Examination Center (1-800-368-5647) to learn of the type of license you need, the requirements, and to check your qualifications. The Coast Guard issues nearly sixty different licenses or certificates. Each has its own condition, language, character, drug testing, and fingerprinting. Licenses will contain restrictions as to vessel type, tonnage, means of propulsion, horsepower, or waters upon which the service is authorized. Licenses, when issued, are valid for 5 years.



## THE US ARMY CORPS OF ENGINEERS

The Corps of Engineers is responsible for civil works which includes the administration of certain federal laws enacted for the protection and preservation of navigable waters of the United States; the establishment of regulations for the use, administration, and navigation of navigable waters; the establishment of harbor lines; the removal of sunken vessels obstructing or endangering navigation; and the granting of permits for structures or operations in navigable waters, and for the discharge and deposits of dredge and fill materials in these waters.

Information concerning the various ports, improvements, channel depths, navigable waters, and the condition of the intercoastal waterways in the areas under their jurisdiction may be obtained direct from the District Engineer offices.

# SUMMER FELLOWSHIP

## SUMMER FELLOWSHIP MEANS SUMMER FUN

For those living in the upper half of the continental U.S. and in Alaska, Summer presents a unique opportunity for expanding our Auxiliary Fellowship and fun simply by moving our traditional indoor meeting places to the "great outdoors."

Since we are a boating organization, plan your regular meetings at a marina or a boat dealer, changing the venue and giving members the opportunity to evaluate the number of boats needing Vessel Safety Checks or the latest in marine electronic and other equipment. This could be made into a picnic, pot-luck or covered dish supper to enhance the fellowship aspect. Or, if there is one within a reasonable distance, plan a visit to a Coast Guard Group, Station or vessel, checking with the unit in advance about the feasibility of such a trek, timing of your visit and other arrangements.

### *Combine with another Flotilla for more fun*

Summertime is also perfect for a Flotilla sail-away or rendezvous, getting your members involved at a different level of activity and providing an exciting getaway break. If you have limited opportunities or Facilities within your Flotilla, combine with another Flotilla or make it a Division-wide event. Remember to include members who do not have boats and, if you are trailering, those who cannot trailer their vessels.



If waterway locks exist in your area, consider a boating cruise that would take you through those locks - an exciting and new activity that most of us don't or can't do on a regular basis. Otherwise, investigate a visit to coastal waters if you are from a nearby inland area or to an inland lake if you reside near the coast.

In Flotillas where most members have power boats, or in others where sail boaters predominate, combine Summer activities to share nautical knowledge and experience and to get to know each other on a social, fourth cornerstone level. Ask a local U.S. Power Squadrons unit to join in. And as long as we're in the "open invitations" mode, don't forget to invite Public Education course students (past or present). Introducing them to the fellowship of the Auxiliary is one giant step toward getting them to become members.

So-o-o-o, instead of saying, "We're too busy in the Summer to go to Flotilla meetings or take part in other Auxiliary activities," incorporate Fellowship into your Summer program. Give your members something to which they can look forward. Strengthen the "Fourth Cornerstone" through fellowship and fun to create fond memories of the exciting Summer of 2001 in the Coast Guard Auxiliary.

*Richard L. Raudabaugh, PDCO 5NR  
Mechanicsburg, PA*

# BLOOD ALCOHOL

## FINAL RULE - REVISION TO FEDERAL BLOOD ALCOHOL CONCENTRATION STANDARD FOR RECREATIONAL VESSEL OPERATORS - USCG-1998-4593

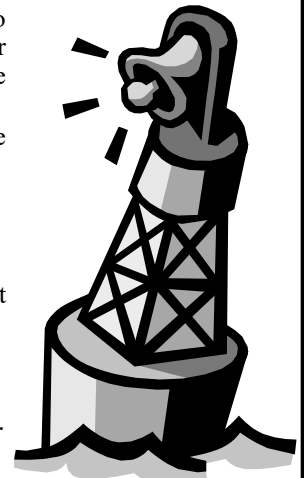
1. The subject final rule, attached, will go into effect on 11 May 2001. The Coast Guard will continue to rely on the enacted State Blood Alcohol Concentration (BAC) standard level when enforcing boating under the influence violations (46 U.S.C. 2302(c)). In those States and on the high seas where the Coast Guard has been enforcing a **.10 BAC** standard due to the lack of an enacted State BAC level or State jurisdiction, we will instead enforce a Federal **.08 BAC** level. The Federal behavioral standards and related field sobriety tests remain unchanged.
2. The final rule was initially published in the Federal Register on January 10, 2001 [66 FR 1859]. We temporarily delayed the effective date for 60 days in a document published in the Federal Register on 9 February 2001 [66 FR 9658], in accordance with the memorandum of January 20, 2001, from the assistant to the President and Chief of Staff, entitled "Regulatory Review Plan," published in the Federal Register on January 24, 2001 [66 FR 7702]. On 25 April 2001, the Secretary of Transportation cleared on the subject regulatory project under the above President's Regulatory Review program and the final rule will become effective on 11 May 2001, as published.
3. Please pass on the final rule by the attached Adobe pdf format file or other means to others who may be interested in the Coast Guard's standards for determining when an individual is operating under the influence of alcohol or a dangerous drug and enforcement of those standards.

*C. S. Perry  
Regulatory Coordinator for Operations  
Office of Boating Safety (G-OPB)  
e-mail: [cperry@comdt.uscg.mil](mailto:cperry@comdt.uscg.mil)  
Web site: <http://www.uscgboating.org>*

## REPORTING AN AID TO NAVIGATION DISCREPANCY

Report a destroyed or inoperative aid to navigation to your local Coast Guard Station or Marine Safety Office. Report the following:

- The name and number of the aid, if known.
- The location of the aid.
- On which chart, if known.
- What is wrong with the aid.
- If applicable, who/what destroyed the aid.
- Your name.
- Your telephone number.
- Your vessel name and call sign.



# AROUND THE DISTRICT

## Division 1

### Northern Delaware

#### A Farewell Salute to Roz Schwebel

As many of you have heard, Roz Schwebel passed away on Thursday, March 29th, she was 68.

Many in Division 1 knew Roz for her service as Division Staff Officer-Public Education, Finance and for publishing our Division newsletter. She was an active member of Flotilla 15 since 1986 where she served as Flotilla Staff Officer for Materials, Information Systems and Communication Services and that is this year alone! Roz had also served as Flotilla Commander of 15 and as District 5NR Staff Officer-Finance. She earned the Auxiliarist of the Year Award from her Flotilla in 1987 and from Division 1 in 1999. She had achieved both AUXOP and Coxswain status while working with SARDET (Search & Rescue Detachment) Wilmington and had earned the Operations Service Award. She served as a Coxswain during OpSail 2000.



She will be missed by her Auxiliary family. Burial will be as sea by the US Coast Guard.

*David Hornbach, SO-PB, Division 1  
Wallingford, PA*

#### A Tribute From Her Flotilla

Roz was one of a kind, the type of go getter that comes along but once in our lifetime.

As an Auxiliarist, she was tireless in her efforts to promote our organization. As Materials Officer, if you asked for something, you knew it was coming. As vessel examiner, she shared the load until it was too difficult to climb or if it was scheduled for too early in the morning. Always one to "dress up" and entertain us at the social functions, she brought laughter to us all.

When I patrolled on the Delaware River, she was my able navigator, keeping track of and updating my position constantly. With my other crew members, Connie and Luke Howard, I knew we could handle any situation that presented itself.

Roz - - From your captain and crew, you will be missed...

Bon Voyage

*Paul Eldridge, FC 15  
Newark, DE*

# AROUND THE DISTRICT

## Division 2

### Philadelphia, PA

#### DIVISION 2 AT THE PENNSYLVANIA BOAT SHOW

January 17-21, 2001, representatives from various Division 2 Flotillas were present at the Pennsylvania Boat Show to promote upcoming Auxiliary public education boating courses. The show was held at the PA Convention Center, Philadelphia, PA.

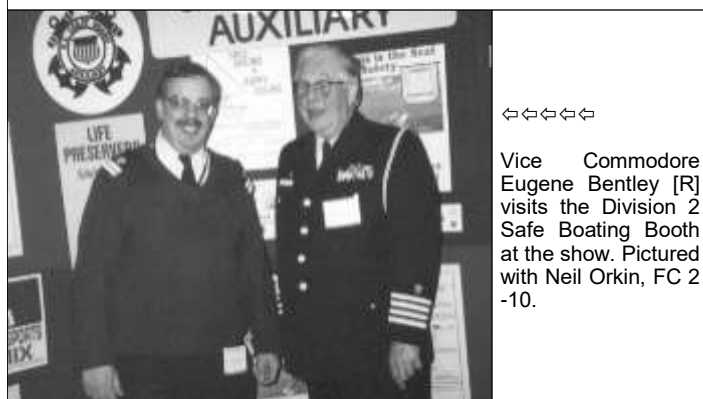
*article & photos by Neil Orkin, FC 2-10  
Philadelphia, PA*



↑ Neil Orkin, (L) FC 2-10 and Charles Lyman, 2-76, man the booth.



↑ Ted Hassell, VFC 23 (L) and Robert Strickland, DCP 2 at the show.



←←←←←

Vice Commodore Eugene Bentley [R] visits the Division 2 Safe Boating Booth at the show. Pictured with Neil Orkin, FC 2-10.



# AROUND THE DISTRICT

## Division 3 West Jersey

### DIVISION 3 AUXILIARIST OF THE YEAR JOHN M. KENNARD

Mr. Kennard has and continues to distinguish himself as an outstanding Auxiliarist. Jack is the current Search & Rescue Detachment (SARDET) Coordinator for Station Fortesque. In that capacity he has put in long hours over the weekends and has performed numerous patrols over the years. Jack's patrol hours enabled Flotilla 35 to receive the Meritorious Award two years running. Additionally, Jack has received the Department of Transportation (DOT) Gold Medal Ribbon; CG Meritorious Team Award; the Bicentennial Unit Commendation and eight Sustained Service Awards. Mr. Kennard is a Coxswain, an Instructor, and an active Marine Dealer Visitor as well as a Vessel Safety Check examiner.



John M. Kennard, (L) receiving his certificate naming him Division 3's Auxiliarist of the Year from Robert Perrone, DCO 5NR  
photo by CDR S. Minutolo, DIRAUX 5NR

Over the years he has held numerous appointed and elected Division and Flotilla positions, Past Captain of Division 3. He has also chaired and sat on numerous committees.

Division 3 is proud to have John M. Kennard, IPDCP 3 as their AUXILIARIST OF THE YEAR.

### DIVISION 3 CHANGE OF WATCH

The 2001 Division 3 Change of Watch dinner and ceremony was held on Saturday evening, February 17. A special display honoring the memory and 56 years of service of PDCO John McIntosh was a featured part of the evening.



⇐ Division 3 Staff Officers receiving their oath of office.  
photo by CDR Stephen Minutolo  
DIRAUX 5NR

# AROUND THE DISTRICT

## Division 4 Southeast Pennsylvania

### DIVISION 4 AUXILIARIST OF THE YEAR KENNETH A. CHANDLER



Ken Chandler, FSO-PE 47, displaying his certificate naming him the Division 4 Auxiliarist of the year

*all Division 4 photos by Martin D. Blumenthal, FSO-VE 44  
Chester Springs, PA*

### DIVISION 4 CHANGE OF WATCH

Division 4 held their 2001 Change of Watch ceremony and dinner on 20 January 2001. Ron and Linda Boice, DCP 4 and DSO-MS respectively received the Auxiliary's Meritorious Team Commendation from CAPT Gregory Adams, USCG, Commanding Officer, Group/MSO Philadelphia.



↑ Ron and Linda Boice receiving their Meritorious Team Award from CAPT Greg Adams, (inset) CO, MSO/Group Philadelphia.



# AROUND THE DISTRICT

Division 5  
Harrisburg, PA

## DIVISION 5 AUXILIARIST OF THE YEAR MICHAEL BAKER

Mike joined the Auxiliary and Flotilla 51 in March 1994. He is coxswain qualified and is also a vessel examiner. In 2000 he was the Public Education and Member Training staff officer for Flotilla 51 and he spent a lot of time working with these programs. When asked about his motivation, Mike said, "I really enjoy the Auxiliary; that's why I'm willing to devote so much time to it." He enjoys meeting the public and working with fellow Auxiliarists. He also enjoys the fellowship, especially the Change of Watch, Christmas party, baseball game, barbecue and miniature golf.



Michael Baker (L) receiving his Auxiliarist of the Year Certificate from DCO Robert Perrone.  
*photo Jeannie Brenner, ADSO-PB*

## DIVISION 5 DAY Workshops Still Wanted By Auxiliarists!

Over 30 members registered to attend the Division 5 Day on 10 March for the yearly workshops held at River Rescue, Harrisburg, PA. As an added benefit, a review of Administrative Specialty Course (AUXMIN) was offered to new members to encourage them to obtain their first specialty course and six members accepted the offer. All enjoyed a day of training mixed with fellowship!



John Adams and Don Wolf chat with a member of River Rescue Team.

## DIVISION 5 CHANGE OF WATCH

Division 5 celebrated their annual change of watch on 3 March 2001. Walter D. Brenner III and Bruce Henry were installed as Division Captain and Vice Captain respectively.



↑ Division Bridge is installed by DCO Robert Perrone.



⇐ Division 5 Color Guard added dignity to the proceedings.



Mike Ripton, DSO-VE, presents the vessel examiner workshop to an attentive audience.



Everywhere I looked, I found a George! Bill Gardner and George Gearhart appear to be sharing a humorous story

*Photos by  
Brenner,  
and  
Jeannie  
Brenner, ADSO-PB*

*W.  
DGP5,*

*Fayetteville, PA*

# AROUND THE DISTRICT

Division 6  
West Trenton, NJ

## DIVISION 6 AUXILIARIST OF THE YEAR Michael Ryan



Incoming Vice Captain Michael Ryan is honored as Division 6 Auxiliarist of the Year. He received his certificate from Robert Perrone, DCO at Division 6's Change of Watch ceremony.

*Walter J. Stepek, FSO-PA 61  
Titusville, NJ*

## FLOTILLA 66 PURCHASES PROJECTOR



Central Trenton US Coast Guard Auxiliary Flotilla purchases LCD projector for upcoming boating safety classes. Flotilla 66 Commander Allen Johnson explains the operation of the Flotilla's new LCD projector to Staff Officer Tom Christopoulos. The \$2000.00 projector will be used for computer simulations and enhanced presentations during upcoming boating safety classes taught by Flotilla 66.



## NEW COXSWAIN CERTIFIED



Norberto Perez, Vice Flotilla Commander 61 (L) receiving his well earned coxswain pin from CDR S. Minutolo, Director of Auxiliary 5NR.

## FLOTILLA 61 CHANGE OF WATCH



Newly installed Bridge of Flotilla 61 are congratulated by DCP 6 William Schmitz (L), VFC Norberto Perez [C] and FC Dino Rulli.



Outgoing FC Charles Stewart (L) was presented a ship's bell by FC Rulli.  
*above 3 photos by Walter J. Stepek, FSO-PA 61*

# AROUND THE DISTRICT

Division 7  
Southern Ocean County, NJ

## NEW JERSEY MANDATORY YOUTH LIFEJACKET LEGISLATION OPERATION BOAT SMART PROJECT

New Jersey enacted a law requiring youngsters 12 years old or less to wear a life jacket (personal floatation device ((PFD)) on a moving vessel. ADSO-PE Joe Lupa, who was instrumental in the passing of the resolution in the State House, initiated a project to spread the word to boaters on the water. He designed and had fabricated signs displaying the new law. The Flotilla and Division treasuries financed the project.

Joe and Division Captain Mel Borofsky met with the NJ State Police seeking their approval of our signs. The police went a step further, they requested to participate actively in our program by allowing the signs to share their signposts already on the waterways. They also requested permission to distribute paper copies of the sign to marine dealers they visit during their rounds. Permission was readily given. An OPERATION BOAT SMART project was underway.

*Mel Borofsky, DCP 7, DSO-PB  
Little Egg Harbor, NJ*

## "DARE" PROGRAM DIRECTOR SPEAKS AT FLOTILLA 7-10 MEETING

Joe Peruso, leader of the "DARE", an anti-drug program, in Lacey Township, NJ, and a mentor of the Jr. Elks (Antlers) spoke to us at our January Flotilla meeting. Mr. Peruso has been in law enforcement for 34 years, most of that time on anti-drug squads. He said that "we only confiscate about 15% of the drugs entering this country."

According to a Rutgers study, the average age of beginning drinkers and smokers is 11½ years of age. When a youngster begins at that age, they are easily addicted. Drugs are purer now and they pack a bigger wallop. Two marijuana cigarettes cause as much damage as 115 tobacco cigarettes.

As a result of our contact with Mr. Peruso, we sponsored a safe boating class for youth sponsored by the Lacey Elks. We had a class of 28 students who earned their NJ Boating Safety Certificates. Great class, great youngsters!

*article and below photos by Edna Frederick, SO-PA 7  
Whiting, NJ*



⇨ ADSO-PE Joe Lupa displaying the PFD requirement sign to Division 7 members. The signs are to be displayed on the waters of Southern Ocean County, NJ.  
*photo Mel Borofsky, DSO-PB*

Joe with NJ State ⇨ Police Officers, (L-R) SFC Kermit Koch, Lt. William Vowell, Joe, Trooper J. Schreiner and Trooper Denis Johnson.  
*photo Mel Borofsky, DSO-PB*



⇨ Auxiliarist John Shriek, FSO-MS 7-12, volunteered his time and equipment to affix the signs to waterproof boards and ready them for exposure to the sea and weather.  
*photo Tom Murray, SO-PB 7*



Lacey Elks youth safe boating class.  
⇨

Jim Mulcahy, FC 7-10 presenting ⇨ certificate to student.



## 25 YEARS OF SERVICE



Mel Borofsky, DCP 7, presenting a certificate to PDCCP Byron "Barney" Dial, marking 25 years of service to the CG Auxiliary. Barney has served the Auxiliary in many capacities, but his love of on the water activities ranks at the top of the list.  
*this & above photos by Edna Frederick, SO-PA 7*

⇨



# AROUND THE DISTRICT

Division 7  
Southern Ocean County, NJ

## NEW CREW CERTIFIED IN 7-11



Flotilla 7-11 Commander John McVey [R] presenting crew certificates and ribbons to (L-R) Joe Gutierrez, Tom Murray, and Carol Murray.  
*photo submitted by Tom Murray SO-PB 7 Whiting, NJ*

## NEW 7-11 MEMBERS SWORN IN



Mel Borofsky, DCP 7 installs new members into Flotilla 7-11.

## DIVISION RADIO STATION CERTIFIED



Mel Borofsky, DCP 7 (L) presents station facility certification and congratulations to SO-CM Richard Alderiso. The radio station is situated in USCG Station Barnegat Light and is used during busy summer weekends to augment Station/Auxiliary vessel communications.

## OPERATION BOAT SMART PROJECT



⇒ Story on previous page. (L-R) Robert Perrone, DCO 5NR, Mel Borofsky DCP 7, and Viggo Bertelsen, NACO.  
*photo by Tom Murray, SO-PB 7*

⇒ SO-PB 7 Tom Murray helping prepare the NJ Mandatory Youth PFD regulation signs.  
*photo Carol Murray FSO-SR 7-11*



## AUXCOM IN DIVISION 7



Above, Auxiliarist Dr. Joe Jenci (74) [R] helped instruct some of the lessons of the Communications Specialty Course (AUXCOM). *Inset*, candidates engaged in the final testing after the course of instruction. Successful candidates will help man the Division 7 Auxiliary Radio Facility at USCG Station Barnegat this summer. The radio facility is used to relieve the Station Watchstander from engaging in routine Auxiliary communications. Summer recreational boaters keep the CG Watchstanders hopping. The Auxiliary vessels will change to the active CG frequency in the event of

# AROUND THE DISTRICT

Division 8  
Southeast New Jersey

## ADMIRAL BRICE-O'HARA FETED BY FLOTILLA 82



Rear Admiral Sally Brice-O'Hara, Commanding Officer, TRACEN Cape May was honored by Flotilla 82 with a luncheon on 3 May. She has received a new command in Washington, DC. During her tenure at Cape May, Admiral Brice-O'Hara has always supported the aims and goals of the Auxiliary.  
*photo Gil Finkelstein DCP 8*

## AUXSARDET GREAT EGG

April 27, 28, 29, 2001.....Everyone attended a pump refresher class and it was mandatory for everyone to operate a pump which some have never done. A communication seminar was also held. Radio skills were covered using proper communications. Two-boat training was conducted and members got their re-quals completed and signed off by the two QE's attending. During the operation seminar the change in policies for patrol areas was explained.

All members attending wanted to express their thanks for this opportunity and clearly stated the SARDET has been the best training offered to them. It was a good time to sharpen skills and have members from the whole Division together as one unit. A very positive outcome....I invited three prospective members to attend to see what we do as Auxiliarists. We now have three new members!

*Gil Finkelstein DCP 8*

*below photos from SARDET GE by Dick Keast, SO-AN 8*

## CREW AND COXSWAIN TRAINING

Flotilla 82 completed a very gratifying four days at Training Center Cape May with our annual crew and coxswain training conducted by Station Cape May.

Petty Officer Jason Couse performed an exemplary teaching assignment on our behalf. There were 15 crew and 3 coxswain candidates from Flotilla 82. There were an additional 12 crew and 3 coxswain applicants from our sister Flotillas in the South Jersey area.

At the conclusion of the training we were better informed about our responsibilities. This training enabled us to begin the formal "hands on" training at our Flotilla levels and start the check off process. Soon we will have 15 new crew and 6 new coxswains in Flotilla 82.

*below two photos and article by Bruce Long FC 82  
Delhaven, NJ*



# AROUND THE DISTRICT

Division 9  
Western Lakes, PA

## FLOTILLA 91 MARINE SAFETY BOOTH



Sara "Nell" Best manning the public booth mentioned in the article.

Members of Flotilla 91 manned the marine safety booth at the 19th annual Jaffa Temple Outdoor Show, February 22-25 in Altoona, PA. The Flotilla's theme this year was "Marine Safety" with our display showing some of the hazards people create for marine life.

The show attracts about 15,000 people from the Blair, PA area and surrounding communities. We advertise our boating education programs which led to 16 people completing the course in March.

*article and photo by Allen Mitchell, SO-PB 9  
Duncansville, PA*

## FILLING OUT A BOATING ACCIDENT REPORT

Coast Guard regulations require that the operator of a boat, numbered or used for recreational purposes, that is involved in an accident file a report if the accident results in any of the following:

1. Loss of life.
2. A person disappears from a vessel under circumstances that indicate death or injury.
3. A personal injury which required medical treatment beyond first aid.
4. Complete loss of the vessel.
5. Damage to the vessel or other property in the amount set as a threshold by the state in which the accident occurred. In most states the threshold is set in the area of \$100 to \$200. The federal threshold is \$500.

*Editors Note: The above article is edited from the U. S. Coast Guard's "Consumer Fact Sheets", is updated annually, not copyrighted, and may be reproduced without permission.*

The United States Coast Guard Infoline is 1-800-368-5647

# AROUND THE DISTRICT

Division 10  
Allentown, PA

## DIVISION 10 AUXILIARIST OF THE YEAR David O. Becker



Dave Becker, PDGP 10, receiving his Auxiliarist of the Year certificate from Robert Perrone, DCO 5NR.

Dave's accomplishments in the past five years include at the District Level:

- 6th sustained service award; qualifications include, Master Instructor, Marine Visitor and Vessel Examiner.
- Scheduled and completed 6 TCT seminars in 1999-2000.
- Participated as instructor in two boat crew programs (Cape May and Lake Arthur this year and one in 1999).
- Instructed in all of the qualification schools in the District in the past five years.
- ADSO-MT since as long as I can remember.
- Instructs for IT and training for the State of Delaware thru District MT.
- AUXLEA instructor
- Presented numerous qualification seminars for the District at the Spring Conference.

At the Division and Flotilla levels:

- Instructed the New Member Workshop at the Fall Conference
- Instructs several classes in each of the Flotilla 10-5 BS&S courses, two courses in spring and two in the fall.
- Instructed Basic Coastal Navigation, winter 2000.
- Instructs with the Doylestown BS&S class, once each semester.
- Instructs AUXCOM classes for the Flotilla.
- Has received the service award in VE for the past few years
- Has received the service award in MV for the past few years
- Has received state awards for VE and MDV
- Has received the service award for Instructor for the past few years

**And more, believe it or not- Tries to have a life outside of the Auxiliary**

*Jerry W. Fuqua, IPDCP 10  
Hilltown, PA*



# AROUND THE DISTRICT

Division 11  
Reading Area, PA

## VESSEL EXAMINER TRAINING

Vessel Examiner (VE) training was provided at Reading, PA by Dave Becker, DSO-PE; Mary Clare Bowlus, DCP 1; and Hank Demler, DCP 14, on April 21 - 22. During the busy two-day session, trainees from both the Coast Guard Auxiliary and the US Power Squadrons received instruction, completed the VE examination, and conducted their qualifying vessel safety checks (VSC). The new VEs are Julia Allen (61), Glenn Wenrich (11-1), Mike Welsh (11-3), and Jeffrey Ellis (15-5), in addition to Power Squadron members Barbara Chinnici, Walter Coles, Brad Plunkett and Conrad Vanino. These new examiners are ready and anxious to help provide a welcome boost to the VSC program.



Most of the classroom training was completed during the first day of the session, with the VE exam and VSCs taking place on day two. The weather cooperated by with a warm, sunny day for the outdoor tasks. A number of boats were on hand to be examined and a good turnout of VEs to supervise, allowed the process to run smoothly. All of this could not have happened without the valuable assistance of Division 11 members DCP Dianne Bossler, Jon Geirsson, Terry Hilbert, Peg Lewullis, IPDCP Bill Lewullis, Kenton Quint and Joe Urban. The joint Auxiliary - Power Squadron training was a new and rewarding experience for all involved. New friendships developed as well as a greater appreciation for the similar objectives of each other's organization.

*article and photos William C. Lewullis, IPDCP 11  
Aristes, PA*

# AROUND THE DISTRICT

Division 12  
Southern Delaware

## NEW VESSEL EXAMINER CERTIFIED

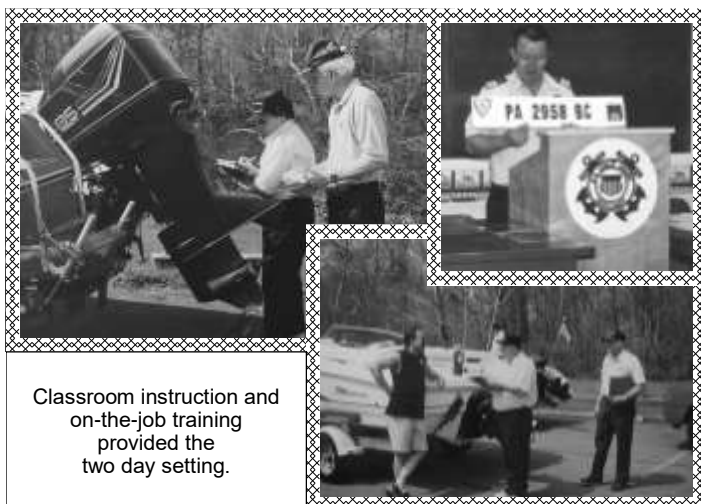


Dick Wolfe, DSO-MA, presents Diana Wagner, FSO-PA 12-4, Seaford, DE, with her qualification as a Vessel Examiner.

## "GOOD NEIGHBOR"



⇐ Chuck Woolson, Flotilla Commander 12-1 (in uniform) presenting a certificate of appreciation to Carl, Tracy and Robert Littleton, of Clarkesville, DE, for allowing the Flotilla to participate in their Marina's annual boat show. Good neighbors are always appreciated by the US Coast Guard Auxiliary.  
*photo by Elaine Gilgenast,  
FSO-PA 12-1  
S. Bethany, DE*



Classroom instruction and on-the-job training provided the two day setting.

**Reserve today.....**  
**don't delay**  
**FALL**  
**CONFERENCE**  
reservation forms are  
in this **issue.....**



# AROUND THE DISTRICT

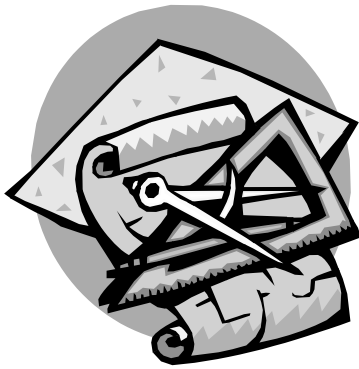
Division 13  
Central New Jersey

## Land Patrol ATON Check

We were five Auxiliarists standing on a bluff, 40 feet above the Delaware River, looking south. Two of the men were checking their GPS's while the other three were using hand bearing compasses taking bearings on the buoys that were in sight. Sometimes we are in agreement.

Who are we? We are Fred Hicks, Walter Holl, Dave Tryon of 13-3, Gerry Goldkrantz of 13-5, and David Berlin DCP-13. Word went out that this operation would take place. Those who opted to come out had a great day. There was fellowship, some training, and knowledge to be shared.

When I first considered doing this operation, I thought about a similar event that took place over ten years ago. It was organized by Weldon Vogt, a past Division Captain. We learned, just recently, that Weldon passed away, and so this operation was done in his memory.



Since we had no communication gear, we did our chart work in Gerry's car trunk. He had a large board, which was our table top. Our chart work was done on that board. He marked the GPS position and laid out the line of position. All the buoys were present and close to being on station.

We started at National Park, NJ and worked our way to the Tacony Palmyra Bridge.

Actually we were under the bridge where we spotted about six buoys or more. One of our stops was on Petty's Island. We drove across a bridge to get there.

As a matter of interest, I mentioned an experience that occurred on the Cutter William Tate. Buoy 11 just north of the Tacony Palmyra Bridge, had sunk. A temporary buoy had been placed on station and was to be retrieved, and replaced by a permanent buoy. The Phila Marine Police diver was on the Tate to dive and locate the sunken buoy for retrieval. As the temporary buoy was hoisted on the Tate, another chain was wrapped around the chain of the temporary buoy. When the second chain was hauled aboard, the sunken buoy came out of the water. That buoy was not totally sunk on the bottom, but was suspended in the water column. The movement of buoy 11 caused it to wrap its chain around the chain of the temporary buoy. The diver did not have to go into the river.

As time goes by, there will be various activities for our members in which to participate, and I want as many people as possible to join in. It is a great feeling in fellowship, when we come together in these endeavors.

*by David Berlin, DCP 13  
Mt. Laurel, NJ*

## BATTLESHIP USS NEW JERSEY

"Right now we have 50 volunteers a day, but we'll need 100 a day if we're going to meet our goal of opening the USS New Jersey to the public on September 2nd," said Joe Fillmyer, Head of Volunteer Services.

Joe told the Farragut Flotilla, 13-5, in Cherry Hill, NJ that even though we won the battle to keep the great ship in South Jersey, the struggle to make the ship into a museum suitable for the public to visit is far from over.

The Iowa Class battleship, one of only four, was



archive photo

decommissioned in 1990 and has suffered from more than 10 years of neglect.

"She's 887 feet long and has 1000 compartments. Since the end of January we've used 500 gallons of paint and that's just on the inside. We've put in more than 12,000 volunteer man-hours at a savings of \$630,000," Joe said.

Joe is a history buff and has had an interest in the USS New Jersey for 10 years. He has a full time job, a wife, five kids at home and still gives many of his hours to the ship.

He told the Auxiliarists that 80% of the volunteers return. "But we still might have to go to 7 days a week. The outside needs to be painted and the teak decks repaired," he said, "It's a big job for a big ship, but we'll get it done."

*by Mel Kleinfeld FC 13-5  
Cherry Hill, NJ*



# AROUND THE DISTRICT

Division 14  
Susquehanna, PA

## DIVISION 14 AUXILIARIST OF THE YEAR Anne Marie Wells



Anne Marie Wells, FSO-PA 14-3, receiving her Auxiliarist of the Year certificate from Robert Perrone, DCO 5NR.

*photo Alba D. Thorn, SO-PB 14*

## DIVISION 14 CHANGE OF WATCH



photos by  
Alba D. Thorn,  
SO-PB 14



## DIVISION 14 WORKSHOP SESSION



Henry Reeser, DSO-OP 14-02, Stacy Cooper SO-PS 14-01, Walter Hughes, SO-CC 14-02, and Millard (Milky) Sipes, Vessel Examiner, attended the Workshop for Operations, Vessel Examiner and Instructors, which was held on Saturday, April 21st, 2001 at the Sardet Base, Long Level, York, PA.



above photos by Ronald Thorn, SO-VE 14  
article by Alba D. Thorn, SO-PB 14  
Dover, PA

# AROUND THE DISTRICT

Division 14  
Susquehanna, PA

## FLOTILLA 14-2 CONDUCTS PUBLIC EDUCATION "EN MASSE"

Flotilla 14-2, held a *Boating Skills and Seamanship* class at the York Technical Institute York, PA, and "everyone" came. The following pictures were taken on final test night, 23 April 2001. A surprising 59 people showed up for the class. We had to split the classes into two rooms, luckily we had enough instructors to handle all of these folks.

*Article and photos by Diane K. Houseman, FSO-PA 14-2  
York, PA*



Instructors PDCO Bob Wecker (L) and John Houseman, VFC 14-2.



Instructor Henry Reeser, DSO-OP.



Instructor Lindy Harrison, ADSO-PE

# AROUND THE DISTRICT

Division 15  
Frontier (PA)

## DIVISION 15 AUXILIARIST OF THE YEAR James D. Gotthelf



James D. Gotthelf (center), VFC 15-5, Herndon, PA, receiving his Auxiliarist of the Year certificate from Robert Perrone, DCO (5NR).

*photo by CDR Stephen Minutolo, DIRAUX 5NR*



## YOUNG AND NOT SO YOUNG Flotilla 15-3 Installs New Member



RCO-W Don Bowes administers the New Member's Pledge to Dominic Borzell, the fourth son of Donna and John Borzell of Flotilla 15-3. Dominic is 17 years of age and their newest member.

*photo by CDR Stephen Minutolo, DIRAUX 5NR*



# AROUND THE DISTRICT

Division 15  
Frontier (PA)

## FLOTILLA 15-5 CHANGE OF WATCH RCO-W Don Bowes Honored



The Flotilla 15-5 Change of Watch ceremony was held on 11 February in Northumberland, PA. A large turn out of members enjoyed the evening. Don Bowes [R], newly elected RCO-W was honored with his "flag" presentation by Leon Reed ([L] FC and Jim Gotthelf, VFC 15-5.

*photo by Astrida V. Miller, SO-PB 12  
Covington, PA*

## BOATING SAFELY CLASS DRAWS CROWDS

Flotilla 15-5, Northumberland, PA held a *Boating Safely Class* in conjunction with a local marina's boat show. A good neighbor, the marina operator provided the facility and space for the class to be held. As evidenced by the below photos, the combination boat show (with safe boating booth) and class was a tremendous hit.

*photos by Jim Gotthelf, VFC 15-5  
Herndon, PA*



## 25 YEARS OF SERVICE



Richard F. Lord, DCP Division 15 receiving a plaque commemorating 25 years of service to the Auxiliary. The award is being presented by CDR Stephen Minutolo, DIRAUX 5NR.

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



# 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.

Terry L. Anstine	Flotilla 16-1	William A. Northam	Flotilla 47
Donato A. Dalbis	Flotilla 12-1	Walter C. Petersen	Flotilla 13-5
Wesley P. Daniels	Flotilla 82	Dorothy R. Plasket	Flotilla 81
Edward Davis	Flotilla 77	Robert R. Rock	Flotilla 14-6
Harland M. Davis	Flotilla 36	Rosalind Schwebel	Flotilla 15
William H. Dischert	PDCO 5NR	Jack C. Shaffer	Flotilla 15-1
James J. Early, Sr.	Flotilla 16-3	Alma E. Shephard	Flotilla 65
John Hazell	Flotilla 48	George L. Slaybeck	Flotilla 65
Anthony J. Maiuro	Flotilla 84	Edward J. Thomas	Flotilla 91

Sailors Rest Your Oars

"GONE BUT



NOT FORGOTTEN"




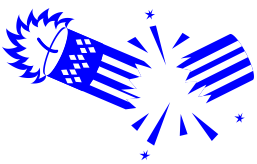







## **WILLIAM H. DISCHERT** **Past District Commodore**

It is with great regret that we relay the word of the passing of Past District Commodore William H. Dischert (PDCO of the old Third District, now the Fifth District - Northern Region). Commodore Dischert passed away on 21 March 2001. He is survived by his daughter, Judith Woodrow, son, Leonard Dischert, and five grandchildren.

Commodore Dischert was 87 years young and worked as a carpenter in southern New Jersey before retirement. He served in the US Army in World War II and enrolled in the USCG Auxiliary in 1959, giving 42 years of service. He held virtually every Auxiliary elected office enroute to his term as DCO in 1977-78. The Commodore was an active member of Flotilla 83 and served as the region's Civil Rights Counselor.

# United States Coast Guard Auxiliary

## Fifth Northern District - 2001 Calendar of Events

JUN	JUL	AUG	SEP
<p>1 Central Area EXCOM</p> <p>4 <b>EXCOM Meeting</b></p> <p>11 Board Inc. Meeting</p>  <p>14 <b>FLAG DAY</b></p> <p>15</p>  <p><b>Unit Reports Due</b></p>  <p>17 <b>FATHER'S DAY</b></p>	 <p>4 <b>INDEPENDENCE DAY</b></p>  <p>9 EXCOM</p> <p>15 <b>Unit Reports Due</b></p> <p>21</p>  <p>AIM Week Begins</p>	<p>6 EXCOM</p>  <p>10 Eastern Area EXCOM Meeting</p> <p>13 Board Inc. Meeting</p>  <p>17 Western Area EXCOM Meeting</p> <p>24 Central Area EXCOM Meeting</p> <p>30 NACON 2001 Portland, OR</p> <p>30 <b>TOPSIDE DEADLINE</b></p>	<p>1-2 <b>NACON 2001</b> Portland, OR</p>  <p>3 <b>LABOR DAY</b></p>  <p>9 <b>GRANDPARENTS DAY</b></p> <p>10 Board Inc. Meeting</p> <p>14-16 FALL CONFERENCE Wilmington, DE</p> <p>18 <b>ROSH HASHANA</b></p>  <p>27</p>



DEPARTMENT OF TRANSPORTATION  
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