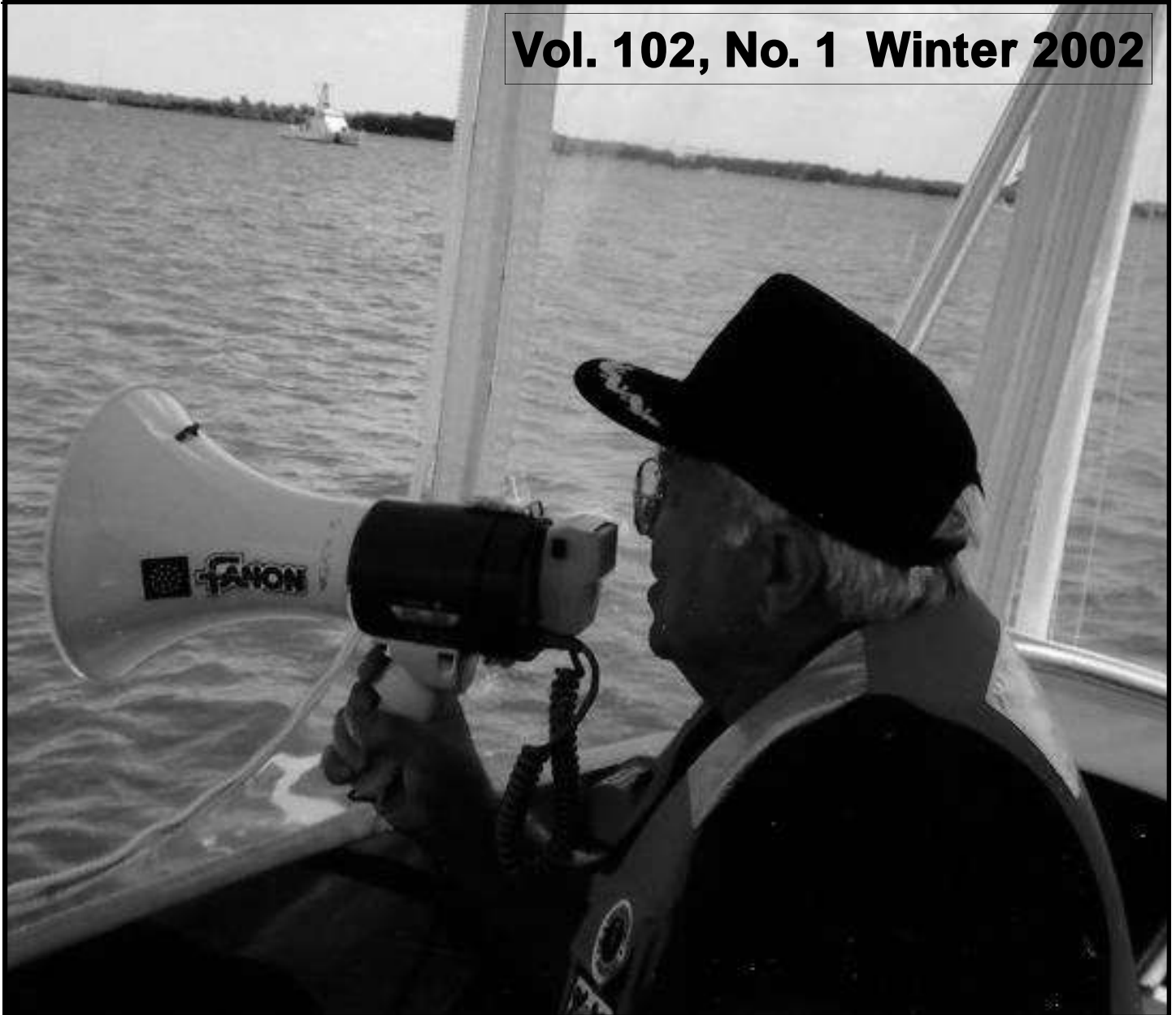


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Vol. 102, No. 1 Winter 2002



in this issue...

“Operation Patriot Readiness”
Elected Officer’s Training - 2002 Style
AUXDATA..... “The Real Deal”



**USCG Auxiliary
Fifth Coast Guard District (NR)
1 Washington Avenue
Philadelphia, PA 19147-4393**

Editor/Publications Officer

Melvyn A. Borofsky, DSO-PB
Michele Borofsky, ADSO-PB (E)
24 Lake Singleton Court
Little Egg Harbor, NJ 08087-1115
609-294-2866 FAX: 609-294-3250
email: mborofsky@skylineinternet.com

Alba D. Thorn, ADSO-PB (W)
1230 Cherry Orchard Road, Dover, PA 17315
717-292-6264
email: albad@aol.com

Harry Dyer, ADSO-PB (C)
319 Hopwood Drive, Warminster, PA 18974
215-672-0354 Fax: 215-443-5501
email: hdyer@mindseyeconsult.com

topside winter issue
NEXT DEADLINE
30 April 2002

UNITED STATES COAST GUARD

Commandant ADM James M. Loy

UNITED STATES COAST GUARD AUXILIARY

The Commodore of the USCG Auxiliary . Viggo C. Bertelsen, Jr.

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On the Cover: "At the Helm of 5NR"
District 5NR Commodore, Robert J. Perrone, directing boat traffic on the Christiana River, Wilmington, DE. This photo from TOPSIDE's archives was taken during OPSAIL 2000.

Photo by Joseph Barcelo, FC 72

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U.S. COAST GUARD AUXILIARY
Fifth District Northern Region



**Between issues of
topside
follow 5NR's activity on our
website at.....www.5nr.org**

Spring Conference 2002 York, NY



Super Special Spouse/Guest Program

Morning program.....

*Speaker: "Set a perfect buffet table"
featuring hotel catering staff persons*

Afternoon program.....

*Tour the Pfaltzgraff Dinnerware Factory
An interesting and informative trip,
Drivers are needed.*

*Five generations have led the Pfaltzgraff Co. to become
America's leading manufacturer of casual dinnerware
and accessories for the home. The company grew from a
modest sized shop that once produced salt-glazed
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The Pfaltzgraff family of German immigrant potters
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company's headquarters.*

ADMIRAL JAMES M. LOY COMMANDANT OF THE COAST GUARD

AN OPEN LETTER TO TEAM COAST GUARD

In the wake of the terrible events of September 11th, every one of you has answered the call to action to protect and defend the liberties of a grateful nation. I am deeply proud of your superb response.

We are now in the process of adjusting operations to the "new normalcy" of American life. I know that many of you have experienced long hours, or have sacrificed plans and time with your families, due to the heavy strain of round-the-clock operations. I want you to know that I am committed to finding ways to reduce that strain.

As we work to rebalance our missions and resources, I urge you not to think of maritime security as a new task added suddenly to a growing constellation of tasks. Rather, we must see it as our north star. The mission of maritime security is not new to us. It is more urgent today than two months ago, but no less important than 211 years ago. We are guarding the coasts of the United States.

In the midst of our present trials, we must maintain clear vision and a keen sense of vigilance. We must continue to keep watch—building awareness of our vulnerabilities, the threats to our security, and those who would seek to do us harm.

Above all, we must continue to protect America at all costs.

Semper Paratus,

J. M. LOY
Admiral, U. S. Coast Guard



OPERATION PATRIOT READINESS

1. Following the events of 11 Sep 2001, thousands of Coast Guard Auxiliarists have provided support to Coast Guard forces during Maritime Security (MARSEC) Surge Operations. On 1 Jan 02, the Auxiliary exceeded 150,000 dedicated volunteer hours supporting the Coast Guard's MARSEC mission by conducting multi-mission harbor patrols, providing continued search and rescue capability, and backfilling active forces in operational missions and administrative duties. This emphasis on MARSEC will not diminish the Auxiliary's cornerstone mission or recreational boating safety even as the Auxiliary, like the Coast Guard, adapts its mission profile to arrive at the "New Normalcy."

2. Inspired by the extraordinary sense of duty displayed by so many Auxiliarists, The Auxiliary leadership consulted widely and developed OPERATION PATRIOT READINESS, the Auxiliary's first-ever operational order (oporder). The oporder is designed to move Auxiliarists and the Auxiliary as a whole to higher levels of readiness and capability in support of Coast Guard missions, with an emphasis on support for MARSEC surge operations. While the oporder for PATRIOT READINESS is already at the District/Regional Commodore level for execution and development of action plans, it is important that active duty units understand its importance and the ability it provides in leveraging operations.

3. The oporder has four major initiatives:

a. An Auxiliary-wide data call conducted at the Flotilla level. Each Auxiliarist will be asked to update information including current qualifications, interest in attaining additional current qualifications, and the extent of member's availability to volunteer. Further, each Auxiliarist will be asked to identify skill sets outside of traditional CG/CGAUX qualifications. These skill sets (e.g., Machinist, Dentist, EMT, etc.) will be identified as volunteer, non-traditional resources for the potential purpose of expanding Auxiliary support in new ways during high tempo and new normalcy operations.

b. Establishment of a dedicated senior Auxiliary member to serve as a Liaison Officer (LO) to all Coast Guard units within a geographic area. The LO will match and prioritize the right and ready Auxiliary resources with requesting units' support needs. This initiative will apply to essentially all Coast Guard units extending well beyond traditional Auxiliary support roles to Groups, Stations, Air Stations, and Marine Safety Offices.

c. Drive to qualify more coxswains and boatcrew members: improve the proficiency of those already qualified. This initiative will be accomplished through operational workshops which focus on readiness, safety and the conduct of multi-mission harbor safety patrols.

(Continued on page 5)



ADMIRAL JAMES M. LOY COMMANDANT OF THE COAST GUARD

(Continued from page 4)

d. Increase the number of surface, air and communications facilities available to the Coast Guard as operational resources.

4. OPERATION PATRIOT READINESS provides an excellent opportunity to better align the Auxiliary with Coast Guard operational units and fully embrace the broad range of both traditional and non-traditional volunteer services and talents available. Auxiliarists stand ready and, with OPERATION PATRIOT READINESS, are preparing to be even more ready to assist in watchstanding, providing SAR standby capabilities, providing administrative and logistic support, and much more—all in addition to their traditional missions of recreational boating safety and public education. Some examples of recent support include: chart corrections on Cutters, unit logistics support, Cutter homeport logistics "Tiger Teams," carrying out unit morale programs, Cutter in-port quarterdeck watchstanding and underway Quartermaster and Boatswains Mate of the Watch watchstanding. Also, the Auxiliary has a well-established, often used 236 Language Interpreter Corps, which is available for operational matters needing interpreter services. Auxiliary Spanish, Russian and Japanese speakers have embarked in Cutters deployed to the Caribbean and Bering Seas, in support of law enforcement patrols.

5. Coast Guard Active and Reserve units, which have not been contacted and desire Auxiliary support may contact their local Auxiliary Flotilla or Division, or District/Regional Director of Auxiliary for assistance in contacting the appropriate Auxiliary LO. Useful web sites: Auxiliary National Website://www.cgaux.org; Chief Director of the Auxiliary at: //http://www.uscg.mil/hq/g-o/cgaux/ocxindex2.htm; Interpreters Corps Program://http://cgwebs.net/interpreter.

6. In order to reflect the critical contribution of the Coast Guard Auxiliary to overall Coast Guard operational readiness the Commandant has initiated a partnership with the Readiness Task Force to include Auxiliary-related readiness measures and standards as an integral part of the Coast Guard Readiness Management System (RMS).

7. While Team Coast Guard has always counted on our Auxiliary members, since 11 Sep they have stood up to the plate as never before. The Coast Guard could not have successfully responded to the attack on America without the high level of devotion to duty displayed by each and every one of our outstanding Auxiliarists. BRAVO ZULU.

8. (Deleted)

9. Internet release authorized.

10. ADM J. M. Loy, sends.✱

END OF MESSAGE

DISTRICT COMMODORE

The events of September 11, 2001 have not only changed the lives of all Americans but also have brought new terms, purpose and resolve to the members of the Coast Guard Auxiliary.

We have and will continue to hear the term "new normalcy". What does it mean? The way we conducted our lives before September 11 (normalcy) unfortunately is probably gone forever. All Americans have now taken on a posture of increased vigilance, awareness, urgency and patriotism (new normalcy).

Along with the new normalcy comes new buzz words - sustainability and involvement. These words go together because without involvement you cannot have sustainability.

Coast Guard resources are stretched to the limit and the Auxiliary has certainly been the force multiplier especially in the days following September 11. The members of the Fifth Northern immediately responded to the call and provided well in excess of 6,000 hours supporting the three Coast Guard Groups and other commands within the District. On behalf of all of these commands, I would like to extend to all of our members their sincere appreciation and thanks for a job well done!

Now comes "sustainability". No one believes that this increased optempo will go away in the near future. The Fifth Northern must be prepared to continue our increased level of support well into the future while at the same time promoting and executing our core missions of Recreational Boating Safety including Safety Patrols, Public Education, Vessel Safety Checks, Marine Dealer Visit and the "Safe Catch" and "Operation Boat Smart" initiatives.

Our performance during 2001 was admirable and has moved us well on our way to achieving my vision for the District: namely, to be the top District in the Nation. We must not let our momentum diminish.

This brings me to "involvement". The only way we can continue to provide the resources for an increased optempo while furthering our core programs is to achieve involvement by all members. We must not burn out a few to carry the whole. All members must not only become involved in some facet of our activities but also intensify their recruiting and retention efforts. Remember, every member is a recruiter and surely has a friend that they can bring into the organization. Involvement equates to retention.

I sincerely thank you for your efforts and support during 2001 and look forward to even greater results from the Fifth Northern in 2002. Together, working as the great team that we are, we can achieve sustainability through involvement and truly be Number One.✱

Robert J. Perrone, DCO (5NR)
Hockessin, Delaware



DIRECTOR OF AUXILIARY

As members of a mission-oriented, performance-driven organization, we should not hesitate to turn around on the rare occasion of a lull in the action and collectively wonder, "How did we get here? How did we make it to today?" In the wake of all the tragedy in 2001, all the scrambling, all the uncertainty and all the apprehension, one may wonder how we managed to maintain our collective composure, focus...and sanity. I'll submit that there should be little surprise to such an outcome...because I'll take the contrarian viewpoint and further submit that 2001 was not a year of American tragedy, but rather a year of American greatness - and D5-NR was a case study of such.



The events of September 11, 2001 were not a catalyst for D5-NR performance - the region had already been operating on a full head of steam before that date. Operation Boat Smart was well underway and its objectives were being methodically met. Regional vessel safety checks were on the rise, partnerships were being strengthened and established (most notably with the formalized Vessel Safety Check Program agreement with the State of Delaware), and public outreach and education were steady. Regional aviation, personal watercraft and marine dealer visitor programs continued to expand and solidify, and regional recruiting and retention efforts were paying off. No, the events of September 11 were not a catalyst - rather, they served to galvanize regional commitment, dedication and purpose.

It is time again to focus that commitment, dedication and purpose, to gather all of the lessons learned and the best practices of the past year from within this region and from outside of it, and to apply it all to a practical strategy for D5-NR in 2002. As of this writing, some of that has already been done through your Area elected officer training forums and annual program planning. There is much to do, though, with the bulk of what will prove to be a challenging year still lying ahead. 2002 and (probably) 2003 are viewed as "bridge years" within the Coast Guard, for it is expected to take that long for the service to fully resource and prepare itself for the long-term sustainability needed to meet today's homeland defense expectations and requirements.

Coast Guard Auxiliarists are structural girders for the "bridges" that will need to stand for a long time.

Coast Guard Auxiliarists are structural girders for the "bridges" that will need to stand for a long time. Auxiliary involvement is particularly needed in terms of direct support to Coast Guard units (e.g. - administrative assistance to a station, in-port watch standing assistance to a cutter, communications watch standing assistance to an operations center or comms center).

As part of Operation Patriot Readiness, Auxiliary liaison

officers are being formally identified and designated for every one of the 34 Coast Guard commands within D5-NR's boundaries. These liaison officers can help you explore where and how you may be able to directly support a Coast Guard unit if you so desire.

Similarly, Auxiliary involvement is needed in terms of carrying out Coast Guard missions that have had active duty effort diverted from them because of homeland defense responsibilities. For example, marine environmental protection, commercial fishing vessel and uninspected passenger vessel safety programs, like recreational boating safety, are ideal venues for Auxiliary support. Though their qualification processes tend to be challenging, training assistance is available from Coast Guard units and MSO Philadelphia - and the satisfaction gained from involvement in these programs is as rewarding as that for any other program.

D5-NR commitment, dedication and purpose succinctly answer the question, "How did we make it to today?" And they provide the guidance needed to answer the question, "How do we go on from here?" To D5-NR - the best for 2002! ✱

*CDR Stephen J. Minutolo, D5-NR
Philadelphia, PA*



See The Auxiliary In Action!

At
SITREP
Our National
e-magazine

www.teamcoastguard.org

VICE COMMODORE

Cmdr. Minutolo, DIRAUX, DCO Perrone and I had the good fortune to be invited to attend the Fifth Coast Guard District Commanding Officers' Conference in Portsmouth, VA, from 11 to 13 December 2001. This was a well-organized, all-inclusive conference. I was impressed that the Coast Guard officers expressed appreciation for the help provided by the Auxiliary. We were very well received at this conference. Some of my thoughts prompted by the conference follow.



How can we, as Auxiliarists, support the Coast Guard? We must realize that our commitment must be a long term one. The "war on terrorism" will not be over in 2001 or even in 2002. "Sustainability" is a key word in our efforts. We must not burnout our members. This is not like a 100 yard dash, but rather more like a cross country race or a marathon. A term to describe the situation is the "New Normalcy."

There are many ways the Auxiliary can provide support. "Operation Noble Eagle" data indicate that from 11 September 2001 to 30 November 2001 we invested many hours, nearly double that for a similar period in 2000. One very obvious way we can help is in safety patrols and harbor patrols. Other ways include chart-updating patrols and Aid to Navigation patrols. Still another way is in watchstanding and administrative support of our local Coast Guard unit. The regular and reserve Coast Guard personnel have increased their time commitments; if we can assist them they can get some time off and avoid burn-out.

"Operation Boat Smart" is a very important program and the Auxiliary will have an even greater role in implementation than before 11 September 2001. The more education we can provide to the public, both traditional boaters and others, such as kayakers, canoeists, hunters and fishermen, the less likely are they to have an accident. This is "preventive SAR" and decreases the time the Coast Guard needs to spend in search and rescue operations.

All these activities by the Auxiliary require enhanced skills and better data collection. Each member is encouraged to complete the Member Audit form and forward it through the appropriate channels. Your "Bridge" and staff have planned increased member training opportunities in 2002. Plan to take advantage of these programs. The emphasis is to deliver the training at an area or local level. This not only decreases cost, allowing more programs, but also is more convenient for the members. Please remember that the Operations Workshop is mandatory in 2002. The elected and appointed officers are expected to communicate these programs and opportunities to the members and to attempt to convert inactive members to active ones. Additional active members will lighten the load on individuals. Let's do the job! ✿

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

REAR COMMODORE - EAST

As 2002 turns into a second month, the fervor of New Year's resolutions sometimes fades. Media reports indicate that many Americans reacted in a positive way following the tragic events of September 11, 2001 by becoming volunteers. Hopefully, their fervor will be **SUSTAINED** as the pages of the calendar turn.



The Coast Guard Auxiliary is an organization of volunteers. Each year, energized by Change of Watch ceremonies, we reaffirm our commitment to the programs of the Auxiliary via hopefully attainable goals. As New Year's resolutions sometimes diminish, will our commitment to these goals be **SUSTAINED** as the year progresses?

In keeping with the upward trend in volunteerism, can we increase the number of public education classes offered, perhaps expanding the usual geographic area in which courses are offered? Could we make and **SUSTAIN** this effort toward educating more boaters?

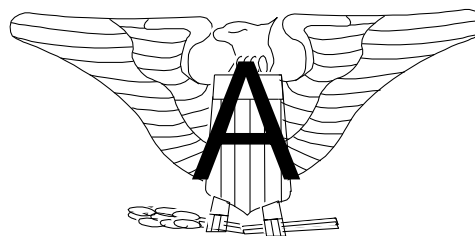
Every year, thousands of recreational boats go unapproached for a Vessel Safety Check (VSC). As VSCs are an important mission of the Auxiliary, could 2002 be a year in which Flotilla goals will increase to meet this challenge? Can we make and **SUSTAIN** an organized effort to meet our National goals?

In response to the Coast Guard's needs, Auxiliary operations have extended into "Operation Noble Eagle" which continues beyond our usual seasonal operation months. Winter on the water offers its singular challenges. Will our training, readiness and availability **SUSTAIN** this urgent mission?

Have we resolved to contact additional Marine Dealers, supplying them throughout the boating season with a variety of literature furthering boater education? If Flotillas plan and **SUSTAIN** this project, the long-range benefit will be unmeasurable.

Resolutions to attend Division and Flotilla Meetings more frequently, to re-activate a long absent member, to become qualified to run for elected office are just a sampling of resolutions that would benefit the Auxiliary. Think about these and others, then **SUSTAIN** your resolve. ✿

*Regina P. Stretch, RCO(E)
Brigantine, NJ*



REAR COMMODORE - CENTRAL

The September 11th terrorist attack on New York and Washington has precipitated many changes in our lives:

- Full alert of all our armed services including the Coast Guard.
- A call to active duty of some of our members.

In the words of Commander Minutolo, "Operation Patriot Readiness mobilizes the Coast Guard Auxiliary to improve its readiness in support of the Coast Guard Mission." This entails extra patrols plus Coast Guard support and Administrative duties.

When we support our Recreational Boating Safety mission, we are teaching both the public and ourselves. Our seven Auxiliary Specialty Courses are more necessary now than ever before. And remember, when we teach others we learn too. All this and it's FREE to us as members!

Want to learn more about teaching Chapter Two of the Boating Skills & Seamanship public education course, "Equipment for your Boat," become a Vessel Examiner. Each role compliments and enhances each other. All of a sudden, you're an expert! And, of course, the expert ALWAYS mentors the new member - and attracts prospective members with his/her expertise.

How rewarding it is to see our members grow and progress. No terrorist can ever divert us from our mission of being "AMERICA'S VOLUNTEER LIFESAVERS." ❀

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



AMERICA

Our beautiful spacious skies, from sea to shining sea,
Reminds me of the freedoms America gives to me.
Freedom's not freely given; we paid with sorrow and strife,
And many of our heroes paid for it with their life.
Now that freedom's threatened and lives have again been lost,
But we can't give into terrorists no matter what the cost.
"God, please bless America, as we keep our trust in thee;
Guide and protect us while we fight to remain free."

*Jeannie Brenner, FC 56
Fayetteville, PA*

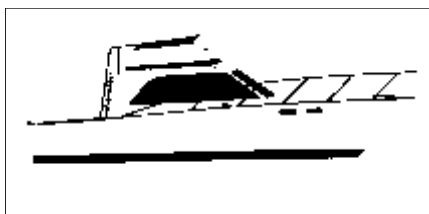
REAR COMMODORE - WEST

The "JEWELS" are the members of the flotilla who achieve the goals. AUXMIS boldly identifies these precious members. The wise Flotilla Commander consults these productive members when setting "the annual goals". Wisdom would prompt the FC to appoint these "jewels" as his staff officers. The FC will recognize the VFC as "Chief of Staff" and not micromanage his or her activities. The staff officers will also be given the freedom to innovate and improve the output of their departments, inspiring Flotilla members to join in the fun and fellowship, and experience the satisfaction of achieving the mission goals in Public Education, Vessel Safety Checks, Operations, Public Affairs, Publications, Recruitment and retention of members.

The Flotilla Commander will counsel members gently, replace criticism and pessimism with praise and optimism.

Member training has been shifted from the District events to each of the three Areas, East, West and Central. The Western Area Elected Officer Training Conference (EOT) was held successfully at the Lancaster Host Resort, 15 December, with an attendance of 58!

The West Area Flotilla and Division Staff Officer Workshops were held 26 January in Lewisburg, PA: 12 separate 1 1/2 hour sessions in 4 classrooms, 0900, 1000 and 1300. Team Co-ordination Training (TCT) in April at Harrisburg; Boat Crew Qualification Program Coxswain &



Crew training under the District Mobile Unit Training Team at 2 sites; Raystown Lake Resort on 4, 5, 11, & 12 May; at SARDET Long Level on 1, 2, 8, & 9 June.

Flotillas 15-8 and 96 will hold an American Sailing Association School at Sayers Lake on 15 & 16 June, and at Glendale Lake on 22 & 23 June.

PRIORITIES FOR 2002

1. JOB ONE! 200 new members to strengthen the 31 Flotillas and 4 Detachments.
2. BOAT SMART PROGRAM
3. Maintain 2 Operational Vessel Facilities with Coxswain and crew ready for any operational emergency. Sign on to serve in 5th Coast Guard District. ❀

*Donald E. Bowes, RCO-W
Lewisburg, PA*

NEW COMMANDANT NOMINATED

President Nominates Vice Admiral Thomas H. Collins as Commandant of Coast Guard



Wednesday, February 6, 2002 President Bush today nominated Vice Admiral Thomas H. Collins, 55, to be the 22nd Commandant of the United States Coast Guard.

Secretary of Transportation Norman Y. Mineta, the Coast Guard's Service Secretary, praised the President's nomination, saying, "Admiral Collins reflects the best leadership traits of the dedicated men and women of the United States Coast Guard. He is the right person to lead the modern Coast Guard through today's challenges to tomorrow's promise of a safer, more secure American coastline and maritime transportation system."

"Tom Collins brings a combination of scholarly intelligence, practical experience at sea, and Washington policy expertise to the critical job of commandant at a time when the Coast Guard is facing a host of new missions," Secretary Mineta said. "I look forward to working with him."

Once confirmed by the Senate, Vice Admiral Collins will relieve the current Commandant, Admiral James M. Loy, at a formal change of command ceremony in Washington, DC. The ceremony is being planned for May 30, 2002.

Admiral Loy, who has held the Commandant position since May 1998, will retire at the May ceremony after serving with the Coast Guard for forty-two years.

Vice Admiral Collins is currently serving as the Coast Guard's Vice Commandant, the service's second-in-command. Prior to that he served as Commander of the Coast Guard Pacific Area.

Vice Admiral Collins began his Coast Guard service at sea aboard the Coast Guard Medium Endurance Cutter Vigilant. He later commanded the Patrol Boat Cape Morgan, a Coast Guard Group at Long Island Sound, NY, and the 14th Coast Guard District at Honolulu, HI. He also served in several Headquarters assignments including Deputy Chief of Staff.

Vice Admiral Collins graduated from the Coast Guard Academy, New London, CT, in 1968 and returned as a faculty member within the Humanities Department from 1972 to 1976. He earned a Master of Arts degree from Wesleyan University in 1972 and a Master of Business Administration from the University of New Haven, in 1976.

A native of Stoughton, MA, Vice Admiral Collins is married to the former Nancy Monahan of New London, CT. They have two daughters, Christine and Kathryn. ❀

VICE ADMIRAL THOMAS H. COLLINS VICE COMMANDANT, USCG



Vice Admiral Thomas H. Collins assumed duties as Vice Commandant of the U.S. Coast Guard on the 9th of June 2000. His other Flag Officer experience includes: serving as Chief, Office of Acquisition at Coast Guard Headquarters from 1994 to 1996; Commander, 14th Coast Guard District in Honolulu, HI from 1996 to 1998; and a recently completed two-year assignment as the Commander Pacific Area/Commander Eleventh Coast Guard District in Alameda, CA.

Vice Admiral Collins' pre-flag experiences include tours in a wide variety of operational and staff assignments. He began his Coast Guard career in 1968 as a deck watch officer and first lieutenant aboard the Coast Guard Cutter Vigilant. Following this assignment, he served a two-year tour as Commanding Officer of a 95-foot patrol boat, Cape Morgan, in Charleston, SC. From 1980 to 1983 he served as Deputy Group Commander, St. Petersburg, FL, and commanded Coast Guard Group and Captain of the Port, Long Island Sound, NY (1987 to 1990).

He also served as program and budget officer, Office of Research and Development, Administration Division Chief, 14th District Officer, Honolulu, HI; and as Program Reviewer (1983 to 1987) and Chief, Programs Division (1992 to 1994) at Coast Guard Headquarters, Washington, DC. Prior to his promotion to Flag Officer in 1994, he served as Deputy Chief of Staff, Coast Guard Headquarters.

Vice Admiral Collins graduated from the Coast Guard Academy, New London, Conn., in 1968 and served as a faculty member within the Humanities Department from 1972 to 1976. He earned a Master of Arts degree in Liberal Studies from Wesleyan University in 1972 and a Master of Business Administration from the University of New Haven, Conn., in 1976.

The Vice Admiral is the recipient of the Distinguished Service Medal, the Legion of Merit (three awards), the Meritorious Service Medal (two awards), and the Coast Guard Commendation Medal (three awards). ❀

PUBLICATIONS

Hello Topsiders,

Our country and our Auxiliary have turned a fresh page in our book of history. We hear and see phrases such as the "New Normalcy" used more and more. In essence we are trying to describe a return to life as it was before the attacks, normalcy with a few added vigils thrown in for good measure. For most of us, especially those of us who are not directly involved with the military on a day to day basis (or the government, for that matter), our pre-11 September daily routines have returned, as well they should. Some of the additional vigils, consciously or unconsciously involve thoughts of travel, mingling in crowds or spotting an unattended bag or package. That which, in the past, we might have taken for granted or not taken notice to at all has become part of our active thought processes.

I have had a unique opportunity over the past few months as the editor of SITREP, the National Auxiliary e-magazine (www.teamcoastguard.org) of sitting in the cat-bird seat and reading stories that have taken a progression to normalcy that mirrors the return of normal life in the USA. Tense, harbor security patrols are being replaced with regatta patrols and long hours at the communication centers are being replaced by cornerstone workshops and new member training. BUT with it all, an added sense of the vigilance I mentioned still permeates out of every word.

Our organization is asking its members to stand up and be counted. An *OPERATION PATRIOT READINESS* form is asking what we can do, will we do it, etc. We are being asked point blank to say yes or no to volunteering our efforts and assets. If you are like me, becoming more cynical and suspicious as age sets in, this type of request usually sets off alarm bells in my brain. Well folks, here's what one dyed in the wool American volunteer (me) thinks... I am being asked to *possibly* do that which I raised my right hand and swore to do; support my Country and my Auxiliary. Not blindly and not in a task for which I am not equipped but in an activity that I am able to do and be at ease in its doing. Only by completing the *OPERATION PATRIOT READINESS* form and returning it through the proper channels can all of this be accomplished. Let the Auxiliary know what you are willing to do and what you are not willing to do. **If you haven't completed your form and returned it, I urge you to do so today.**

There is a new *Publications Guide* and a new *Public Affairs Officer Guide* available on the National web site (www.cgaux.org). Each can be downloaded and placed in the Flotilla or Division library. This is their one and only source as they are not available from the Auxiliary National Supply Center. They are in Adobe® Reader format (.pdf files). The Reader is available free on the same site.

The D5-NR unit publications for 2001 have been turned over to the judging committee to determine the best Flotilla and Division publications of the year. I am glad that I am not one of the judges.....our publications are superior! It might sound a bit trite, but I wish we could award a plaque for each and every one. ❁

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

AVIATION

WANTED

Pilots for A uxiliary A viation Program



***The 5NR Aviation program is looking
for pilots and observers.***

The aviation program has never been more important to Team Coast Guard than right now. Active duty Coast Guard aviation is working at full capacity. Members and non-members, this is a great way to recruit new members, who are interested in flying important security and public safety missions should contact:

**Don Vaughn DSO-AV at:
[donvaughn @earthlink.net](mailto:donvaughn@earthlink.net)**

COAST GUARD AUXILIARY AIR PATROL



Flotilla 14-1 Pilot Les Jones and observers Mike McGill and Bob Herr on a Delaware Bay/ New Jersey air patrol on November 3, 2001. D5-NR Auxiliary Air Patrols operate out of Coast Guard Air Station Atlantic City.

*Photo Don Vaughn, DSO-AV
Harrisburg, PA*

MARINE SAFETY

SAVE OUR SEAS

In September I attended a seminar on Marine Safety and Environmental Protection. I was really excited about getting this information out to kids, so I decided to try it out on my neighborhood kids and grandkids. There were eight students ranging from 5 to 8 years of age.

We started off with everyone sitting around a table and reading the book "Inky the Whale". Everyone had their own copy so they could follow along.



We did the "bird feed" demonstration, where each child was a bird and they were to feed themselves by filling their containers from a larger container filled with popcorn, sunflower seeds, and Styrofoam mixed together. The idea is to show them that there is no nourishment in Styrofoam but birds don't realize it's not food so they fill themselves with it and starve to death.

We then did the "Getting Out of a Bind" demonstration where they put a rubber band over their hand like it was a bird's beak and they couldn't get it off. This all took about 30 minutes.

I read the "Officer Snook" book to the children, followed by a discussion.

We then went outside and did the "Tangled Web" demonstration, which is yarn in two different colors, one for each team, which I had spread all around items in the yard. I had pictures of wildlife clipped on the yarn about every ten feet. They had to take turns trying to untangle the web until they reached an animal and freed it. They had to tell about the animal and if it could be freed by itself or not. This demonstration took a little longer than I thought so this ended the session.

The kids had a real good time and loved the coloring books. Even at their age, they had some very good comments, and I got a feel for what kind of things the different age groups enjoy and can understand. This study will help out in the schools to keep it interesting for all age groups. I think I enjoyed it as much as the kids. ❀

*by Judy Dann, FSO-SR Flotilla 56
Chambersburg, PA*

MARINE SAFETY AND ENVIRONMENTAL PROTECTION SEMINAR

On September 29, 2001 several members of Flotilla 56 (Norman Montoy, Ruth Shafer, Seth Shafer, Ray Forrester, Judy Dann, Mary Ann Isenberg, and Jane Turnau) were joined by Kaden Thompson of the Pennsylvania Fish and Boat Commission for a Marine Safety & Environmental Protection Semina. The seminar, at the Gander Mountain, Chambersburg, PA meeting room was an introduction to the Coast Guard Auxiliary Marine Safety & Environmental Protection (MS) program. Linda Boice (DSO-MS) and Janet College (ADSO-MS) were on hand to explain to the attendees what the MS program is, what it entails, and to provide training. Linda Boice began with an explanation of the need for



Linda Boice making a point at the seminar.

environmental protection. She then introduced the audience to the five major areas the MS program covers.

- Sea Partners (Education)
- Disaster Planning
- Harbor Patrols (Operations)
- Commercial Fishing Vessel Safety
- Health and Safety

After the overview, Linda focused on the Sea Partner portion of the program. Age group, with materials and "hands-on" experiments geared to each age group level, breaks down this program. After the lecture portion, the attendees were permitted to try out some of the experiments for themselves. Following the cleanup from discovering who really does 'eat like a bird', the seminar ended with several videos designed for use in classroom settings. One of the videos, "Inky the Whale", is a very good candidate for continuous showing at general attendance boat shows. It was suggested to hand out the accompanying "Inky" coloring books to the children who stop to watch.

The unanimous consensus was - a SUPER seminar. Many thanks to Linda and Janet for a job very well done! ❀

*By Jane Turnau, SO-MS 5
Fayetteville, PA*

MATERIALS

AUXILIARY CARDIGAN SWEATERS

The Auxiliary Cardigan Sweaters are gaining in popularity. The two main reasons for this popularity are: 1) you don't have to put on/take off over your head. 2) They are made for a "more mature" body.

AUXCEN has been working with the vendor and will be adding more sizes of these sweaters to their inventory.

They are more expensive than the traditional "wooly-pully" sweater and you can only get them through the normal Auxiliary ordering procedure, but they are approved for the Auxiliary uniform. ❀

DIFR PROGRAM

Our DIFR (Donated Items For Resale) program started with the donation of used uniform accessories from Commodore Perrone. Several members have also donated their used shoulder boards, insignia, and even their caps to the Store. We sell these items at half price.

The money from the sales (like the modest profit from all store sales) is returned to you by providing programs and defraying conference costs.

If these items are "aging" in your drawer somewhere and you can't sell them to another member, consider donating them to the Store. Take satisfaction in the fact that you may be helping a member save some money and you are helping in a very big way to fund some programs in the District.

Please make your Flotilla members aware of this program. We will have DIFR items at conferences and listed on the District website very soon. ❀

AUXILIARY INFLATABLE PFD'S

The new inflatable Personal Flotation Devices (PFDs) we featured at the 2001 Spring and Fall Conference have been selling very well. They are the first inflatable PFDs approved by the United States Coast Guard and they are manufactured by *Suspenders*.

These PFDs are classed as Type II, provide up to 35 pounds of buoyancy and are approved for Auxiliary patrols. Two styles are available. The one has a work-belt or pouch on the waist strap and the other has two front chest packs. They come with two C02 cartridges, a special storage/drying bag and an attached emergency whistle. Both are orange in color and feature an embroidered US Coast Guard Auxiliary logo. Replacement C02 cartridges and the automatic inflating disk devices are available from most boating supply stores and catalogs.

The PFD with work-belt is priced at \$120.00 each and the one with the chest pouches is \$125.00 each. The price includes hazardous materials shipping (\$14-16) to your door.

However, since the PFDs are made by *Suspenders* in Idaho, it takes approximately 10 work days to ship them overland via United Parcel Service to our area. Delivery is currently 4-5 weeks.

A new accessory has been added for these PFDs. It is a matching radio pouch for your hand-held VHF radio and it sells for \$13.00 each. We have ordered some of these to add to the Store stock and will try to keep some on-hand for immediate shipment. ❀

*Articles reprinted from the 5NR Materials Newsletter
Richard D. Wolfe, DSO-MA, Seaford, DE*

UNIFORM DISTRIBUTION CENTER (UDC) WOODBINE, NJ

It is the responsibility of all Material Officers to get the materials (or at least provide the information) the members want or need. It is of particular importance to help new members get outfitted! Don't let their enthusiasm and interest get dampened through the frustration of not getting uniform and uniform items.

The Uniform Distribution Center (UDC) handles most of the clothing items needed for the uniform and while they do have some Auxiliary items (buttons, etc.) the remainder of the uniform accessories must be purchased through the 5NR District Store.

However, before you buy that men's Combination Cap from UDC, understand that some key components to the cap must be purchased through the District Store. Our complete and "ready-to-go" Combination Cap for is priced at \$43.00. UDC sells the cap for \$19.00, but you must buy the blue hat band and shield, the Officer's cap insignia, the silvreen chin strap, and the cap buttons to make it an Auxiliary cap. Our complete cap at \$43.00 is a very competitive price and you don't have to go through the aggravation of retrofitting the cap.

Coast Guard uniform clothing is obtained from UDC. They accept MasterCard, VISA, and now American Express cards. UDC order forms and size charts are available from the

Auxiliary National Supply Center in St. Louis, MO, (ANSC) or the Auxiliary National website.

UDC's phone numbers are:
1-800-874-6841
(609) 861-1221
FAX: (609) 861-7930

Their website address is:
[http:// members.tripod.com/~chef51/udc.htm](http://members.tripod.com/~chef51/udc.htm) but they don't accept orders online.

Remember, most of the items, particularly shirts, are tailored for a 20-year-old body. It is recommended that when getting shirts, you go two sizes larger than your civilian size and for most other items one size larger to avoid making exchanges.

Also, please remember they close for the last two weeks of September for maintenance, computer changes, inventory, etc.

They also ship by Priority Mail so items in stock arrive in a matter of days to your door. ❀

MEMBER TRAINING

In the last issue of TOPSIDE, I outlined our District Member Training plans for 2002. They are ambitious and will offer expanded learning opportunities to all Auxiliarists. Our goal is, to put it in plainly, to provide, first, a greater selection of training for both Elected and Appointed Officers that will clarify those jobs and responsibilities, making their task easier, and, secondly, to provide suggested course outlines and presentation ideas to member training officers on all levels.

Our efforts in Elected officer training will provide a broader view of these functions than previously offered. The Staff Officer training will serve the same end and give both elected and appointed functions a broader appreciation of all positions, assisting in handling problems, guiding their direct reports and directing a smooth running organization at all levels.

The Auxiliary College course will provide management guidance aligned to the Auxiliary and Coast Guard organizations. Most civilian businesses and industries offer this type of educational opportunity to their management in order to help them understand the problems they will encounter and the options available to them.

These offerings are directed to improve our professionalism. Every day, we as Auxiliarists, deal with the regular Coast Guard, a very talented and professional group of men and women. It is, therefore, extremely important that we are as professional as we can be with those we deal with. We have volunteered to join them in their environment. It is neither required or expected that they deal in ours.

You will be hearing more on these subjects as we progress through the year. Please take part in those offerings applicable to your position or ambitions. If you are not yet an Elected or Appointed Officer but would like to find out more about the various jobs, please attend. ❀

*Harry Petersen, Jr., DSO-MT
Millville, NJ*

PERSONNEL SERVICES

Having just come to the end of yet another year, I pause to look back at our efforts in the area of gaining membership and keeping down disenrollments.

Many of our members rallied to that cry and the results were a tribute to those who worked hard in finding new members as well as the Flotilla Commanders who worked to maintain their Flotilla's membership and reducing the disenrollments of prior years.

Did we meet our goals? No... No we didn't. It was a less than expected year in the final results but, there was a small overall gain.

And, those of you who worked to meet the goals of your Flotillas and Divisions can be justifiably proud of your accomplishments. Many Flotillas somehow, in a period of 12 months, were unable to bring in even one new member.

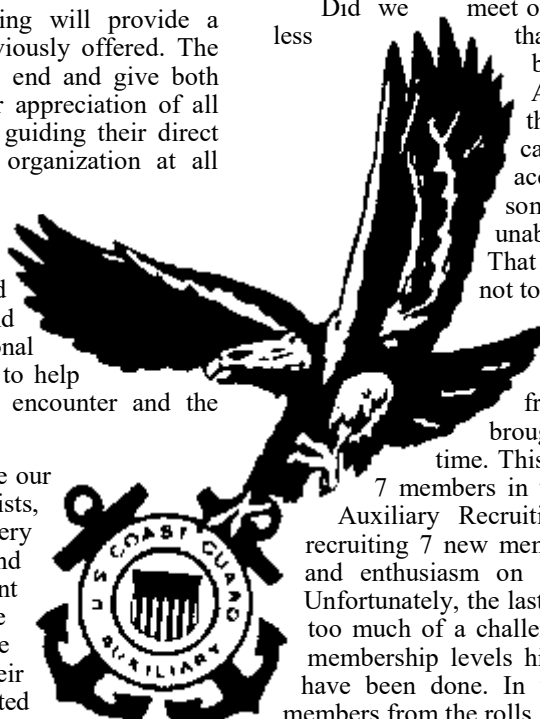
That totally baffles me... But, my point is not to dwell on the negative but to accent the positive and praise those individuals and Flotillas that met the challenge.

Somehow, as disenrollments came in from some Flotillas, another Flotilla brought in a new member around the same time. This is absolutely incredible and, we have

7 members in the District that will be receiving the Auxiliary Recruiting Service Award for individually recruiting 7 new members this year. It reflects dedication and enthusiasm on the part of many of our members. Unfortunately, the last two weeks of November proved to be too much of a challenge for those who sought to keep the membership levels high. There was just no way it could have been done. In that short period, we dropped many members from the rolls.

Now, we are into a new year with new goals in membership for the Divisions and Flotillas. Based on what I saw in the efforts of many of our members in the field of recruiting last year, I have a renewed confidence in our membership efforts for 2002 and look forward to what I believe will be a banner year..❀

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

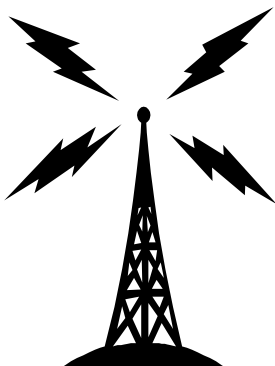


NEW COMMUNICATIONS WATCHSTANDING GUIDE AVAILABLE

Since September 11, there has been an increased level of activity in communications watchstanding, at small boat stations, air stations, and in connection with the Sea Marshal Program to name a few. One of the frustrations with this has been the fact each unit had its own approach to qualifying watchstanders, leading to a wide variation in their capabilities and skills. There is a new communications watchstanding qualification program and guide available here:

<http://www.cgaux.org/cgauxweb/manuals/M16120.7.pdf>

which should be a useful tool for both the silver and gold side in identifying and standardizing expectations and providing adequate support. ❀



NATIONAL SAFEBOATING WEEK

As I write this, there is a chill in the air, and the thought of being on the water is not very appealing. However, it is not too soon to start planning for the spring and summer events and *National Safe Boating Week*.

It is not too late to start working on this. I am not sure what theme they will be using, but you can begin making your plans now. Last year's NSBW kit has some excellent ideas, and there should be no problem in setting up an outline of what you want to accomplish. I am hoping the kits will be out early again this year. When it arrives, be sure to order what materials you would like to have, and send that order in as soon as possible. The supply is limited, and it will be "first come, first served".



I want to thank everyone who worked so hard in 2001 to make this a very successful event. Let's try for a bigger and better week for 2002.

If you need help, please don't hesitate to call, write, or e-mail me. I will be glad to offer any solutions to problems that you might encounter. ☼

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

It's 2002 and a new National Safe Boating Week Campaign awaits us. Here's an advisory from the National Safe Boating Council (NSBW) as printed in their January edition of Anchor Line.

'Campaign kits are [to be] shipped in late February for delivery in March and April. All NSBC and NASBLA members, as well as USCG District offices will be sent kits automatically. Those specified by USCG Auxiliary and USPS headquarters will also automatically receive kits - others must request a kit.

Now is the time to get started on your 2002 NSBW campaign. Use your 2001 NSBW kit as a guide while waiting for the new kit. The slogan for 2002 is the same, "Boat Smart from the Start. Wear Your Life Jacket!" The logo is more stylized.

The 2002 kits will include: Dangers of CO (carbon monoxide), Facts about Lightning, A guide to Marine Weather (from NOAA), a special publication from the American Canoe Association, Knowing Your Paddling Limits, an emergency call procedures sticker and a pamphlet concerning marine radios and cellular phone usage.

The National Safe Boating Council encourages us to visit their Web site at <http://www.safeboatingcouncil.org/> for updates on the 2002 campaign.

Public Affairs Officers, make your 2002 campaign your best effort yet. Involve your members, be creative and have fun! ☼

*"National Safe Boating News" by Harriet Howard, DVC-AP
Los Angeles, CA*

OPERATIONS

On September 11, 2001, we entered a new phase in our operations program. This is evident in our recent activities in the 5th Northern District. We have responded to requests by the Coast Guard to patrol the Delaware and Schuylkill Rivers, the Delaware Bay and the back Bays of the Atlantic shore and the New Jersey IntraCoastal Waterway. We responded with vessels and crew, patrolling day and night for several months. When we stopped running patrols we went on standby. In all we provided over 500 patrols. Some of our boats were pulled and winterized and some remain in the water on active alert status.

I am sure that most of you know what the phrase "SEMPER PARATUS" means, it means "Always Ready". This should be our mode of operation, more than ever. If you would like to contribute something to our country in its time of need, now is your time to step forward and be counted. All that you have to do is to retrieve the form, "Patriot Readiness Member Audit", found on the Internet (www.cgau.org). Fill out this form and send it to the Director's Office. Everyone should fill out this form, even if you don't intend to volunteer.

MANDATORY OPERATION WORKSHOP



This year we have a mandatory operations workshop. It is on the Internet and can be downloaded. It consists of five parts;

- 1-Maintaining readiness.
- 2-Communications in trouble times.
- 3-Harbor patrols.
- 4-Things that go bump in the night.
- 5-TCT and On The Water (OTW) cases.

The format to this year's workshop is interactive. Please come to the Spring Conference in York, PA ready to participate. I believe that this can be a lot of fun and educational at the same time. I am looking forward to this workshop.

Form 5132 Patrol Orders

Most of our problems in operations are centered on this form. Lets prepare it correctly and our reimbursements should flow through without a hitch.

We will have members of the Coast Guard from Eastern Shore, Atlantic City and Group Philadelphia at the Spring Conference. They will explain what their Group does with the order and answer your questions. ☼

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

PUBLIC EDUCATION

Exactly one year ago, we spoke for the first time about **DISTANCE LEARNING**, or, taking a course on the Internet. At that time, the State of Penna. had the only Internet course for our District. Boat US has since added a course. The projected Auxiliary *ABC* distance learning course is not yet available. Eventually--- More will be discussed and explained at the Spring Conference.

The *ABC* books have been distributed, as has its Power Point® support material. This book can be used to satisfy any eight-hour instructional requirement in either Pennsylvania, New Jersey, or Delaware just as we currently use *Boating Safely* (BSF) and/or the state-sponsored courses. In addition, *On The Water Training* (OWT) has been recorded for student instruction on the *Intent To Teach* forms. ((FYI-If you have your own lap top computer, District-supplied Power Point® projectors can be borrowed from the District Public Education Officer (DSO-PE) or the District Member Training Officer (DSO-MT). E-mail to make arrangements.))

As you might have discovered, the second printing of *Boating Skills and Seamanship* (BS&S) is no longer available. You are now receiving the new loose-leaf version of BS&S with a slightly different arrangement of topics. The overall course, however, has retained all of the material that we thought essential, with identical format. The second printing can be used until you have exhausted your supply of materials. If we evaluate boating statistics, as has the State of Delaware, we might find it prudent, for boating safety, if we spend a bit more time on and stress the importance of "Rules of the Road". When we do this, and there is just one less accident next year, the objectives of our instruction will have been enhanced. Feel good about what you have done!

For those of us who choose to evaluate, our "Intent to Teach" forms show that there are more BS&S classes taught than are BSF courses. There are a few *Sailing Fundamentals* and *Basic/Advanced Navigation* courses offered. Perhaps there should be more?!? In 2001, about 80% of our Flotillas submitted Intent to Teach forms. Congratulations for caring! Your courses are advertised in the *LOCAL NOTICE TO MARINERS* (LN) and on the BoatUS web site. Delaware, Maryland, and New Jersey refer inquiries about boating

courses to BoatUS. Pennsylvania has its own Internet reference and courses taught in Pennsylvania are listed by County.

Public Education (PE) has one of the required workshops for 2002. Among other topics, you will receive updates about current courses and changes in all PE courses. Power Point® applications and alternatives to Power Point® enhancements will be discussed. Status of OWT (alive and well!) will be reviewed. NTRAIN information will be presented

In the last issue of TOPSIDE, a comparison (selected by LP) of state boating laws was published. This comparison is a living document, meaning that changes are necessary as the respective Agencies make changes. Recent changes include:

For MD, Boat Registration - All motorized vessels unless documented. Additional Personal Flotation Device (PFD) -- 7 years and older must wear when underway on boats under 21 ft.

For DE, Boat Registration - numbers on all powerboats. Numbers if documented - Must display decal OR be documented. Titling - no. Water Ski- Competent observer must face skier: 100 ft from shore. Accident reports - If injury, immediate followed by written report within 48 hours. \$500.00 within five days. Registration expiration - Dec 31 each year OR every three years. Additional PFD - 12 and under must wear when underway. Skier and Personal Watercraft (PWC) riders must wear. PWC - Daylight only unless equipped with lights, at least 16 years, 100 ft from any vessel, min speed 300 ft from swimmer and shoreline. If you are a Flotilla Staff Officer (FSO-PE) or Division Staff Officer (SO-PE), e-mail me if you want a new and updated copy to distribute at your meetings. FSOs and SOs are encouraged to make e-mail inquiries at any time. ☼

David O. Becker, DSO-PE
Boyertown, PA

US COAST PILOT

The United States Coast Pilot published by National Ocean Service (NOS) of the National Oceanic and Atmospheric Administration (NOAA), is a series of nine nautical books that cover a wide variety of information important to navigators of coastal and intracoastal waters and the Great Lakes. Most of the information contained in the Coast Pilot cannot be shown graphically on the standard nautical charts and is not readily available elsewhere. The subjects in the Coast Pilot include, but are not limited to, channel descriptions, anchorages, bridge and cable clearances, currents, tide and water levels, prominent features, pilotage, towage, weather, ice conditions, wharf descriptions, dangers, routes, traffic separation schemes, small craft facilities, and Federal regulations applicable to navigation. Coast Pilots may be ordered from:

NOAA, Distribution Branch, 6501 Lafayette Ave., Riverdale MD 20737,

Mariners and others are encouraged to report promptly to the National Ocean Service errors, omissions, or any conditions found to differ from or to be additional to those published in the Coast Pilot or shown on the charts in order that they may be fully investigated and proper corrections made. A Coast Pilot Report form is included at the end of this section. This report and/or suggestions for increasing the usefulness of the Coast Pilot should be sent to the address on the form.

CAUTION: Amendments are issued to this publication through U.S. Coast Guard Local Notice to Mariners. The Coast Pilot is corrected through the dates of Notices to Mariners shown on the title page and should not be used without reference to the Notices to Mariners issued subsequent to those dates. Changes to the Coast Pilot that affect the safety of navigation and reported to NOS in the interim period between editions are published in the Local Notices to Mariners. All amendments are also issued in NIMA weekly Notices to Mariners. ☼☼

AUXDATA

Editor's note: The following AUXDATA and AUXINFO information was provided by Ensign Donovan F. Williams, USCG. Our thanks to Ensign Williams for his assist.

AUX DATA INTRODUCTION

Commandant (G-OCX) has initiated an effort to upgrade the US Coast Guard Auxiliary's information system, deploying a web-based version in January 2002 (revised to March 15, 2002). The underlying hardware and software configuration have been modernized. Nevertheless, the basic functions of AUXDATA remain the same: to provide the USCG and USCG Auxiliarists with current information regarding Auxiliary facilities and personnel, their status, and their use. The system will enable the USCG to recognize the superb efforts of Auxiliarists.

AUXDATA was developed as a tightly integrated set of components used to access a central database via the web browser Microsoft Internet Explorer using the JINITIATOR plug-in for Oracle WEB Forms.

AUXDATA takes advantage of the new WEB environment by adding new capabilities, such as increased system security, ad hoc query/reporting, file downloading, and a graphical user interface (GUI).

AUXDATA provides individuals, Flotillas, Divisions, regions, Districts, and DIRAUX offices with the capability to edit, view, and approve their own data and generate queries and reports on all data.

Users at Districts and Headquarters can enter/edit data and edit system level data, edit picklists, query, and generate individual and consolidated reports.

FREQUENTLY ASKED QUESTIONS

AUXDATA will be deployed on 15 March 2002 instead of the 15 January 2002 date previously published.

Q. Why was the deployment of AUXDATA delayed?

A. The decision to change the date of deployment was based on feedback received from the Auxiliary in regards to the current AUXDATA Users Guide and some minor technological issues been addressed by the developers at OSC Martinsburg. Initial reaction from Auxiliary users of AUXDATA points to some confusion on how to translate the activities performed into AUXDATA entries. We have also identified the necessity of a comprehensive "how to" guide for all users of the system before implementation. The main focus of the AUXDATA development team in the remaining two months before our new deployment date will be the creation and dissemination of another edition of the AUXDATA Users Guide, decreasing response time of the application and educating all users on system functionalities.

Please continue to explore and become familiar with AUXDATA during this two-month delay by logging onto <http://auxdata.uscg.gov>. (Username: jlbryant and password: jlbryant). Comments and suggestions should follow your chain of command or leadership. The staff at G-OCX will continue to publish the AUXDATA newsletters; they will contain the

most current updates on the system and the progress of the AUXDATA team. Also, please visit the AUXDATA link on the Chief Director's website at www.uscg.mil/hq/g-o/cgaux/coxindex.htm for instant updates, Frequently Asked Questions and progress reports.

Q. AUXDATA's deployment was delayed, however I received my new member number in the mail; should I use my SSN or new member number to file my travel/patrol order claims?

A. You must continue to use your SSN and Auxiliary member number until AUXDATA's deployment.

Q. When is the end of year process going to be run?

A. The end of year process (EOY) process for AUXMIS will be run on 14 January 2002 thru 15 January. The system will of course be offline during this process.

Q. Who will have access to the system upon deployment?

A. It will be accessible upon deployment to the same user base as the legacy system, AUXMIS II; access will eventually expand to all Auxiliarists. New users seeking access to AUXDATA must employ the same channels used to obtain AUXMIS user-ids and passwords, contact your DSO-IS.

Q. How do I get access to the new system?

A. Contact your DSO-IS

Q. How do I get my new Member Identification Number?

A. Your new member identification numbers were mailed in January of 2002. You can also retrieve your number from your DSO-IS or DIRAUX.

Q. What if I lose my new Member Identification Number?

A. Contact your DSO-IS or DIRAUX.

Q. How do new members joining the Auxiliary receive their Member Identification numbers?

A. Upon completion of the new members application in AUXDATA. The system will automatically generate the new member number. Personnel charged with entering new members into AUXDATA must communicate this information to the member.

Q. Will the current member number go away completely when the new system comes online?

A. AUXDATA retains the District-Division-Flotilla portions of your old member number for reference purposes only.

Q. Does Windows XP work with AUXDATA?

A. In early February of 2002 AUXDATA will be configured with new hardware to facilitate Windows XP interface.

Q. Will AUXDATA have reporting capability?

A. AUXDATA currently has the following reports.

- Unit summary data
- Activity by state
- Address and Flotilla data
- Member roster
- Email directory
- Labels (pending)

(Continued on page 17)

AUXDATA

(Continued from page 16)

OCX will continue to embed other reporting functionalities in AUXDATA; however, AUXINFO (see the following article) will provide the majority of your reporting needs.

Q. I am told that with the new system, every member will be able to input his/her own data

A. Eventually all members will be able to input their own data, however, upon implementation only the current user base will have access consequently you must follow the same procedures as with AUXMIS until access is granted to all Auxiliarists.

Q. Please explain the new AUXDATA users level/privileges

A. Training Management Tool (TMT) Certification: The authority to certify an Auxiliarist as having successfully completed the tasks associated with an assigned competency. Drawing from active-duty Coast Guard terminology, an "assigned competency" is a skill (e.g., Air Observer) to be completed, not one already obtained. A competency is equivalent to a qualification. Once criteria associated with an assigned competency have been met, the Auxiliarist is eligible for certification in that competency. All certifications are done by DIRAUX or, on rare occasions, Headquarters using the TMT, the application used to create, assign, track, and report training competencies and associated tasks.

Command Approval: The authority to approve activity logs for unit resources, conduct enrollments and disenrollments, charter units, certify qualifications. Although much of the associated data entry typically is delegated to the Division Staff Officer, Information Systems (SO-IS), each DIRAUX is ultimately responsible for ensuring the accuracy of all reports pertaining to his/her units. DIRAUX will have COMMAND APPROVAL authority.

Administration: The authority to correct data entry errors (e.g., an incomplete record that is mistakenly saved). This role is reserved solely for a select group of individuals specifically designated by Coast Guard Headquarters.

Training: The authority to certify in-house training activities (i.e., continuing education within a unit, as opposed to public education activities) that count toward certification. This authority resides with the Training Officer at the Division level, but could easily be given to a training officer at the Flotilla level. ☼



AUXINFO

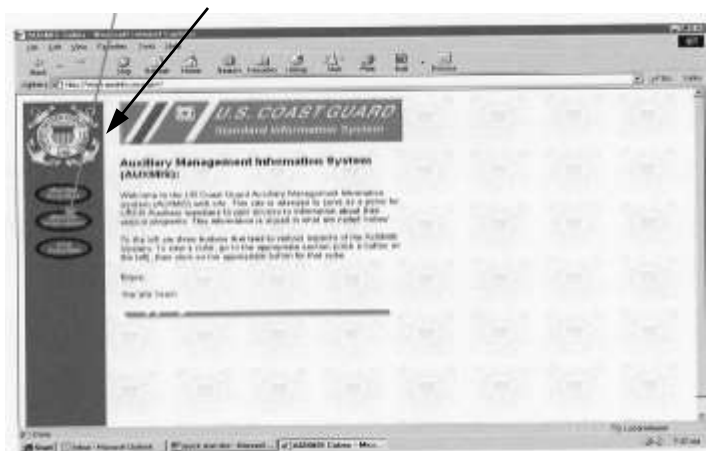
AUXINFO QUICK START INSTRUCTIONS

AUXINFO will serve as the central location and common interface for the entire Auxiliary organization to gain real time access to AUXDATA reporting information. Through the cubes featured in AUXINFO any Auxiliarist can readily log on, view, manipulate, compile and print all kind of reports. The screen shots featured in this Quick Start should serve as a familiarization tool, since the cubes are always being updated to better serve Auxiliary needs. For more information and guidance on AUXINFO log onto the Chief Director's site at www.uscg.mil/hq/g-o/cgaux.

To access AUXINFO log on to www.auxinfo.uscg.gov (no password required) and the screen below appear.

Buttons to the left are portals to specific areas of data in the application. **MEMBERS INFORMATION** provides demographic info while **UNIT ACTIVITIES** feature unit wide initiatives, etc.

The screen shot below depicts the first screen one would see after clicking **MEMBER ACTIVITIES** and **OPERATIONAL**



HOURS. It provides the opportunity to tailor your report using the following parameters.



One of the most useful features of this application is the toolbar above. From this toolbar users can export data to pie charts, graphs and PDF. ☼

PROFILES IN SERVICE

RALPH KAUFMAN

Ralph Kaufman has been boating since 1938, starting as a Yeoman in the United States Coast Guard Reserves. He was a member of the United States Coast Reserves (Class T) in 1942, at the start of World War II. The Reserves (Class T) later became the USCG Auxiliary. Ralph was sworn in on May 20, 1946 and became a member of Flotilla 51.

Ralph's highest office held was Flotilla Commander. After



(L to R) , Dianne Bossler, DCP11,
Donald Bowes RCO-W and Ralph Kaufman,SO-PB

55 years he remains an active member of Flotilla 11-3. He has never slowed down, from the first day as a member, to today. He has kept his vessel examiner qualifications while serving as the Flotilla Staff Officer for Vessel Examinations and the Division 11 Staff Officer for Publications. He keeps his duties functioning with little acknowledgement for himself, however we at Division 11 believe 55 Years should be acknowledged. We salute him for his longevity, service and spirit of volunteerism.

He also performs public affairs duties for our Division. On Sept. 9, 2001, Ralph won the 1ST Place- Best of Show In Public Safety Award at the annual Tri-County Muster and Public Service Exhibit .

Many Auxiliarists at the 2001 Fall conference witnessed Ralph receive his 55 Year Service Award and standing ovation. Ralph, as usual, had nothing to say, receiving his award with humble dignity. We at Division 11 are proud of Ralph and are grateful for hi service to our country.

WAY TO GO RALPH! THANKS AND WE LOVE YA!

*Dianne Bossler, DCP 11
Sinking Spring, PA*

STEVE ROTH

During OpSail 2000 in Miami, FL, an enthusiastic boater took an Auxiliary BS&S course. He had been involved in boating and sailing for over 20 years, just recently retired as a Physicians Assistant and part time assistant professor at several universities. He finally had the time to study what he had been doing for all those years on the water.

Meet Steve Roth, a recent addition to Flotilla 35. Steve



transferred to Flotilla 35 shortly after moving up north in October 2000. In January 2001 he was appointed FSO-SR and SO-SR and still serves in both capacities. He also began volunteering 1-2 days a week in the Director's office helping with boating safety hotline service. Shortly thereafter, the Executive Officer on the *William Tate*, LT Brian Donahue, offered Steve a "promotion" and he "crossed decked" to *USCGC William Tate*. His duties expanded to include in-port watchstander, lookout, helmsman, the ship's visitation program coordinator, and various other duties. He is currently taking the Coast Guard's QM3 Navigation Course. In one case last spring, while serving as a crew member when the *William Tate* was underway in Delaware Bay servicing aids-to-navigation, the lookout observed a swamped canoe with three people in the water. The *William Tate* safely recovered all persons, and Steve provided first aid treatment for them.

In his short time as a member of the Coast Guard Auxiliary, Steve has become a dedicated Auxiliarist, a valuable member of Team Coast Guard, and one of the "crew" on the *Coast Guard Cutter William Tate*.

Well done and welcome aboard Mr. Roth!

Harry Dyer, ADSO-PB, Warminster, PA

Do you have a candidate for "Profiles in Service"?

topside *staff will accept "Profile" stories and photos submitted*
via Flotilla Commanders, Division Captains and the District Board.

Allow us to help honor your best of the best !

PROFILES IN SERVICE

AL ESSIG

During World War II, Al enlisted in the newly formed "CBs" (Construction Battalion, which was part on the Navy). After he left the service, Al joined the Newark NJ Fire Department (just couldn't stay away from the uniforms). Stayed at the same firehouse until he retired, 35 years later.

On May 10th, 1947 Al and Flo were married. They have two children, a daughter that lives in Brick Township, NJ and a son who lives out of State.

Al started his career in the Coast Guard Auxiliary in 1986. In March of that year, he took his Boating Skills and Seamanship course and enrolled in Flotilla 7-11 the following June. Two months later he was appointed FSO FN and held that position for many years. He hasn't looked back since! He also volunteered for the Growth and Retention Staff Officer position (now known as the Personal Service Staff Officer). As a Vessel Examiner, in the next four years, he conducted 384 exams.

1987 was also a busy year for Al. He became a Marine Dealer Visitor and a Public Education Officer. Al is still teaching and showing the newer instructors how it's done.

In 1988, in spite of all of his duties, Al still found time to attend the 3 day Elected Officers Training Course that met in Pennsylvania.

Al began to climb the Auxiliary leadership ladder in 1989. He was elected Vice Flotilla Commander, and a year later, he was elected Flotilla Commander. Al steered Flotilla 7-11 in the right direction for the next few years. That same year he offered his boat, the "GREGOR 2" as an operational facility and it has been one ever since.

In that same year, Al was recognized by then- National Commodore, Henry Pratt, for his participation in the "Ninety Nine Point Program."

Over the years, 1986 to date, Al has taken specialty courses for Auxiliary Communication, Weather and Navigation. He has served in many staff positions, namely, Recording Secretary, Marine Dealer Visitor, National Safe Boating Week Chairman, and Flotilla Chaplain and many, many Flotilla committees. Al has never turned a challenge down and has always held out a helping hand.

Recently, at ceremonies held at the Ocean County NJ Community College, Al was the proud recipient of the State of New Jersey Distinguished Service Medal. ☼

Al, the members of Flotilla 7-11 and Division 7 salute you.

*Submitted by John A. McVey, FC 7-11
Bayville, NJ*



HISTORIAN

RESPOSITORY FOR AUXILIARY PAPERS FOUND

A permanent repository has been found in the Joyner Library of East Carolina University in Greenville, N.C. for the personal papers, photographs, diaries, scrapbooks, videotapes and national and unit publications that comprise the record of Coast Guard Auxiliary activities since its establishment.

Regularly published District and unit newsletters and publications should be sent to ECU (East Carolina University) as published, i.e., ECU should have its own mailing label. This includes any District newsletter sent out by the Directors of Auxiliary.



Publications must have publishing unit District/ Division/Flotilla identification, date, volume number (one per year), and issue number (within year) at the masthead of every issue. This is the only way that these can be filed and later retrieved. Likewise, newspaper clippings must have name of the newspaper, City, State, date and page number written in the margin or securely attached to identify the source. Never write on the back of photos, attach a caption with tape, identifying the subjects, by name and title, event, unit and date; the one exception to this are scrapbook bound photos. ☼

FLOWERS WILT- ENDOWMENT DOLLARS GROW

Auxiliarists and Auxiliary units may want to consider donations to the Coast Guard Auxiliary Records Endowment at East Carolina University as a place for permanent memorials for departed members. All such memorials are permanently recorded. As legally established, one half of the annual endowment income must be reinvested. This ensures that the endowment will grow to provide even more support for the permanent preservation of Auxiliary history in future years. ☼ Checks should be sent to:



Endowment
O. W. "Sonny" Martin, Jr.
Joyner Library

Coast Guard Auxiliary Records Collection
East Carolina University, Greenville N.C. 27858-4353

*Contact the 5NR Historian "Jake" Lincoln at:
email jlincoln@dandy.net*

HISTORIAN

Ed. Note: The following article was submitted to TOPSIDE by "Jake" Lincon, D5-NR Historian.

*The article first appeared in the **Cape May Gazette**, January 24, 2002 in the "Glancing Back" column authored by **Robert W. Elwell, Sr.** It is reproduced here with kind permission of the **Cape May Gazette**,*

THE JERSEY CAPE WAS LOOKING OUT DURING WWII

Rummaging through my Cape May memorabilia I came across a little book called "Instruction Manual for Coastal Lookout Tower Observers."

This manual was printed by the 4th Naval District in 1943 for the US Coast Guard Auxiliary. The Coast Guard, in time of war, automatically becomes part of the United States Navy, and I assume the Coast Guard Auxiliary also becomes a part of the Navy.

When reading about local history during the World War II years, it always becomes very apparent to me that the locals and the Federal Government alike believed there was a real possibility of an invasion upon our shores. The forward of the manual was written by E. A. Coffin, Captain, U. S. Coast Guard, and reads, "The Coast Guard Auxiliary in the 4th Naval District has been delegated another important task - the manning of the coastal lookout towers."

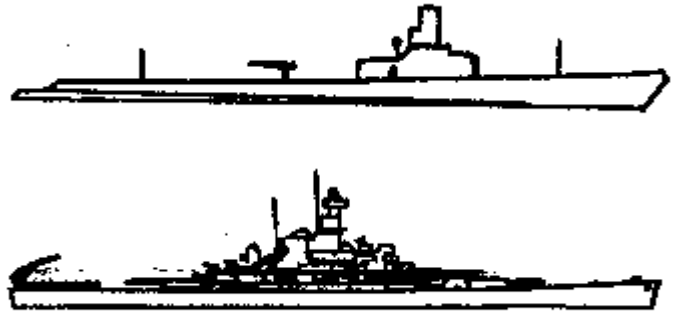
"I am confident that the volunteer personnel engaging in this assignment will perform their duties in the same credible and thorough manner which has characterized their previous work. The tremendous responsibility inherent in this duty calls for the maximum effort on the part of every man detailed to a tower watch. I know that effort and a satisfactory response will be forthcoming."

"The primary function of the Coast Guard Auxiliary in 'facilitating the operation of the Coast Guard' at the present time is the replacement of regular Coast Guard personnel. The Class (T) reserve has made this possible by its constantly expanding enrollment from the auxiliary ranks in the field of Coast Guard work. The utilization of this personnel in the coastal lookout towers is another example of the invaluable replacement factor which the auxiliary represents."

"To assume such responsibility is not an easy task. Only by serious and consistent study and zealous application of the individual will the job be fully consummated. The service is already thoroughly familiar with the operations of the Auxiliary and looks with keen anticipation upon the successful prosecution of this assignment."

I have to assume that some of these towers might have been the concrete towers that were familiar to those around Cape May during World War II and after. The one at the end of Sunset Boulevard, which is of interest to the Mid-Atlantic Center for the Arts, may well have been such a lookout tower, but I do not know this for sure.

Part I of the manual dealt with general instructions for the observers. These were detailed instructions for reporting for duty, checking tower equipment, orientation of observer, time clock, method of using time clock, responsibility for recording time, penalty for failure to record time, and general regulations.



Two silhouettes of seacraft from the back of the "Instruction Manual for Coastal Lookout Tower Observers." The top image represents a submarine, and the bottom shows a battleship.

from collection of Robert W. Elwell, Sr.

Under general regulations it stated that each man should stand a six-hour watch and that two men should be on duty at all times. Their conduct, at all times, should be that becoming a member of the United States Coast Guard. The general orders for lookouts were taken from the Blue Jackets Manual and were to be observed at all times while on duty.

Glancing back, I remember being a small part of the Ground Observers Corps for the United States Air Force. I would go to Burleigh with Mrs. Janet Hughes and her son David (who was my best friend) to observe airplanes. We would then phone them in to report them to an Air Force Control Center, and to this day I remember our call letters, which were "A, K, O, O, B."

Another part of the manual gave instructions for recording data in the observation post log. Not only was a log kept in the tower, but upon the observation of an airplane, a report was immediately made to Air Defense Headquarters, and this was called a "flash" message.

The observer would transmit his "flash message" over a telephone, reporting the direction and distance of the aircraft. The Air Defense Headquarters, knowing which tower was reporting the airplane, could track the plane when other towers reported in. They then could determine the direction and speed.

The observers would also observe the number of motors on the airplane and the estimated altitude at which they were flying. In reporting the planes, speed was very important.

The manual stated, "If the observer can do his part in 15 seconds or less, a very short overall time from observation to the Army plotting board will always be possible."

There was another category of messages that was called "red flash." These superseded the Army "flash messages" to give the First Fighter Command information concerning the following incidences: the citing of parachutes, the landing of airborne troops, the dropping of bombs, the dropping of articles from planes, the presence of submarines or surface warships, shelling by submarines or surface warships, the torpedoing or the burning of a ship, the presence of a lifeboat or a life saving raft, the landing of troops and equipment such as tanks and artillery, and the occurrence of any suspicious or unusual incident that, in the judgment of the observer, indicated enemy action.

(Continued on page 21)

HISTORIAN

(Continued from page 20)

Besides the use of binoculars, each tower had a pelorus, which was a device for determining the bearing of an object from the observation tower. The observers were constantly reminded that it was imperative that all subversive acts be reported as soon as possible so counteraction could be taken quickly to avert the completion of an act or to assist in the apprehension for those responsible for the acts.

These subversive acts, along with reports of flares and suspicious lights, would be quickly acted upon by the coastal information section, Cape May, Bell Telephone, Cape May 460, extension 4, or Keystone phone, Cape May 4910.

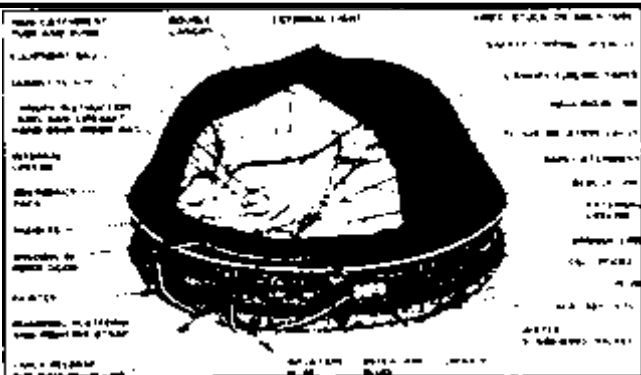
Other parts of the manual zeroed in on the identification of aircraft and sea craft. The Army booklet, "The Identification of Aircraft for the Army Air Force Ground Observer Corps" was used for study by all observers.

Recognition of sea craft by the observers was attained by studying the silhouettes in the rear of the manual. They included everything from mine sweepers, submarines, battle ships, cruisers, destroyers, troop transports and oil tankers.

Today modern technology with the eye in the sky and other such satellites has made the observation towers of World War II obsolete. Now our country faces a new type of threat - terrorism; we can all do our part by being alert and reporting suspicious actions. ❁

SERVICING LIFERAFTS

All inflatable life rafts and buoyant apparatus must be serviced annually at a Coast Guard approved facility. The only exception is if inflatables are less than two years of age. Generally, approval is granted only to service specific brand name life rafts and the company may represent itself as a Coast Guard approved facility only for that make of raft. A listing of all Coast Guard approved facilities is available from the Philadelphia Coast Guard Marine Safety Office. ❁



SAFETY BOOTH RULES

The most effective way for the public to get to know us. is the face-to face contact that takes place at the "Boating Safety Booth."

Are you having fun doing them? Well, of course you are. But, perhaps too much fun. Let's face it, sometimes our booths turn into mini flotilla social or fellowship events. We enjoy talking with our friends in blue more than the boating public. Here are some tips from a few Public Affairs Officers to make your next booth successful and enjoyable.

PLANNING

- Decide on a minimum number of personnel you will need in your booth.
- Get commitments from your members for at least that number and make up a duty roster.
- Add an extra one or two, but no more than that. Too many cooks make a picnic.
- Arrange time for set up and take down. Have all persons show up early for their duty shift, overlapping the shifts.
- Everyone should be in the same and their best uniform; looking good counts.
- Arrange for: backdrop, decorations, equipment, chairs, tables, literature, etc. well in advance.
- Arrange transportation of the booth to the site. It usually takes several vehicles.
- Give terrific directions to the location. Arrange procedures for parking and entry to the area.
- If you plan on having electronics, make sure you have electricity.
- Call the day or night before and check with your people and confirm plans.



EXECUTION

Plan your booth, then work your plan. Don't deviate. If you did a good job thinking of all the things and people you will need, then all you need to worry about is the set up and folks showing up on time, **looking good**. Get there early for the set up. Get a good crew to do that and then send them home or to a private place to change out of their, now rumpled, work clothes and into their neatly pressed uniforms.

TIPS FOR SUCCESS

- Remember why you are there. That is, to talk to the public, not to each other.
- Face the chairs behind the display table toward the front of the booth (backs to the audience look bad). Assign on duty and off duty personnel. On duty folks only talk to the public.
- Rotate personnel frequently.

(Continued on page 22)

SAFETY BOOTH RULES

(Continued from page 21)

Assign a greeter to stand in front of the booth and greet those people passing by (ask questions, etc.).

- No eating or drinking on duty. If possible, not in the booth. Beware of sloppy foods and spillage.
- If questions require long answers, take the person to the end of the booth so not to restrict access.
- Never ever, EVER argue with the public, in public, no matter how wrong they are.
- Arrange your handouts in logical order so they are easily accessible, or in packets.
- Make sure all personnel know where everything is.
- Make a map of your and neighboring Areas of Responsibility. List phone numbers for Vessel Examiners and Public Education in each area.
- Try to have an attention grabber such as videos, toys, equipment, art work, or model ships.
- Be creative.

Always remember that WE ARE the USCG in the eyes of those we meet and greet. Our demeanor and deportment reflect on the entire Coast Guard Family. ☸

OPERATION NOBLE EAGLE

As the Auxiliary Coordinator of SARDET (Search and Rescue Detachment) Wilmington, I would like to take this opportunity to thank everyone who participated at the SARDET when we were activated full time.

On 16 September 2001 I was called by Duty Officer Danny Pennell of Group Philadelphia Operations and was informed that SARDET Wilmington was being activated full time, seven days per week. This was approximately 1600 and by 1700 I started making calls to my supervisors and the SARDET regular crew. Four hours later the first full week at SARDET Wilmington was scheduled. I can't even convey the cooperation and help I got from everyone. This was truly "Team Coast Guard" in action. The SARDET supervisors also spent several hours making calls and helping to schedule our coxswains and crews.

As the weeks progressed and the word was passed along that we needed help, the assistance rolled in. Approximately 48 people participated at SARDET Wilmington from Divisions 1, 2, 4, 6, 12 and 13. When the SARDET vessel was temporarily out of service, we were able to schedule other vessels to fill in. We were completely manned from 17 September until 15 December 2001 when the SARDET was ordered to stand down.

I thank everyone for their help and support. This was truly a "Team Effort". Once again, a special thanks to the Supervisors and Divisions that participated. SARDET Wilmington will be ready when called. ☸

*Carol L. Owens, Coordinator
SARDET Wilmington*

CARRYING THE TORCH

AUXILIARIST IS AN OLYMPIC TORCH BEARER

On Saturday, December 22, 2001, Jim Holefelder, outgoing Flotilla Commander for Marcus Hook, PA, Flotilla 47 became part of Olympic history. He was chosen as an Olympic torchbearer for the 2002 Winter Games in Salt Lake City, Utah.

The Torch Relay began December 4, 2001 in Atlanta, Ga. On December 22-23, the torch made its way through the tri-

state area (Maryland, Delaware, Pennsylvania). Jim's selection was based on an essay written by his daughter, Kelly Fairfield. He joined the Torch Relay team in Baltimore, MD early on the



Jim Holefelder receiving the torch.
photo by Mary Rzucidlo



Jim Holefelder carrying the torch with his daughter Kelly Fairfield at his side.
photo by Mary Rzucidlo, FSO-PB

morning of December 22.

At 1545 hours, the Torch Relay caravan dropped Jim at the designated exchange point in Wilmington, Delaware. As he jumped off the bus, he had about 30 seconds to prepare to receive the Olympic flame. Family members, friends and fellow -members of Flotilla 47 and Search and Rescue Detachment, Wilmington cheered as Jim accepted the torch. Flanked by a support runner, Delaware State and Wilmington City motorcycle police, as well as friends and family, Jim proudly carried the torch to the next designated exchange point in Wilmington. Although his run lasted only 10 minutes, the honor of carrying the Olympic flame will be an experience Auxiliarist Jim Holefelder will never forget. ☸

*Submitted by Mary C. Rzucidlo, , FSO-PB 47
Trainor, PA*

2001 NATIONAL BOY SCOUT JAMBOREE



On July 21, 2001 a Coast Guard contingent consisting of 13 Officers, 29 Enlisted (Active Duty and Reserve) and 12 Auxiliarists reported to Fort A. P. Hill, Virginia, to support the 2001 National Boy Scout Jamboree. Coast Guard personnel were assigned to support activities with the National Sea Scout Exhibit, while other personnel were given the task of conducting activities related to Lifesaving, Motorboating, Rowing, and Small Boat Sailing Merit Badges.

The National Scout Jamboree was held from 23 July thru 2 August 2001, and was attended by 32,000 scouts and adult leaders from all 50 states and 9 foreign countries. Three Auxiliarists from the 5th Northern District, BMCS R. Danley, USCG (Ret), and J. Cook, from Flotilla 42, conducted activities for the Motorboating Merit Badge, and Alexander Bogert, Flotilla 52, performed activities related to the Rowing Merit Badge (M B).

Three Active Duty Coast Guard personnel and 2 Auxiliarists manned the Motorboating merit badge booth.



(l to r) Scout Matt Roe, who resides in 5NR, is presented a completed Motorboating merit badge from J. Cook and Rich Danley.

Senior Chief Danley acted as the Merit Badge Counselor/Coordinator. The booth was visited by approximately 400 to 500 Scouts each day, with several making inquiries about their ability to meet the merit badge requirements. Approx. 20 to 25 Adult Scouters visited the booth daily, requesting boating



information, location of boating courses, and asking questions pertaining to legal requirements or concerns. There were several adult Scouters who stopped by to say hello and reminisce about their prior Coast Guard service.

Motorboating merit badge consists of two basic areas that are required to be addressed prior to issuance of the merit badge. The first area is the knowledge section. These requirements can be met by having a Coast Guard Auxiliary Boating Course Certificate, a State Boating License, or by taking a written knowledge examination. The second area of the merit badge is the practical on water requirement. Parent or adult Scouter verification, or physical performance of the requirements can complete these requirements.

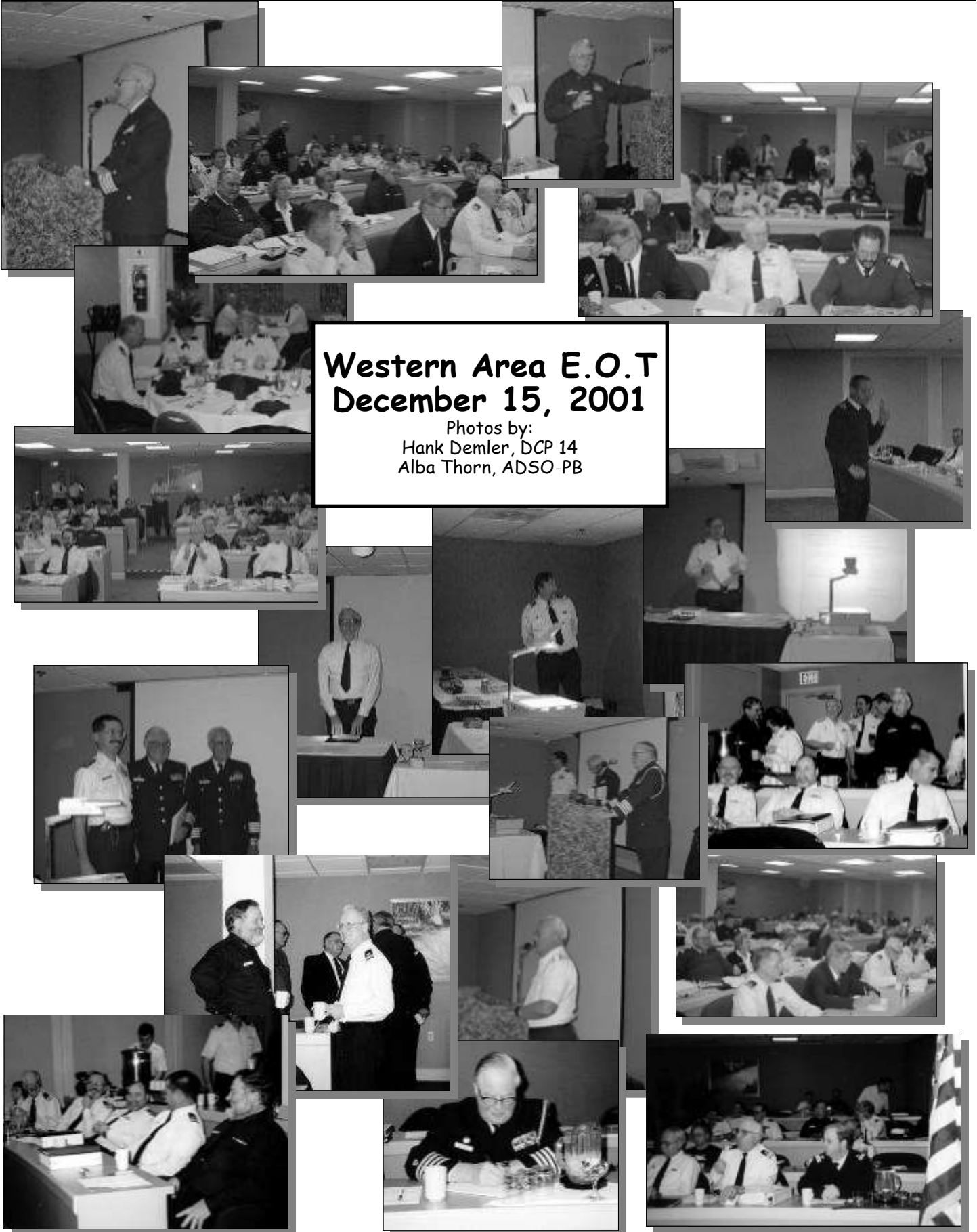
At the Jamboree, Scouts wishing to complete the practical area of the merit badge reported to a lake on the base following their evening meal. Merit badge personnel using two outboard motor boats, conducted on water examinations until sunset.

As a result of the aforementioned merit badge examination procedures, 163 completed and 263 partial merit badge cards were issued for a total of 426. It is noted that scouts receiving a partial merit badge can complete the on water requirements on their return home.

It is also noted that, of the 426 Merit Badges issued, sixty percent of the scouts addressed the knowledge requirement by presentation of a Coast Guard Auxiliary wallet size course completion card, twenty percent presenting a state license, and the remaining twenty percent taking the written examination. ☼

*Submitted by Richard O. Danley, Flotilla 42
Havertown, PA*

ELECTED OFFICER'S TRAINING 2002 - WEST



ELECTED OFFICER'S TRAINING 2002 - CENTRAL AREA

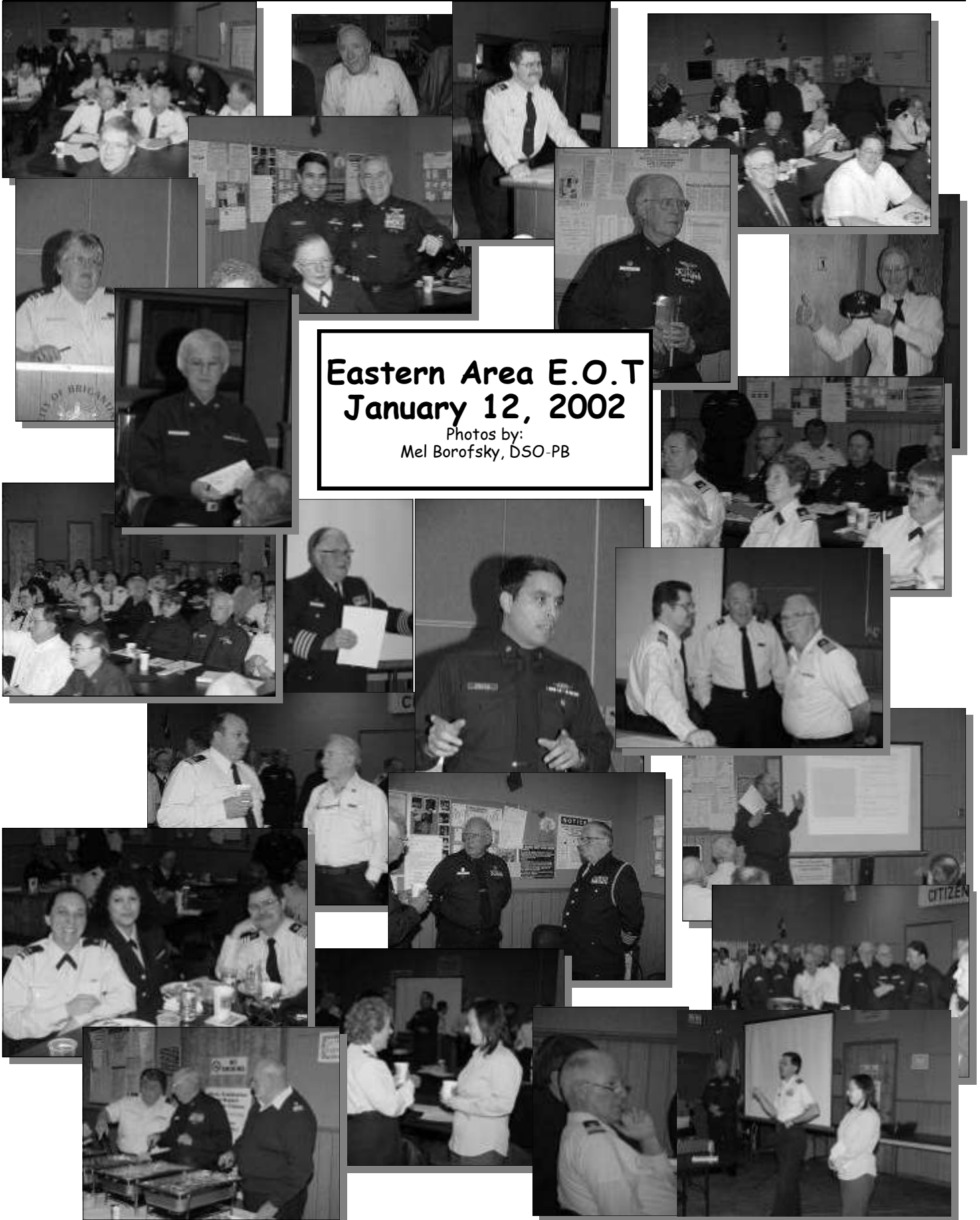


Central Area E.O.T. January 5, 2002

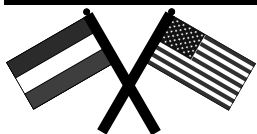
photos by:
Hank Demler, DCP 14
Harry Dyer, VCP 2



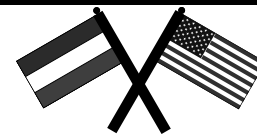
ELECTED OFFICER'S TRAINING 2002 - EAST



FRIENDS ACROSS THE SEA



FIFTH DISTRICT-NORTHERN AUXILIARY REGION (D5-NR) AND THE DUTCH LIFESAVING ORGANIZATION (KNRM) "FRIENDS ACROSS THE SEA"



(l-r) Ms Carol Owens (Auxiliary Search and Rescue Detachment Wilmington, DE Coordinator - also a Coxswain!), Vice Commodore Dr Eugene Bentley (behind Carol), District Commodore Robert Perrone, Mr Wilkinson (seated), Captain Greg Adams (U.S. Coast Guard Captain of the Port, Philadelphia), CDR Steve Minutolo, DIRAUX Philadelphia

On January 25, 2002, an informal yet unique presentation was made in the Director of Coast Guard Auxiliary Office at Coast Guard Marine Safety Office/Group Philadelphia to mark the cementing of a new partnership between two great volunteer maritime organizations.

The story began in September 2000 when the Coast Guard's Fifth District-Northern Auxiliary Region (D5-NR) was approached by Mr. and Mrs. William "Bill" Wilkinson of Springfield, Pennsylvania with a unique proposal. Mr. Wilkinson, a founding member of the Association for Rescue at Sea (AFRAS), member of the Coast Guard Academy Museum



(l to r) COMO Perrone receiving the KNRM Station photo from Mr. Wilkinson.

Association and past Director of the Maritime Museum in Newport News, Virginia, and his wife, Dorothy, were avid supporters of maritime lifesaving organizations with particularly close ties to northern European maritime organizations.

Their proposal...a partnership between two outstanding volunteer maritime lifesaving organizations: the U.S. Coast Guard Auxiliary and the Dutch Lifesaving Organization.

The idea was both intriguing and inviting given the potential benefits to be gained by both organizations. The Dutch Lifesaving Organization is officially known as the Koninklijke Nederlandse Redding Maatschappij (KNRM, for short). The KNRM is an all-volunteer maritime lifesaving organization that has been operating for 175 years. It is the second oldest such organization in the world, just a few months younger than the United Kingdom's Royal National Lifeboat

Institution (RNLI). The KNRM has 137 lifeboat stations throughout the Netherlands and a fleet of more than 60 lifeboats. Over 700 volunteers man their stations and operate their lifeboats. All of the KNRM's lifeboat operators and crew are professional mariners - and it recently qualified its first female lifeboat operator. The KNRM operates solely on the donations and support of its members and local communities throughout the country.

D5-NR gained approval to proceed with the partnership with the KNRM from its Coast Guard Atlantic Area and Headquarters program managers last summer. The tragedies experienced in our nation last fall hindered moving ahead with the partnership, but an excellent opportunity to get back on track came during the recent holiday season. Bill and Dorothy Wilkinson visited the Netherlands and were able to personally present some

mementos and regards to the KNRM on behalf of D5-NR. They returned with similar gifts from the KNRM, presenting them to District Commodore Robert Perrone at the January 25th event with District Vice Commodore Dr. Eugene Bentley and Captain of the Port of Philadelphia, Captain Greg Adams, in attendance.



Mr. and Mrs. Wilkinson

D5-NR is proud to move into 2002 with the KNRM as its new "trans-Atlantic" partner. We eagerly look forward to exchanges of regional publications, web sites, communication exercises, maritime experiences and other information that will teach us more about each other and improve our professional maritime development and international awareness. ☸

Article and photos submitted by CDR Stephen J. Minutolo, Director of Auxiliary D5-NR, Philadelphia, PA



CARE AND MAINTENANCE OF AUXILIARY UNIFORMS

Along with the military pride, tradition, and dignity involved in the proper wearing of the correct authorized uniform and always looking sharp, some know-how is necessary in caring for your uniform. It is the responsibility of all Auxiliarists to maintain their uniforms. A uniform indoctrination class is an excellent idea for every flotilla given annually to include all new members.

Uniforms are a big investment, and with conscientious care they can truly last for years and be a pleasure to wear. The best way to make uniforms last and keep them looking sharp is to give them proper care. Keep them cleaned, and on hangers when possible. No matter how well a new uniform fits, it will soon lose its shape - especially the coat - if the pockets bulge with odds and ends. Trousers should never be tossed over a chair but hung to keep the press in. Use hangers specially made for pants. And hang them with empty pockets and no belt. As a rule of thumb, clean your tailored trousers every second or third wearing. More casual pants (cotton) could use a more frequent cleaning. Brush them in between cleanings. We recommend turning cotton trousers inside out before washing and drying to cut down on undue abrasion. Damp clothing should be carefully hung and smoothed out to avoid wrinkles as it dries.

When a label says wash or dry clean, any normal method, it means the garment can be:

- Machine washed in any temperature water.
- Tumble dried at any temperature.
- Ironed, even hot, if ironing is needed.
- Dry cleaned in all common solvents.

SILVER LACE, CAP DEVICES AND BUTTONS

Silver lace, or braid, will tarnish and is best cleaned by an experienced tailor. However, most uniform shops sell a commercial cleaner that will remove light tarnish. Embroidered cap devices and other insignia may be kept bright by light brushing



with a small brush and ammonia diluted in water. This should be done at the first signs of tarnish, after heavy discoloration, the device cannot be restored to its original condition.

Metal cap devices can be kept bright by using soap and water or polishing the silver with any silver polish.

SINGE MARKS

A singe mark can be removed by rubbing vigorously with

the flat side of a silver coin. Some singe marks can be removed by sponging with a 3 percent solution of hydrogen peroxide and drying in direct sunlight. Never use this treatment on wool or dyed fabrics. Cuts, burns, or moth holes can be rewoven by a skillful tailor, who takes thread from another part of the garment. Shiny spots on serge can be removed by first sponging with a 1:20 solution of ammonia, then covering with a damp cloth, pressing with a hot iron, and rubbing gently with "00" sandpaper or emery cloth, but it's best to let an experienced tailor do this. A light and expensive job, but cheaper than buying a new uniform.

MEDALS

The surfaces of decorations are protected with an oxidized satin finish and a lacquer coating. They will not tarnish, and need no polishing; polishing may remove the finish.

Medals may be cleaned with soap and water, the ribbons may be dry-cleaned, or replaced.

MOTHS

The best way to discourage moths is to brush clothing frequently and expose it to sunshine and fresh air when possible. If clothing is to be stored for any time, pack items in air-tight plastic bags with camphor balls, naphthalene or cedar wood.



MILDEW

New mildew can be washed out with cold water. Old stains in white cotton can be removed with a household laundry bleach.

STAINS

It is possible to stain a uniform with anything from alcohol to zinc chromate, but if you know what made the stain, an expert cleaner can remove it. In the way of first aid to a uniform before it goes to the cleaner, try soap and water - cool water for wool and warm water for cotton.

Dress uniforms should always be professionally dry-cleaned. Never apply a hot iron directly to dress uniforms; if pressing is required between dry cleaning, place a damp cloth over the area to be pressed prior to ironing. When caring for all uniforms, always look for care and cleaning instructions on the

label, and follow them strictly.

The following specific hints may assist you in the general care of uniform items:

A. OIL OR GREASE

Put clean cloth or absorbent paper under the garment, apply commercial cleaning fluid (or lighter fuel) to the stain, and

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CARE AND MAINTENANCE OF AUXILIARY UNIFORMS

(Continued from page 28)

tamp it, driving the oil or grease through to the cloth or paper. If the stain is heavy, shift the cloth to a clean place and use more cleaning fluid. To avoid a ring around the stain, wet a clean cloth with cleaning fluid and sponge lightly, working outward from the center of the area.

B. PAINT

Fresh paint should be handled as if it were oil or grease. Once it is dry and hard, the uniform should be sent to a professional cleaner. If this is not possible, apply turpentine and let it stand for an hour, then use a spoon or some other blunt object to break up the paint and flush it out as done for oil and grease. (Never rub when spotting fabric; this will leave a chafed area, with subsequent damage to color and weave. Always use a tamping action with a brush.)

C. PARAFFIN OR WAX

Put blotting paper over the spot and apply a hot iron. Continue, using clean blotting paper, until the spot is soaked up. **WORKING BLUE SHIRTS**

It is a good idea to wash your working blue shirts along with new name tapes before you sew on the name. In other words, if you get a new shirt and new name tape, throw both into the washer/dryer a few times before you actually get the tapes affixed to the shirt. The reason for this is that the shirt and tape may not wear the same way, and you might end up with a name tape that makes the shirt all wrinkly around the edges. The wash process should be done at least 3-4 times before you go sewing on the tapes.

SOME IMPORTANT GROOMING TIPS:

You are a member of the United States Coast Guard Auxiliary and it is important to keep a sharp military appearance when in uniform. You represent the Coast Guard Auxiliary to the public and your appearance will effect people's attitudes towards you and the Auxiliary. A sharp military appearance can make a good impression on anyone you meet. We should start firmly enforcing uniform standards. We yearn for respect and approval of the active Coasties, but can we honestly expect it if we can't wear our uniforms correctly?

BELT AND BUCKLE:

The belt should be cut such that there is not a long "tail" left over. In fact, the silver end of the web belt should just slide through your buckle enough so that it appears an uninterrupted chunk of silver at the buckle.

COVERS (HATS):

Hats, or covers, are to be worn squarely on the head, not tilted back or to the side. The cover should come down to two fingers placed above the eyebrow. Hair or bangs should not be visible below the brim or hat line of the cover. Long hair should be up and away from the collar and contained under the hat, not sticking out the back. Covers should always be worn outdoors, and removed indoors.

DEVICES: USE AND MAINTENANCE TRICKS

Name tags, ribbons and certain devices can be prevented from flopping by using a backing. This makes your uniform shirts look high speed. Exchanges carry backing material, which you wear inside the shirt, cut to the device size. As an alternative, use thin white cardboard or plastic, such as that from a margarine container lid.

SHIRTS: PUTTING CREASES IN YOUR SHIRTS

I've received many requests to include this. For military creases, you don't need the dry cleaner! It's easy! On the front of the shirt, iron a crease straight up and down centered through the pocket flap buttons from the collar to the tails/bottom. Thus, you will end up with 2 creases down the front of the shirt. Needless to say, the "point" of the crease faces outwards.

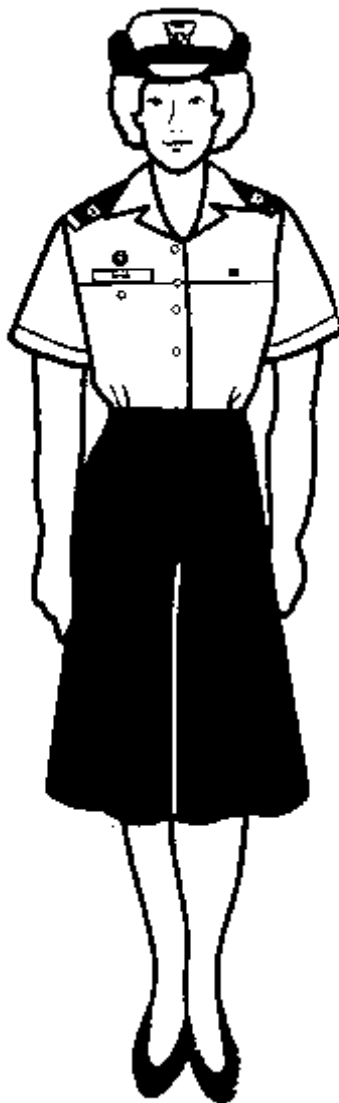
For the back of the shirt, find the center of the shirt, and crease from about 2 inches below the collar (the yoke) to the bottom. Once that is ironed, carefully pick up the shirt and align the two side seams, which helps you find the exact center of the shirt. That is dampened and ironed.

The two side seams are established as near to half way between the center crease and the sleeve seam as possible. A quick spray (use spray bottle with tap water), and then fold a line parallel to the center crease. Repeat for the other side of the shirt. The "secret" is to only iron the crease, about 1 inch of material, not the entire area. This helps you avoid over ironing a part of the shirt that might be under the area that you are ironing. Another version is to take a dollar bill and place it spread out lengthwise to each side to find the side creases. These creases will begin about an inch lower than the primary creases and go to the bottom. Thus, you will end up with three back creases. Don't forget to press the sleeves!

SHOES/BOOTS:

Note: Tennis shoes are not the same as boating shoes.

Keep your black shoes shiny! Total investment under 5 dollars. Here's how: The Exchanges should have a few things you need: Polish, a



CARE AND MAINTENANCE OF AUXILIARY UNIFORMS

(Continued from page 29)

Shoe Brush and a Rag.

Read the directions on whatever black polish you pick. If they differ, follow their directions, not mine. Basically, you apply a thicker layer first, allow it to dry for a few minutes, then brush that layer to create the base. Not much shine will appear after this layer. Then, you apply a thin layer, you don't need to let it dry. By gently sprinkling water on the new layer, then buffing it with a soft cloth, you will begin to develop a nice shine. You can repeat a few times if necessary. The only caveat in this process is, if you go too crazy with the buffing, you'll actually over buff your shoes, lose the shine and have to start over.

GENERAL PERSONAL GROOMING DOS AND DONTs:

WOMEN: Women can wear only one (not multiple style) pair of earrings at a time, 1/4 inch maximum size round ball style in gold, silver or pearl. They can wear a diamond stud earring with the dinner dress uniform. Women's skirt hemline should end at crease in back of knee but can go no lower than 2 inches below the crease. Handbag style should be hand/over shoulder but can shorten to wear over arm. Women's hair that is longer than the shoulders should be worn up.

MEN: Men should only wear V-neck undershirts with the Tropical Blue Long uniform -your undershirt should not be showing "This is the only approved T-shirt for wear under shirts with open collars". Are all your buttons buttoned (dress jackets are only worn buttoned never open and hanging loose); is your hair too long, stringy and below the collar; are your shoes shined; are your hands always in your pockets; are your trousers pressed to show the crease front and back; if outdoors - is your cap or hat on (it should be)? Some men forget to shave (when not trying to grow a beard). Men should wear the right trousers too-don't wear work trousers with Tropical Blue Long or dress trousers with Working Blue. There is a difference.

Items worn with uniforms are not to be exposed, except for tie clasps, cuff links and shirt studs that may be worn as prescribed. Pencils, pens, watch chains, pins, combs, smoking

material or jewelry (i.e. necklace/chains except for rings) are not to be worn or carried exposed on a uniform. Wrist watches and identification bracelets are permitted.

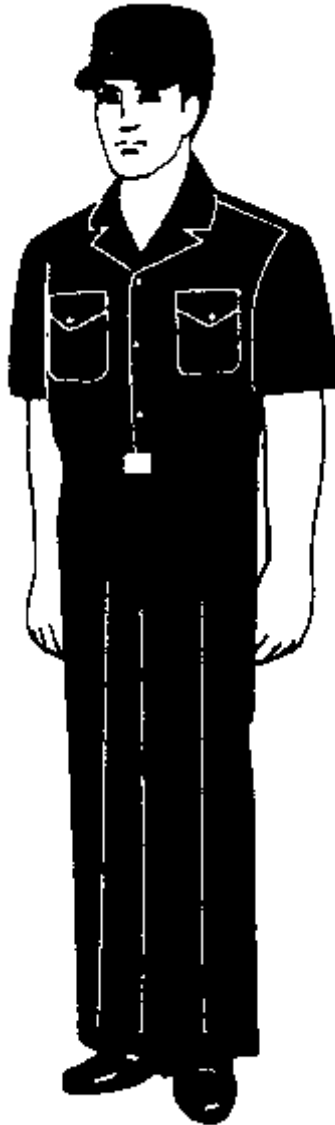
IN CONCLUSION:

Throughout your Auxiliary career, there will be many opportunities to wear your uniform.

You must have a clean, pressed uniform and meet personal appearance standards. If a uniform component is faded or torn or severely pilling, discard it.

Along with the correct uniform is attitude; that important something that says it all about all of us. How we carry ourselves and how we speak to others is as important to our Auxiliary mission as how we look. If we are to be the professional organization that the Coast Guard intends us to be we must look critically at ourselves first before we can expect others to respect our message of boating safety.

from the UNIFORM PROCUREMENT GUIDE ANSC # 7053



2002 5NR spring conference

15-17 March 2002

Heritage Hills Golf Resort & Conference Center
York, PA

WELCOME TO 5NR

Commodore Robert Perrone, DCO 5NR and Commander Stephen J. Minutolo, USCG, Director of Auxiliary 5NR, welcome the following new members to Team Coast Guard and the 5th Northern Family

| | | | | | |
|-----------------------------|------|------------------------|------|-------------------------|------|
| Theodore B.Archer | 48 | Donald D. Heer | 34 | Jaime Rodriguez | 72 |
| David S. Ashelman | 15-7 | Raymond E. Hill | 15-8 | Shirley J. Rosenberger | 7-11 |
| Mark Z.Barbash | 2-76 | Warren R. Huff | 6-10 | Bobby K. Roustas | 13-5 |
| Catherine B. Bartinik | 16-7 | Jerry R. Huntingcut | 15-4 | Jeffrey H. Rubini | 2-76 |
| William J. Behr | 16-7 | Joseph F. Ippolito | 42 | Blanche M. Schessinger | 91 |
| David D. Bird | 14 | Diane L. Josserand | 85 | Matthew D. Schneider | 14-5 |
| Dolores M. Buchsen | 15-6 | Denny Kane | 82 | Steven W. Schucker | 49 |
| James J. Cashin | 16-7 | Jerome Kaufman | 84 | Brigham R. Seaver | 81 |
| Jeffrey A. Catherman | 15-6 | Jeffrey W. Kelley | 53 | E. Elliott Seda | 14-2 |
| Milfred J.G. Catherman III | 15-6 | Kenneth J. Kendall | 7-12 | Thomas W. Sheehan | 15-4 |
| David M. Chance | 34 | John J. Kowalick | 15-6 | Rustin G. Sheeler | 53 |
| Stanley C. Choynacky | 21 | William C. Krasner | 13-1 | Elisabeth V. Siwy | 6-10 |
| Mark A. Cleary | 15-6 | Joseph R. Kustanbauter | 15-1 | Theresa D. Skurbe | 16-1 |
| Jill P. Clemens | 47 | George J. Lawrence | 53 | Howard M. Smith | 72 |
| Joseph M. Cocozza | 17 | Christine D. Lerch | 96 | Elaine N. Smith | 72 |
| Matthew H. Copeland | 82 | David J. Letinaki | 16-1 | Stephanie A. Stelene | 12-2 |
| Cinda K. Costley | 15-6 | Robert F. Liebel | 6-10 | James E. Stelene | 12-2 |
| Elizabeth M. Dinice | 2-76 | Kathleen Livingstone | 21 | Maryann L. Sweriduk | 24 |
| Virginia A. Fanelli | 49 | William H. Long Jr. | 32 | William A. Taylor | 48 |
| Joseph E. Fanelli | 49 | Linda A. Long | 91 | Edward F. Taylor | 48 |
| Salvatore C. Fascetta | 7-11 | Robert J. McDonnell | 16-7 | Jan M. Tempone | 47 |
| William G. Ferron | 49 | James M. McMenamin | 13-5 | Elmer A. Titus | 12-4 |
| Raymond M. Flatt | 12-2 | Wilson R. Merchant | 12-2 | Joseph M. Tridente | 12-2 |
| Michael Flaville | 85 | Herbert C. Morgan | 12-2 | Gerard J. Trippitelli | 49 |
| Pauline Flaville | 85 | Doug Muraglia | 16-7 | David W. Unger | 11-2 |
| Francis R. Frankenfield Jr. | 10-6 | Kimberly A. Myers | 56 | Cheryl R. Unger | 11-2 |
| Gywen E. Gaittins | 6-10 | Adam Nowalsky | 72 | Frederick V. Vath | 13-5 |
| Archie C. Garnett | 82 | George G. Ogilvie | 79 | George V. Via | 82 |
| James A. Garton | 82 | Christopher Pielli | 49 | Herbert A. Volker | 10-4 |
| Janice L. Gee | 15-6 | Arthur Pielli | 49 | Robert G. VonNorman Jr. | 79 |
| Edward J. Gillespie | 86 | Dorothy E. Raniszewski | 86 | Russell H. Vreeland | 49 |
| Joseph E. Gimont | 11-2 | W. Bruce Raught | 10-6 | John W. Wilson | 49 |
| Raymond S. Gurdinak | 12-2 | Wendy A. Renson | 6-10 | Jeffrey L. Wilt | 14-1 |
| George H. Guyer | 7-11 | Allison Revy Jr. | 72 | Kathleen M. Yeager | 10-6 |
| George W. Hallowich | 12-3 | Charles D. Rickabaugh | 16-1 | Robert F. Zeigler | 53 |
| Kenneth C. Harwas | 34 | Frank Rizzo | 2-76 | Paul E. Zipfel Sr. | 16-1 |

Prepared by Linda Unger, DSO-FN, as of 1 September through 31 December 2001

YOU MIGHT BE AN AUXILIARIST

You Might Be an Auxiliarist.....

By courtesy of the Author, Steve Reams, DCO 8WR

If you're talking to your buddy on the two-way radio and you know dang well his name is Fred, but you keep saying "Roger,"

You might be an Auxiliarist!

If you'll spend 750 hours folding newsletters, stuffing envelopes, and licking stamps for a 34-cent ribbon to put on your shirt,

You might be an Auxiliarist!

If you've spent your time messing with boats, ever since CB radio went out of style,

You might be an Auxiliarist!

If you think shirts with epaulets are a fashion statement,

You might be an Auxiliarist!

If you'd apply for a job with long hours, crummy benefits, and no pay, then feel really disappointed if you didn't get it,

You might be an Auxiliarist!

If you spent your youth trying to stay away from the Army, and now you spend your time and money getting closer to the Coast Guard,

You might be an Auxiliarist!

If you own a steel-belted radial-ply cummerbund,

You might be an Auxiliarist!

If your spouse seems to have left you for something on the computer called the Members' Forum,

You might be an Auxiliarist!

If you open your mouth and acronyms fly out,

You might be an Auxiliarist!

If you'd read every word of a 3-inch-thick government manual,

You might be an Auxiliarist!

If, every time something bad happens, you blame it on AUXMIS,

You might be an Auxiliarist!

If you drive a boat like an expert, but can't seem to work a lawn mower,

You might be an Auxiliarist!

If you think a red and yellow flashing light would make a really swell Christmas present,

You might be an Auxiliarist!

If you've ever worn black socks with Topsiders,

You might be an Auxiliarist!

If you'd spend fifty hours teaching boating classes, on the off chance it might save somebody's little girl,

You might be an Auxiliarist!

If you love to help others, when others are helping themselves,

You might be an Auxiliarist!

If you get an inch taller when they play the National Anthem,

You might be an Auxiliarist!

If you were one of the many who phoned or emailed me on September 11, wanting to support the war effort,

You might be an Auxiliarist! ☼

HYPOTHERMIA

Don't be left out in the Cold Water

Cold water is defined as any water with a temperature of 70° Fahrenheit or lower. It can be real nasty if you fall in. The first hazards of cold water are panic and shock. You will have your breath knocked out upon first impact with the water. This may be followed by disorientation. You may be thrashing helplessly for 30 seconds or more until you are able to get your bearings. The longer you stay in cold water the greater the chance of hypothermia.

Hypothermia is the reduction of the body's core temperature, internal temperature, below which normal biological functions are impaired. It is a seriously life-threatening condition.



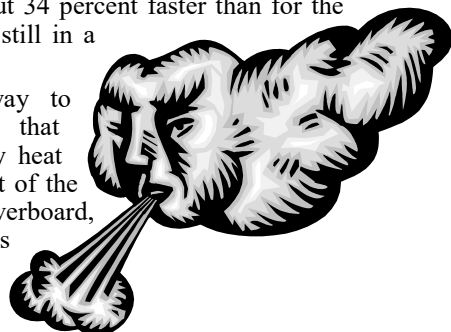
Hypothermia occurs most rapidly when your body is immersed in cold water. It can occur in water as warm as 80°F if you are exposed to it for a long enough period of time. In water at 50°F, the predicted survival time is 1 to 3 hours depending on your

age and physical condition.

As your core temperature falls, your body begins a systematic shutdown. It can quickly numb your hands, and you may be unable to fasten a life jacket, grasp a rescue line, or hold onto a boat.

Activity in the water hastens hypothermia. If your boat capsizes, your first impulse may be to swim to shore. This is dangerous at any time and more so if the water is cold. The more you swim, the more heat your body loses. In a short time your body may have fatally exhausted its ability to generate heat. Wearing a life jacket may ward off severe hypothermia. If you're not wearing a life jacket you may need to tread water to stay afloat and consequently, your body heat is lost quickly. Tests show that the average rate of heat loss for a person treading water is about 34 percent faster than for the same person holding still in a life jacket.

The simplest way to avoid situations that promote loss of body heat is to keep dry and out of the wind. If you fall overboard, get out of the water as soon as possible. Clothing makes a difference in reducing heat loss. Synthetic fibers are effective when they are dry. When wet, they offer virtually no protection. Wool retains a higher degree of insulating properties when wet than most other fabrics.



Never go into a potentially hypothermic situation without having eaten a good meal. This is a good practice to follow for boating activities or anything that involves working or playing around cold weather. ☼

*Jeremy Smith, Public Affairs,
U.S Coast Guard Station Islamorada, FL*

ANTI-TERRORIST BOATING SAFETY

The Chief Of U.S. Coast Guard Office Of Boating Safety Issues Anti-Terrorist Safety Message And Encourages Recreational Boaters To Enjoy 2002 Boating Season

"Now as we begin a new year, it is time for recreational boaters to think about getting back on the water and enjoying the many opportunities and rewards our marine environment offers," said Captain Scott Evans, Chief of the U.S. Coast Guard's Office of Boating Safety in Washington, D.C.

"In spite of the diabolical acts of the September 11th terrorist, it is important that recreational boaters know their waterways are safe and that they can play a big role in keeping it that way. But times such as these require some tighter security measures for the upcoming boating season," noted Evans.

"Tyranny," Evans declared, "is defeated by faith, resolve and the absolute determination not to let anyone or any group deprive us of our given rights to pursue life in a respectful and legitimate manner. As our President has stressed, we, the American people, must and will pursue our career and life's endeavors with vigor and enthusiasm."

Again let me stress, Evans said, "recreational boating is safe - just as our highways, airways and railways are- and Americans are determined to keep it that way. Yes, these are times when we must be more cautious and continually aware of our surroundings, and we are. But more importantly, we must not allow terrorist with their tyranny of hate to deprive us of the value that our Country, its people and all its resources offer: not just for ourselves but also to others from across the globe. So, let's use and enjoy our boats and get out on the water. It's our privilege, it is part of our heritage and most of all it is a legacy that ensures a quality of life for our children's children."

Evans emphasized, "Just being out on the waterways you too become protectors and defenders. You see, you hear and you can report suspicious activities. That makes it extremely difficult for terrorists with their malicious agenda to be successful. When you are on the water, report anything that looks peculiar or out of the ordinary to local authorities or the Coast Guard, but please in no way approach or challenge suspicious activities or individuals."

Safety Precautions For Boaters:

a. First and foremost, make sure your boat is safe and that it meets all safety requirements and regulations. Making sure that your boat has a current Vessel Safety Check is an important first step. Your safety, and that of all your passengers are very important to the Coast Guard. You can arrange for a Vessel Safety Check of your boat by contacting your local Coast Guard Auxiliary or Power Squadron.

b. Always secure and lock your boat when not on board. This includes while visiting marina restaurants or a friend's dock and other piers. Never leave your boat accessible to others.

c. Always take the keys to the boat with you.

d. When storing your boat, make sure it is secure and its engine is disabled. If it is on a trailer, make the trailer as immovable as possible.

e. Do not stop or anchor beneath bridges or in the channel.

If you do, then expect to be boarded by law enforcement officials.

f. Observe and avoid all security zones.

g. Avoid commercial port operation areas, especially those that involve military, cruise line or petroleum facilities.

h. DO NOT approach military, cruise line or escorted commercial shipping: keep your distance. There is a 100-yard security zone around military, cruise line and many commercial vessels. Violators face six years in prison and a \$250,000 fine, not to mention a quick, determined and severe Coast Guard response.

i. Report all activities that seem suspicious to the local authorities, the Coast Guard and the port and/or marina security. Do not approach or challenge those acting in a suspicious manner.

As world history has shown, resolve and the absolute determination not to let anyone deprive us of our given rights, dignity and pursuits of life has defeated tyranny at every turn and will defeat the September 11th terrorist. Their tyranny has met a will that far exceeds anything they could conceive: the American people!

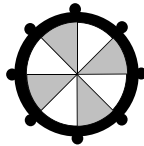
Evans noted, "As I close I want to remind boaters of the value of boating safety. WHY? Because when boating safety is understood and practiced, it prevents accidents and saves lives."

Preventing boating accidents, promoting safety and saving lives is one of America's cherished goals, since every boater is a valued resource for their families, community and country. That is why that no matter what events or conflicts are occurring, your Coast Guard will be there promoting and securing your boating safety: just as it has for over 211 years.

Evans stressed, "When boaters know and practice safe navigation, wear lifejackets, are courteous and careful at all times, and do not drink or use drugs when boating, they prevent accidents and reduce the demands placed on the Coast Guard's limited resources and assets."

"At times such as these, boating safety can make an even bigger difference. It reduces demands on the Coast Guard and enables us to get the absolute most from our resources and assets to respond to all of the public's marine safety, security, national defense and environmental needs. It is important that I repeat: practicing and complying with safe boating practices, standards, and regulations produces results that reduces the demands placed on the Coast Guard's limited assets. This allows your Coast Guard to meet the rigors of these difficult times. In return, you are getting the most from the tax dollars you invest in the Coast Guard. So, safe boating is a big plus and an immeasurable benefit for everyone," said Evans.

Evans closed by adding, "I look forward to joining you on our waterways and enjoying the upcoming 2002 boating season!"



NEW WIND CHILL INDEX

Things may not seem as cold during this winter's frigid, windy days, at least not according to the forecast.

That's because the National Weather Service today put into use a new wind chill index developed by Canadian and U.S. scientists. The chart replaces the old one used since 1973 to measure how the weather 'feels' when the cooling effect of wind is factored into temperatures.



One of the biggest differences between the new index and the old one is that now, wind chill values will reflect what's happening five feet off the ground -- the height at which the average person's face sits.

The old wind chill index factored in wind and temperatures located 33 feet above ground, the typical height of an anemometer.

The new index also takes into account heat loss by the human body, skin's resistance to the cold and scientific and technological advances.

According to the new index, the wind chill would measure 16 degrees below zero on a day when thermometers read 0 degrees and the winds blew at 10 mph. According to the previous index, that wind chill would have measured -21 degrees.

For the first time, the wind chill chart includes a frostbite indicator, which shows how long a person's skin can be exposed to the air, given wind speed and temperature, before it will become frostbitten, according to the National Oceanic and Atmospheric Administration.

"The new wind chill index provides us with specific warning of time-to-frostbite at given levels of wind chill," said retired General Jack Kelly, director of the National Weather Service. ❄️

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



MARINE vs. AUTO PARTS

DON'T USE AUTO PARTS IN YOUR MARINE ENGINE

While some marine engine components seem overly expensive compared to their automotive equivalents, there are major differences in the environment in which they are designed to operate. Less expensive automotive parts in reality could be a very expensive bargain, even perhaps at the cost of an accident or loss of life.

For example, some automotive fuel components release fuel and vapor into the engine compartment and some automotive electrical components emit sparks. Fuel vapors do not accumulate beneath the hood of a car, but they quickly reach explosive levels in the engine compartment on a boat. Keep out of harm's way by using marine parts.



On marine alternators, which must meet ignition protection requirement, the contacts are sealed inside.

Marine distributors are ignition-protected and the vent has a flame arrestor device to prevent sparking that could cause a fire or explosion in the engine compartment.

Starters, generators, accessory motors (hydraulic pump, tilt drive, etc.) have brushes and an armature that spark in normal operation in an automobile. To meet the requirements, the marine versions of these motors are usually completely sealed. Marine starters are also equipped with an additional seal between their motor section and bendix gear section.



Each time the solenoid operates it creates a high-energy spark internally. A vent hole in the automotive starter solenoid, for the release of ozone, is absent on a marine starter solenoid that is ignition-protected.

The float chambers on carburetors are vented to permit the free flow of fuel into and out of the chambers. On automotive carburetors any overflow from the vents flows outside the carburetor into the engine compartment. On a marine carburetor the vents lead into the carburetor throat so that the engine consumes any overflow.

Automotive fuel pumps have a vent hole that will leak gasoline into the engine compartment if the fuel pump diaphragm fails. The Coast Guard Fuel System Standard requires that each diaphragm pump must not leak fuel if the primary diaphragm fails. ❄️

*Dennis Brenner, BC-ADC, National Press Corps Bulletin
Kelseyville, CA*

AVIATION WORKSHOP



Workshop "Class Photo" on the ramp at the Harrisburg, PA Jet Center

A regional aviation workshop held Saturday, 26 Jan, at the Harrisburg, PA Jet Center - it was arranged by DSO-AV Don Vaughn, with training sessions provide by DSO-PA Mike McGurl, ADSO-Flight Safety Officer Judy Redlawsk and ADSO -Aviation Ops Officer Les Jones - 25 persons attended from various Divisions (mostly from the Western and Central areas) - training sessions included: patrol and communications procedures, cockpit resource management (pilot-crewman-observer team), uniforms/equipment, survival review and program administration. ✱

Article and photos by CDR Stephen J. Minutolo, USCG, Director of Auxiliary D5-NR, Philadelphia, PA



(above) Les Jones, ADSO-AV (AVO), instructing the class.

(below) Wes Pace, FC 11-9, egressing from the survival raft.



(above) Judy Redlawsk, ADSO-AV (FSO) reviewing raft set-up.

(below) Raft demonstration (l to r) Helen Diodato, VFC 14-4, Sandra Reck, FSO-IS 14-4, Suzanne Lincoln, 11-9, and Wes Pace, FC 11-9

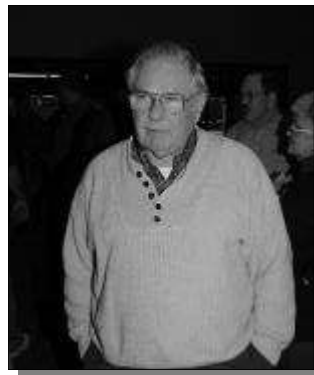


N-TRAIN 2002 ST. LOUIS, MO



D5-NR was well represented at N-Train 2002. Participants that attended training workshops and National Board meetings included:

CDR Stephen J. Minutolo, DIRAUX
CWO Joseph Hartline, Asst. DIRAUX
COMO Robert J. Perrone, Sr., DCO
Dr. Eugene A. Bentley, Jr., VCO
Joseph Barcelo, DC-Vd
David O. Becker, DSO-PE
Linda Boice, DSO-MS
Melvyn A. Borofsky, DSO-PB
Alfred O. Griminger, DSO-VE
Michael L. McGurl, DSO-PA
Robert P. Myers, D-AA
Michael J. Ripton, DC-V
John S. Witemeyer, ADSO-MT
Donald R. Vaughn, DSO-AV



N-TRAIN 2000 ST. LOUIS, MO



photos by Mel Borofsky, DSO-PB



AROUND THE DISTRICT

Division 2
Philadelphia, PA

PUBLIC EDUCATION CLASS INCLUDES PROMINENT PUBLISHER



Graduates of Flotilla 2-10 received their certificates of completion in December, 2001. The *Philadelphia Tribune* publisher, **Robert W. Bogle**, is pictured receiving his certificate from Vincent Paone, FSO-PE, 2-10. ❀

*Photo and caption by Neil Orkin, VFC 2-10
Philadelphia, PA.*

FLOTILLA 2-76 ENJOYS TRAINING WEEKEND

Members of Flotilla 2-76 spent the first weekend of November, 2001, in Cape May, NJ, for their annual training weekend. With the cooperation of the weather man we toured the base, including the training center, ending up with dinner on Saturday evening.

Sunday morning we split up. Some of the members went to Group Air Station Atlantic City, NJ, while others went out on the Cape May Station's boats.

At both facilities we came away with a lot of knowledge and we were able to enjoy our fourth cornerstone, friendship. ❀



Photos and article by Muriel Lewis, FC 2-76
Haverford, PA



↔ Muriel Lewis, FC 2-76, with other members of Flotilla 2-76 on tour at Group Air Station Atlantic City.

RESCUE AT SEA

It was a windy Saturday afternoon. The swells, an easy three to four feet, at times tossed FSO-PB 24 Stan Morantz's, 38 foot vessel "Li'l Baby" around like a child's toy. The vessel was on its way back from a cruise to Atlantic City when the winds kicked up and gave everyone on board saltwater showers.

Amid the chop, Stan's son-in-law, Neal Wiser, spotted a tipped Hobiecat in the distance. Clinging to the hull were two sailors, one in his early 20s, the other perhaps 15, shivering with cold and fear.



Sailing about 4 miles out, they had been capsized for over an hour and no one had come to their aide. Although floating on its side, the catamaran's sail was filled with water. There was little they could do to right the craft.

Harvey Cook from Flotilla 23 was at the helm with Stan. Probably due to the worsening weather, the "Li'l Baby's" attempts to radio Coast Guard Station Atlantic City proved fruitless. With no alternative, Harvey deftly maneuvered their vessel through three foot swells to within a few feet of the wayward Hobiecat. On the bow, Neal threw the sailors a line which they tied to their craft. Harvey gingerly put their boat in reverse, righting the catamaran. However, with the swells tossing both craft about, the Hobiecat was pulled back over.



After several unsuccessful attempts, with conditions getting worse, Stan and Harvey were willing to give it one more shot before bringing the sailors on board and abandoning the Hobiecat. This time untying a line from their bow, Neal wrapped the line around the cleat instead and held onto the loose end. Again, throwing the vessel into reverse, the Hobiecat's sail came out of the water.

Success!

As the grateful sailors prepped their catamaran for the cruise home, an orange Zodiac with flashing strobe lights soared over the swells towards us. The Coast Guard had heard our call, but it was the Coast Guard Auxiliary who saved the day.

by Neal Wiser

AROUND THE DISTRICT

Division 2
Philadelphia, PA

FLOTILLA 24 COLOR GUARD GARNERS HONORS



Flotilla 24 participated in the Hatboro, PA's annual Thanksgiving Day Parade. We had a float preceded by our Flotilla Color Guard. We marched to the cheers of the crowd who were feeling very patriotic. Our Color Guard finished 3rd in the Color Guard competition.

*Photos and Article by Stan Morantz, FSO-PA/PB 24
Huntingdon Valley, PA*

AROUND THE DISTRICT

Division 3
West New Jersey

DIVISION 3 AUXILIARIST OF THE YEAR



Division 3 Auxiliary of the Year, **Harry P. Petersen, Jr.**, PRCO, above with his wife **Jenny**. Harry currently serves the District as its Membership Training Officer, his Division as its Vessel Safety Check Officer and his Flotilla, 34, as its Career Candidate Officer.

Photo by Mel Borofsky, DSO-PB

A DIFFERENT VESSEL SAFETY CHECK

Early in October, 2001 I happened to meet LT Michael DaPonte, Commanding Officer, Station Cape May at a visit to the station. He said he had a job for me, and when he told me what it was, I was a bit surprised. LT DaPonte asked me to conduct a Vessel Safety Check on the new 27' Utility Boat that would be assigned to CG Station Fortescue this coming summer.



This new UTM (Utility Boat Medium) is the third boat of its kind built and carries the number 272003. It is powered by twin 225 HP Mercury engines and can make close to 50 knots at full throttle. It can seat four crewmen in its cabin and, in an emergency, fit about ten persons in the forward cabin.

We went down to the station in January 2002 after I had received some 2002 Vessel Safety Check decals. It had been snowing some and the wind had been blowing quite hard. The boat had been removed from the water for maintenance. The VSC was completed without a problem and the "272003" now carries a VSC Decal, a great advertisement for the VSC Program around Station Fortescue and the Maurice River in Delaware Bay.

*by Oliver (Bud) Compton, FSO-AN, Flotilla 34
Millville, NJ*

Editors Note: Bud Compton has been a member of Flotilla 34 for over 25 years and has been very active in the VSC Program. In 2001, Bud completed his 5430 (Lifetime) VSC. Keep the VSCs coming Bud. We need all the help we can get!



TRAVELING THE ERIE CANAL

261 MILES ON A 19 FOOT BAYLINER

Erie Canal stories are nothing new. Many of us have spent days-even weeks-on the canal tying up at a terminal wall here and there, hob-knobbing with fellow aquanuts, traversing those awe-inspiring locks that take boats where no boats could go before. But how many folks do you know traveled it in a 19-foot cuddy with three people on board, one an 11-year-old?

We've been known to do a few nutty things now and then, most of which involve traveling long distances in short periods of time. And because we owned a 17-footer for almost 20 years and then decided to buy a new 19-footer, we got the relentless urge to venture beyond the confines of our own beautiful Lake Wallenpaupack. The boat is small, but that wasn't going to stop us from towing it anywhere there was water.

We've been on the Erie Canal before. Let me tell you that roughing it for four days in a 19-footer in 95 degree temperature is no fun. Making sure the weather would cooperate, at least five days of solid sun in front of us, my husband John and I set out the Saturday morning before Labor Day with our daughter, Kiri. Dickson City, PA, bound for Newburgh, NY with our trusty dinghy in tow. Grandma and grandpa came along for the ride and also to drive the trailer home. This was going to be a one-way trip.

We finally got out on the mighty Hudson around noon. We had more stuff in the boat for four days than we take on vacation for two weeks. We were ready.

Winds were out of the northwest at about 10 to 15 mph and the water was very choppy with whitecaps, but that didn't deter us. Heck, this was no worse than circling New York City in the company of tankers, ferries and the occasional cruise ship. That's another story.

As the wind and the waves picked up, it got dicey. Boat after boat radioed they were putting to port because the water was too rough. Of course those boats were all bigger than ours. That didn't bother us either. John gallantly fought the waves, which were reported at 3 to 4 feet, bouncing through as fast we could without cracking the hull, zigzagging back and forth as per our Auxiliary Safe Boating course. You see, it had poured the night before, so the water flow was very heavy. Nonetheless, once we reached Catskill the water smoothed out like someone flipped a switch. From there on up to our first overnight stop, Troy, it was like riding on glass.

We tied up at a marina in Troy where we discovered we didn't have the right connector for the 30-amp electric service and a marina attendant so generously let us use one of theirs. After a walk around the corner to a local pub and brewery (where a large clock on the building says "time for a beer," - I couldn't agree more) and a couple of gourmet personal pizzas, we headed back to our fortress and settled in for a glorious night in the lap of luxury - a lamp with a 40-watt bulb and a

blow drier (we forgot the electric heater). The low was forecast at 40 degrees. So we began the first of our three-night ritual of transferring everything from the cuddy to anyplace else on the boat so the three of us could cram into it with our pillows and blanket. For those of you who never had the pleasure of sleeping in the cuddy of a small boat with a man who snores like a freight train and a kid who runs marathons in her sleep, let me tell you that you 1) wear earplugs; 2) don't sleep in the center, 3) use the rest room as late as possible before retiring and 4) sleep facing the hull.

Of course, there are no bathroom facilities on a 19-footer. We're equipped with a state-of-the-art "porto potty" which requires the utmost precision to negotiate. And of course, someone always has to use the "porto potty" in the middle of the night. It doesn't matter anyway because once one person maneuvers their way out, suddenly everyone has to go.

You would have never known it was 40-degrees that night because about an hour later we were cracking open the hatch.

You'd be surprised how much body heat three people can generate in about six feet of space.

The next morning we were up bright and early eating our cereal and milk which was stuffed into one of the three coolers. By the way, it takes three days for three people to eat one whole box of cereal for breakfast. Just in case you wanted to know.

We left early and headed for Troy Lock, the first of 22 locks we would eventually pass through on

our 4-day journey. John might be the expert at taking on the big waves, but when it comes to locks he can't compete with yours truly. I've gotten used to stopping that sucker on a dime. So when John's hat flew in the canal near Colonie, NY, all those Auxiliary practice sessions of stopping the boat with the object 1-foot from the starboard quarter came in handy.

For the most part, the lock tenders are really nice, friendly people. Most of them were happy to chat with us when there was no traffic, and after learning of our itinerary usually added a comment or two on the order of, "you guys actually sleep on that?"

The day was spent taking in the scenery, reading charts and scrutinizing the daymarkers like the good little navigator that I am. We also recorded the equivalents of different RPMs to actual speed since John just installed a new prop and wanted to compare its performance with the old original. Both props are still in pristine condition which is a miracle considering the places we've been with this boat and amount of debris floating in both the Hudson and the canal. We attribute this, of course, to standing good lookouts. But some habits die hard; I'm really afraid that I'm going to be on an Auxiliary patrol some day and yell "crud in the water, 2 o'clock!" to the bewildered looks of the rest of the crew. It's just a millisecond quicker than "debris

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TRAVELING THE ERIE CANAL

(Continued from page 40)

in the water" and a much more general catch-all than "tree in the water" or "grass in the water" without having to actually think about what the debris is.

After traversing 12 locks and uncountable rest room breaks, we tied up at a terminal wall owned by the Lock Commission near Fonda, NY where, to Kiri's glee, the Fonda County Fair was in full swing. We would've liked to have found a marina with shower facilities but Kiri wanted to go to the fair. We decided that we didn't really smell all that bad but we'd find showers the next day. I'd have taken a picture of our boat next to all the 30- and 40-footers except that you couldn't see it. In fact, we had to jump up onto the wall from the bow and tie up to a huge bollard. Everybody around us got a kick out of it. Except us, that is.

All the boaters at the wall were heading over to the fair and told us there was one gate that would be left open all night so the boaters could come and go as they please. So we spent the evening at the fair until it started to get a bit chilly and headed back to the boat around 9:30 so we could view the fireworks at 10. That would've been great if someone hadn't locked the gate on us. So here we are at a fair with our boat locked behind a 12-foot high fence topped with barbed wire and no one has any idea who has the key. Anyway, after begging, interrogating and otherwise pleading with everyone, we found someone who happened to have a key for a different gate and we managed to get back to our dinghy before the fireworks.

We began our nightly ritual around 10:45 and played a few rounds of gin rummy by flashlight. We again crammed into the cuddy with our blanket like three vagabonds (images of Linus, the Peanuts character, come to mind), lulled to sleep by the gentle hum and fumes of the diesel generator being run by the huge 47-footer in front of us. Don't worry - he was far enough away not to affect us with carbon monoxide but close enough to embed a very sordid taste in our mouth for most of the next morning.

Day three was beginning to take its toll on Kiri, who by now had read every book on the boat including the depth finder manual and was getting chronically bored. Add that to the constant whining about needing to use the now-full "porto potty" and all our nerves were getting quite frayed. Luckily we came upon a marina that had a campground and dumping station. They also had shower facilities - except it was only one shower which had a waiting list. This was not looking good.

We had plenty of fresh changes of clothes, so we heaped on the deodorant and headed out again, cruising through lock after lock and admiring the scenery. There are huge stretches of canal which meander through wildlife refuge areas, so a boater can go literally miles and miles before encountering any civilization. It really is a somewhat eerie sight to come upon a closed lock in the middle of such wilderness - a lot like the huge gates of Jurassic Park without the tiki torches. We were quite used to calling ahead on channel 13 and requesting lock-through, except that sometimes no one answered. I was tempted

on more than one such occasion to call out "Open the pod bay doors, Hal." And we also learned that a lot of tenders don't pay attention to lock lights, either. We encountered open doors with red lights, closed doors with green lights and no lights at all. Nevertheless, we always radioed to ask permission to enter.

Today was Labor Day and it was surprising how many marinas and restaurants were actually closed, a real disappointment when you're looking for a rest room. By noon we had entered Lock 17. With a rise of 40 feet, the highest rise on the entire Erie Canal system, it took only 20 minutes to raise our boat. By late afternoon we were in Lock 20 where we got an up-close-and-personal look at the hoards of zebra mussels lining the lock walls. We also found out that zebra expel water in spurts as the level in the lock is lowered, and if you're too close you can get an unintentional shower.

On the other side, at the Lock 20 Canal Park, a guitar player entertained several hundred people relaxing on the grass and enjoying burgers and hot dogs. Being that we were now officially out of sandwiches, this came as a welcome break. Kiri admired every boat bigger than ours and took every opportunity to rub in how much more comfortable we would all be if we had a bathroom. We ignored her.

Early evening we arrived in Sylvan Beach, on the eastern end of Oneida Lake. We ate a nice meal at a cozy little restaurant and brought our toothbrushes and washcloths to use in the rest room. Afterwards we moved the boat to the quieter side of the canal, but the waves coming off the lake were tossing us about like a cork in the ocean. We finally settled

in under a bridge around the end of the wall, just long enough for us to fit. Ah, another advantage of size. We began the last night of our routine of shifting the contents of the cuddy and settled in for the night. At this point Kiri had had it and just couldn't understand how we could enjoy this. She wanted grandma to come and get her NOW.

Tuesday morning we awoke to - rain! The original plan was to proceed across Oneida Lake back into the canal and continue on to Oswego, but we didn't plan on (nor did the forecast call for) rain, so we called grandma and grandpa to pick us up after noon. We walked into town for a hearty hot breakfast and a leisurely stroll around Sylvan Beach which, on this day after Labor Day, was totally deserted. Back at the boat, we tuned in again to NOAA for the latest weather report where a Marvin-the-Martian-like voice told us that it would rain most of the afternoon. Only now it was sunny. Go figure.

After clearing the breakwater at Sylvan Beach, we encountered Oneida's version of 2-to-4 foot waves, which I swear were more like 4-to-6 to us. The wind was whipping up whitecaps directly from west to east, which of course, was against the direction we were going. Very early on, it became apparent that this was going to be rough. We could travel no faster than 7 to 10 mph, zigzagging across the lake to hit the waves at a 45-degree angle. Up and down, up and down, up and

(Continued on page 42)



TRAVELING THE ERIE CANAL

(Continued from page 41)

down...I never, ever get sea- or airsick but I came very close to it after three hours of this. Add to it the fact that John was soaked from water coming up over the bow and through the narrow opening in the tarp (he couldn't see through the windshield and had to stand up), I was fighting to keep the tarp on while checking our position on the chart. Up and down, up and down... John joked that this definitely prequalifies us for coxswain training. A large cruiser passed us by with people laying out on the bow and relaxing on deck while we turned blue and bobbed over wave after wave. This is definitely a disadvantage of a small boat.

We arrived at Oneida Shores at mid-afternoon one hour late, exhausted and never so glad to set foot on land in our lives. Kiri hung on to grandma like she hadn't seen her in years.

All in all, the whole trip covered 261 miles and burned a total of 60 gallons of gas.

That's 2.26 gallons per hour, or 4.35 miles per gallon. We covered roughly 80 miles a day for the first three days and 20 on the fourth. Would we do it again? Sure we would. But I've come to the conclusion that if we're going to do this type of thing more often, we simply **MUST** get a bigger boat.

As I make my final notes, we're sitting in a restaurant, dining and I just wish the table would stop moving up and down, up and down, up and down...

*by Carla Kiwior, 15-4
Dickson City, PA*



AROUND THE DISTRICT

Division 5
Harrisburg, PA

FELLOWSHIP IS EVERYWHERE



One of the first principles learned by new Auxiliarists is that Fellowship is the "glue" that holds us together. On a recent vacation trip to Buenos Aires, Argentina, I discovered that the principle of Fellowship extends well beyond the borders of the United States.

One of our day trips took us to the coastal town of Tigre, which lies about 20 miles north of Buenos Aires in the delta of the Rio de la Plata (River of Silver). The Rio de la Plata is the widest river in the world and its delta is comprised of literally thousands of islands lush with semi-tropical plants, hundreds of summer homes, and dozens of outstanding waterfront cafes and restaurants . . . accessible only by water taxi or private boat.

We took one of the water taxis up the Rio Sarmiento tributary and stopped for lunch at a wonderful restaurant called the El Remanso. The owner, Juan Remanso, explained that the delta has a full-time resident population of about 5000. However, on weekends this number can swell to 150,000 or more as residents of Buenos Aires escape the city. Understandably, the vast majority of private boat traffic in Argentina is found here in the delta. Observing the traffic as we were enjoying our lunch, I noted the fairly high speeds at which most boats traveled and the excessive wakes they created, particularly when two boats passed each other. I also noted that very few boats were equipped with built-in running lights. On our way back to town, I began to wonder about the headaches local boat traffic must cause for the Prefectura Naval Argentina (PNA), the Argentine equivalent of the United States Coast Guard.

On a whim, I stopped at the Tourist Office and asked the attendant if it would be possible to visit the PNA station in Tigre. Several phone calls later, I was on my way to the station, where I was greeted warmly by the Station Commander, who told me that he was going to turn me over to one of his officers who had spent several months training with the United States Coast Guard in Louisville, Kentucky. At that point, I was introduced to Captain Federico Nikodem, commanding officer of the patrol boat Madryn (CG-78). A career officer with a ready smile and enthusiastic manner, Captain Nikodem could be mistaken for someone much younger than his 30+ years.

As we board the patrol boat, Captain Nikodem explains that the timing of my visit could not have been better. The Madryn is docked for repairs to one of her electrical power generators, so most of the crew is ashore and there is plenty of

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AROUND THE DISTRICT

Division 5
Harrisburg, PA

(Continued from page 42)



CG 64, sister ship to the *Madryn*.

time for a tour of his boat. As we walk toward the *Madryn*, Captain Nikodem explains that she is classed as a 28-meter (93 foot) fast patrol boat that had been built for the PNA by Blohm & Voss in 1978. Because of her docking position, I could not get a decent photograph of the *Madryn*. However, I was able to get a shot of her sister ship (CG-64) which was in the adjacent berth.

In the pilothouse, Captain Nikodem shows me the electronics suite, which consists primarily of short and long-range radar units and several high quality marine radios. Moving to the navigation table, he shows me a chart of his patrol area and explains that the *Madryn* and her sister ship are responsible for enforcing maritime and environmental laws in an area that includes 1200 miles of rivers and channels. Besides the two fast patrol boats, about a dozen smaller (20-30 foot) patrol craft are assigned to the Tigre prefectura.

Remembering my earlier observations on the river, I ask him about the extent to which boating accidents are a problem in the delta. Captain Nikodem replies that while he does have to deal with accidents occasionally, the majority of his efforts are devoted to interdiction of smugglers and stemming the flow of contraband goods into Argentina. With over 1000 miles of river channel and countless islands in which to hide, the delta is a natural haven for smuggling activities. He adds that the job is exceptionally challenging and sometimes frustrating because there are never enough resources to do the job properly. As part of the Department of the Interior, the PNA never gets the same level of support as the Argentine army or navy; and the Interior Department has many other priorities. I tell him that we have a similar situation in the United States and like the PNA, our Coast Guard is heavily tasked and under-resourced and that I believe many things get done only because of the dedication and resourcefulness of the people who serve in the Coast Guard. In response the Captain smiles and says, "That's what makes the service so special."

Our next stop on the tour is the engine room. To reach it, I climb over a 30" coaming, drop through a narrow hatch and gain footing on an invisible rung of a vertical steel ladder before descending 15' to the engine room deck. This maneuver evokes immediate envy for the Captain who accomplishes this fete in what appears to be a single fluid motion and I then consider the "fun" I'd have trying to carry out the same evolution while the boat pitched and rolled in heavy seas!

The engine room is impressively well maintained and nearly as clean as my kitchen at home. As I look over the power plant, Captain Nikodem explains with obvious pride that his boat is twin screwed and powered by a pair of powerful diesels, each of which is capable of producing 1500 horsepower. Electrical power is supplied by two General Motors 8 cylinder diesel engines.

Back on deck, we proceed to the boat's living spaces, which are beautifully turned out. The kitchen is very compact, but contains everything needed to make respectable meals. Captain Nikodem explains that everyone assigned to his boat rapidly learns to be a good cook. The wardroom is expertly paneled and features a small but nicely crafted wine cellar. The crew's quarters are also paneled and the bunks framed in tropical hardwoods. Each bunk has a built-in hardwood locker. Even the shower in the head is floored with ceramic tile. Captain Nikodem explains that on delivery the boat's living space was little more than a steel shell. All the interior creature comforts and refinements were produced and installed by the crew. I am impressed with the efforts the crew has made to turn their boat into something like a home.

Walking back to the pilothouse, Captain Nikodem asks me how long we'll be staying in Tigre. He then explains that there is to be a festival on December 9th honoring the Virgin of the Sea. The festival features an extensive regatta in which the *Madryn* will have the honor of carrying a huge statue of the Virgin Mary. He asks if I would like to participate as part of his crew for the regatta, followed by a short operational patrol. He seems almost as disappointed as I feel when I tell him that we are only in Tigre for the day and will be leaving for the United States on December 6th.

As I get ready to depart the boat, Captain Nikodem asks me to wait while he attends to something. A few minutes later he returns and hands me a unit baseball cap. "Bring it with you when you come for your next visit," he says. ☼

*Article and photo by Robert E. Schneider
Flotilla 52, Goldsboro, PA*

AROUND THE DISTRICT

Division 6
West Trenton, NJ

DIVISION 6 AUXILIARIST HONORED BY THE FRENCH GOVERNMENT



On June 15th, **Horace Jones**, Flotilla 65, received a letter from Congressman Joseph Hoeffel inviting him to a ceremony to be held on July 30th. At that time he would be 1 of 25 soldiers in the 13th Congressional District who would be honored by the French Consul General Daniele Thomas-Easton. Each was presented with a certificate of participation on the Normandie Landing from June 6, 1944 through August 31, 1944 and who are considered "Liberators of France in 1944-45". Relatives and friends of those awarded certificates were invited. ❀

*Reprinted from the Flotilla 65 Newsletter, "The Bent Prop"
George Brobin, Editor, FSO-PB 65, Philadelphia, PA*

DIVISION 6 SUPPORTS HOMELAND DEFENSE



Walt Stepek (L) and Dino Rulli discuss the mission
in front of Walt's Cessna 182.

Walt Stepek, Dino Rulli and Bob Layton are flying overflight missions of Delaware and Chesapeake Bays in support of homeland defense. During the missions, unescorted vessels are contacted and the name, hailing port, and intended destination of each vessel is determined. This information is then reported to USCG Air Station Atlantic City. Walt, Dino and Bob provide an "eye in the sky" for the air station, greatly expanding their presence. ❀

*Article and photo by Charles Stewart, Jr. SO-PA 6
Yardley, PA*



I rode in this half track for
over two years



Somewhere in
Germany



My Battalion liberated Dachau
concentration camp.

DIVISION 6 ANNUAL PICNIC



Division 6 fellowship at the Edgely Boat Club
*photo by Bill Schmitz, IPDCP 6
Ardsley, PA*

AROUND THE DISTRICT

Division 7

Southern Ocean County, NJ

DIVISION 7 AUXILIARIST OF THE YEAR



Auxiliarist of the Year honors were presented to **Edna Frederick** of Flotilla 7-10 by COMO Robert Perrone, DCO 5NR. Edna was recognized for superior Public Affairs service to her District, Division and Flotilla and long service to the Auxiliary.

Photo by Mel Borofsky, DSO-PB

AUXOP ACHIEVMENT RECOGNIZED

Herbert F. McCaffrey of Flotilla 79, Forked River, NJ was awarded the AUXOP pin at ceremonies held in December. The award was presented by CAPT Robert Durphy, CO of Group Air Station Atlantic City. Herb earned this recognition by successfully completing the prescribed seven specialty courses. Herb has been an Auxiliarist for just two years.



DIVISION 7 REMEMBERS SEPTEMBER 11

On Tuesday December 11 The US Coast Guard Auxiliary joined with the nation in remembering the WTC and Pentagon Attacks of September 11, 2001. Following President Bush's request that communities across the country pay tribute to those lost 3 months earlier, Flotilla 74 and the Holy Trinity Lutheran Church on LBI honored Mr. Bush's request. Members of Division 7 formed a ceremonial Flag Honor Guard as Lt. Jeff Elliott USCG Reserve made remarks. The Honor Guard was comprised of Walt Domanski, FSO-PA, Flotilla 74 Commander Charles Andree, Division Vice Captain Jim Emery, Paul deFerrari. Past Div. 7 Captain also participated.



Lt. Elliott delivered his remarks following the raising of a special US Flag. The flag was from the WWII US Navy LST 289 that survived the battle of Exercise Tiger. With the flag measuring 9 feet by 16 it almost dwarfed the 40-foot pole it was raised on. The flag was on loan to the Auxiliary and Exercise Tiger Assn. by the US Navy Archives. It is the only remaining flag in existence of the LSTs from "Tiger" and one of only a few from D-Day. New Division 7 Captain Kathleen "Mickey" deFerrari spoke on behalf of the Auxiliary and outgoing Captain Mel Borofsky who was unable to attend the tribute. USAF Major Scott Barberedies and his 8-year-old son as well as a dozen other people witnessed the flag raising and remarks. Major Barberedies flies with the 177th Fighter Wing and flew cover on Sept. 11th over New York City.

*Article and photo by Walter Domanski, FSO-PA 74
Ship Bottom, NJ*

DIVISION 7 CAPTAIN RECEIVES AWARD



Division 7 Captain, **Mel Borofsky**, [c] received the Auxiliary Award of Administrative Merit from the Commandant of the Coast Guard. The award was presented at the Division's Change of Watch Banquet by CAPT Robert Durphy, Commanding Officer, USCG Group Air Station Atlantic City [L] and CDR Stephen Minutolo, Director of Auxiliary, 5NR.

Photo by CDR James Sommer, USCG



SANTA VISITS C.O.W.

To the delight of all guests, Santa Claus paid a surprise visit to the Division 7 Change of Watch in early December.

Photo by Mel Borofsky, DSO-PB

AROUND THE DISTRICT

Division 7
Southern Ocean County, NJ

WATCHSTANDER TRAINING



Auxiliarist Walter Domanski, FSO-PA 74, [I] takes notes as Lt. j.g. Jason Boyle, USCG Cutter *Dependable*, instructs him in damage control. Walt is studying to qualify as a "Petty Officer of the Watch" on the cutter which is in port at CG Station Cape May, NJ.

Photographer unknown

HIGH SEAS RESCUE TRAINING

In a joint Coast Guard Active Duty and Auxiliary exercise, training was provided for at sea, underway, helicopter rescue operations. Coxswain Mel Borofsky, DSO-PB, provided the sea platform, the *M&M2*, while Herb Hoeger, PDCP 7 and Stan Butler, FSO-VE 72 served as crew. Two USCG helicopters took turns placing a litter aboard the boat. The exercise was conducted in high winds and seas that further enhanced the effort.



Photos by Mel Borofsky, DSO-PB



⇐ Stan Butler (seated) and Herb Hoeger served as crew during the exercise.

Mel Borofsky takes a break during a lull in the exercise.⇒



FIRST DANCE?

Newly installed Captain of Division 7, **Kathleen C. deFerrari**, shares the dance floor with **CWO Joseph Hartline**, Asst. Director of Auxiliary, 5NR.

"Mickey," as she is affectionately called by all who know her, chose Mr. Hartline for this honor. Any chance this might be a "butter up" the DIRAUX office staff ploy?

Photos by Mel Borofsky, DSO-PB



DIVISION 7 BRIDGE INSTALLED



Vice Captain James T. Emery [L] and Captain Kathleen C. deFerrari take the oath of office at the Division's Change of Watch in December.



As a way of saying thank you, outgoing Captain, Mel Borofsky, presented miniature American flags to his staff. Each wore the pin proudly through the remainder of the Change of Watch festivities.

AROUND THE DISTRICT

Division 8
Southeast New Jersey

DIVISION 8 AUXILIARIST OF THE YEAR



COMO Robert Perrone, DCO 5NR [I], presenting the District 8 Auxiliarist of the Year award to **John T. "Jake" Lincoln**. Jake has served the Auxiliary in many capacities, all with a 150% attitude. The old saying that we learn from our past well defines one of Jake's most important Auxiliary positions. Jake is, and has been for many years, the District Historian. As a member of the National and District staff Jake has seen to it that our memorabilia is protected and preserved. Jake has held many positions, at every organizational level of the Auxiliary, but when you think of Auxiliary history, you automatically think of Jake.

Photos by Mel Borofsky, DSO-PB

OPERATION AWARDS



Marc Brody, SO-OP 8 [L] and Bob Balke show off the mugs they received from the Commanding Officer of CG Station Atlantic City. They received these awards at the Division 8 Change of Watch in recognition of their operational service to the Station.

DIVISION 8 INSTALLS NEW BRIDGE



Division Captain **F. Kenneth De Soo** and Vice Captain **Bruce Long** take the oath of office at their Change of Watch in December.

Photo by Mel Borofsky, DSO-PB

ALWAYS POST A LOOKOUT



"When boating, the Captain's best friend is an alert lookout"

Captioned photo by Joseph Skutlin, VFC 81
Ocean City, NJ



⇐ Dewatering
pump training at
CG Station
Cape May.

Photo by
"Bud" Troiano,
FSO-MT 83,
N. Wildwood, NJ

AROUND THE DISTRICT

Division 8
Southeast New Jersey

DEDICATION TO DUTY

It started out as a "gem" of a day for the beginning of December. as we began our winter patrol under "Operation Noble Eagle". Bob Balke was the coxswain and Gil Finkelstein of Flotilla 85 as crew with a new trainee, Diane Jeserand, on board. The weather was Spring like and the boat traffic in Great Egg inlet and back bays was more like August. Our vessel was a 21 ft Boston Whaler. Since the water temperature was in the low 50s, the crew was dressed in Mustang suits. We proceeded from Great Egg Inlet to Corson's Inlet at the south end of Ocean City. From there we exited to the ocean and heading north to Absecon Inlet and Atlantic City.

The patrol was uneventful and we made the ocean run with ease. Upon approaching Absecon Inlet we heard over the VHF that the CG cutter 47269 was going to do helicopter operations in the inlet. Wanting to get our trainee to experience first hand helicopter operations, we contacted the helicopter (helo), letting them know that we were also available in the area. By this time we had been out on the water for 6 hours and biological needs were calling. The helo responded that they would like us to maintain a specific course so they could check out their electronic tracking equipment..

"Aye, Aye" responded Balke and we turned out to sea. It was now 1600 hrs. CG Station Atlantic City checked in with us every 30 minutes and with the helo every 15. The first radio check with the helo showed they were near Long Beach Island, about 10 miles north of us. I suggested to Balke that I call CG Station Atlantic City via cell phone to confirm that we still needed to maintain course. He responded that orders were orders and that we continue until told otherwise. Thirty minutes later the Station checked in with the helo, but they were out of our range for us to hear their reply. I again suggested to Balke that we should check in before we reach the Gulf Stream or our bladders give out. We continued on as ordered. I told Balke that the land horizon was fading as was the sun. He could not believe that the helo would let us keep running with out a good reason. Finally just to keep me happy he decide to call the Station AC on his cell phone to verify the need for us to continue at our direction and speed. Much to his surprise he was out of range for the cell phone to work.

That was a learning experience since I always wanted to know the limitation of my cell phone out on the water. It's about 10 miles. Fortunately VHF still had range and he contacted the Station. He asked the watchstander to check with the helo as we continued our journey out to sea. After a short wait the response was that the helo had been back at base 30 minutes ago. A red faced and apologetic Mr Balke turned to us and said we were right and did a 180° back to base. We returned to base in the dark concluding just another normal day in the life of the Coast Guard Auxiliary.

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

WINTER PATROLS



Auxiliary vessels 332009 and 221275 engaged port security winter patrol Great Egg Inlet under the command of CG Station Atlantic City.

*Captioned photo by Gil Finkelstein
Linwood, NJ*

ORDER OF THE RUBBER DUCK AWARDED



BMC Scott Cooper receives the award of the "Rubber Duck" from "Jake" Lincoln at ceremonies at CG Station Cape May. The award is given to an active duty Coast Guard person in appreciation of the efforts towards the Auxiliary and its programs. BMC Cooper was cited for his efforts in promoting boating safety and his initiative in the purchase of two new patrol craft to augment CG Station Cape May's fleet. The award was originated in 1986 and many Tracen and Station Cape May dignitaries have been the recipients of this award. Included in recent years are Admiral Sally Brice O'Hara and LT Tracey Wannamaker.

*Captioned photo submitted by "Jake" Lincoln, Historian 5NR
N. Cape May, NJ*

AROUND THE DISTRICT

Division 8
Southeast New Jersey

HITTING THE BOOKS



"Rip" Van Wickle, FC 84, hard at work taking an exam. One step closer to becoming an AUXOP member. This is Rip's big project for the coming year.

*Captioned photo by Leo Daley, SPO CFV 5NR
Brigantine, NJ*

LAID TO REST



A burial at sea detail from CG Station Cape May commits the ashes of **COMO William Dischert**, PDCO 5NR, to his final rest.

Captioned photos by "Bud" Troiano, FSO-MT 83



Flotilla 83's incoming staff officers

AROUND THE DISTRICT

Division 9
Western Lakes, PA

DIVISION 9 INSTALLS NEW BRIDGE



Division Vice Captain **Michael Redmond** [L] and Captain **George W. Clapper** take their oaths of office at their Change of Watch ceremony.

Photographer unknown

A PERFECT LABOR DAY (ALMOST!)

The weather was perfect on Labor Day at Raystown Lake, PA. Although many boaters had departed on Sunday, the lake did not reflect any lessening of numbers on the water. There were three Division 9 facilities on patrol and each had had multiple assists by 1800.

I had done a goodly amount of boat-crew mentoring and qualification examination (QE) work, transferring between the facilities all day. RCO-W Donald Bowes' facility was the last to still be rendering an assist at 2100. They secured from that assist and were proceeding up the lake to their berth at the Resort when misfortune fell upon them. They were less than 1/2 mile from their destination when the diesel fuel filter cut off supply to the engine.

K. C. Murphy (Flotilla 15-8) immediately radioed "Raystown 1" of their predicament. I acknowledged their message and broadcast a marine assist radio broadcast (MARB). After two tries, without result, I informed them that I would try to recruit another boat to tow them the final 1/2 mile.

Both K.C. and Milo Hudson (Flotilla 93) asked that I telephone their wives to relieve their concern due to that late hour. Since there is no telephone in the cabin, I took my wife with me to make the phone calls while I sought to recruit a Good Samaritan.

I first stopped at the nearest ramp on the route to the bridge where they were dead in the water. Luck smiled on us for there were two brothers just loading their boat. Certainly they would help us out. I lead them to a nearby bridge so that the stranded facility would be made aware of our plans, and we could better see the situation we were to be confronted with.

Seeing nothing in the darkness, I broadcast a message to 841. Yes, I received an immediate reply informing the two

(Continued on page 50)

AROUND THE DISTRICT

Division 9

Western Lakes, PA

(Continued from page 49)

brothers and me that they had made it to the berth and all was under control. Yes, for them - but how do I handle my side of the situation?

The Good Samaritans heard the radio message and chuckled. I gave them a gratuity and lead them to a suitable



(l to r) K.C. Murphy, FSO-VE 15-8, Howard Guest, QE 56, Don Bowes, RCO-W, and George Clapper, DCP 9.

place where they could easily turn around and resume their plans for the evening. I'll also follow-up with a certificate of appreciation to them.

The two brothers' boat was the only movement on the lake from 2100 onward! This situation certainly underscores the dedication many Auxiliarists display and how important our efforts are to the advantage of the boater.

Was I pleased that I had manned "Raystown 1" until the last facility had docked? You bet! This incident again serves to underscore how the different facets of the Auxiliary involvement work together to make a very effective protection for the boating public and just as importantly - for our own.

*Article and photo by Howard Guest, 56 QE
Chambersburg, PA*



AROUND THE DISTRICT

Division 10

Allentown, PA

DIVISION 10 PARTICIPATES IN WILLOW GROVE AIR SHOW

Every year the Naval Air Station in Willow Grove, Pennsylvania, is host to a huge air show. This year's show, held on September 7th, 8th, and 9th, saw the Coast Guard Auxiliary well represented. Flotilla 10-6, Lansdale, PA, had their thirty-foot booth well stocked and manned for the event.

I am the FO-PA and FSO-CS for my flotilla, and happened across the advertisement for the show while examining military websites on the Internet. I contacted the Navy department at the base that serves as the administrator of the show.

Once I got the idea I presented a proposal to all interested parties. I have thirty-five years experience in coordinating and staging trade shows, so I knew this one would be easy by comparison.



We arranged for a booth inside the main hangar in an area they called the "Expo Village." Our advertised objective and purpose was public education, but of equal importance was recruitment of new members for any/all flotillas.

The call went out for offers of assistance. From within Flotilla 10-6, Clarence Smith, FC; Phil Miller, VFC; Bill Pugliese, FSO-MA; Debbie Robbins, FSO-SR; and Joe Witkoski, FS-OP, responded. Witkoski volunteered not only his time but his 20-foot boat.



Other local Flotillas and Divisions responded as well. Ron Boice, Division 4 Captain, loaned us their PFD Panda outfit, various displays, and lots of literature. Joe Cummings and Mac Wagner, of Flotilla 24, in nearby Willow

Grove, participated in staffing the booth on both Saturday and Sunday. Phil Stamm, Division 10 Captain, volunteered to assist in booth setup on Friday and participated in booth duty on Saturday. Donald Vaughn, DSO-AV, sent us Auxiliary Air Operations brochures. It was, after all, an air show.

Friday was setup day and included the last minute headaches that seem to be part of the normal procedure at shows, military or civilian. Getting to the hangar was another thing. Not one base MP knew where it was! I knew from a vendor's map the Navy had mailed me that it was the one with the control tower attached to it so it was easy to spot. It pays to arrive early at these events, and it pays to have "requisitioning" experience as well. We experienced the typical show problems, but when you do these things you must remain flexible and "go with the flow," while at the same time trying to be creative.

(Continued on page 51)

AROUND THE DISTRICT

Division 10
Allentown, PA

(Continued from page 50)

Saturday morning saw the arrival of Joe Witkoski's *Dolphin*, a 20-foot Auxiliary patrol boat. The boat, the engine, and the trailer tongue took up most of the booth, about twenty-six feet. At 0900 the show was open to the public and we were ready to go. Joe did booth duty on Saturday. Some have said that Joe's boat has more safety and patrol gear than the typical 41-footer. Having been aboard 41-footers and the *Dolphin* on patrol with Joe, I can attest to that fact – maybe even more than a 110-footer!



On Saturday afternoon my wife Nancy arrived with my eight year old son Jonathan, who was wearing his US Coast Guard Auxiliary ball cap and "Coastie In Training" t-shirt. We had excellent attendance at our booth. Most questions were on the subject of vessel safety checks, and several asked

how they might join the Auxiliary.

On Sunday, we arrived at the base at 0745 and were ready to go when the show opened at 0900. With the weather forecast calling for temperatures near one-hundred degrees I brought along lots of Gatorade for my son. In spite of the heat he loved handing out literature to children and adults alike, hugging infants, and posing for pictures with other children. I had to force him to take an occasional break to cool off and replenish his liquids.

Sunday at noon saw the arrival of Joe Cummings of Flotilla 24. He brought his daughter Caroline, age eleven, and his son Joe, age eight. So there we were, with the two great displays that Division 4 loaned us, the *Dolphin* on Saturday, and my eight year old son Jonathan and Caroline playing the role of PFD Panda on Sunday to make up for the missing boat. We had, without a doubt, the best looking and most dynamic indoor display at the show.

As far as show attendance is concerned the only figures I have are estimates, as both entry and parking are free and tens of thousands of onlookers view the show from outside the base proper. The Navy's *Blue Angels* were the highlights of the show on both Saturday and Sunday. They are truly awesome, as were the Air National Guard's F-15 performance. We'll be the highlights of next year's show. ✿

Dan Murphy, FSO-PA, Flotilla 10-6, Lansdale, Pennsylvania
Photographs taken by Dan Murphy, Flotilla 10-6, Mac Wagner, Flotilla 24, and Phil Stamm, Captain, Division 10

FLOTILLA 10-6 CHANGE OF WATCH



Division 10 Captain, M. Philip Stamm administers the oath of office to incoming Flotilla 10-6 Commander Daniel Murphy (center) and Vice Flotilla Commander Dennis Hurchalla.

Captioned photo by Stephen J. Minutolo, DIRAUX 5NR Philadelphia

SOME DIVISION 10 BOAT CREWS



(l to r) Gerald Dotterer, FSO-CM 10-8, Paul Mackes, SO-OP 10, and Samuel Smith, Flotilla 10-2

photos by Paul Makes, SO-OP 10



(l to r) Robert Puharic, FC 10-2, Norman Houser, FSO-PE 10-2, and Aston C. Smith, FC 10-6

AROUND THE DISTRICT

Division 11
Reading, PA

DIVISION 11 AUXILIARIST OF THE YEAR



Division 11 Auxiliarist of the Year **William C. Lewullis** receives his certificate and congratulations from District Vice Commodore Dr. Eugene Bentley, Jr. Bill has served at every level of the Auxiliary, most recently as the Captain of Division 11.

*Photos by Stephen J. Minutolo, DIRAUX 5NR
Philadelphia, PA*

DIVISION 11 BRIDGE INSTALLED



Taking the oath of office at their December Change of Watch are (L) Division Captain Diane M. Bossler and Vice Captain Robert F. Walley.



Division 11 Staff Officers taking their oath of office.

AROUND THE DISTRICT

Division 12
Southern Delaware

DIVISION 12 AUXILIARIST OF THE YEAR



Division 12 Auxiliarist of the Year **Francis Doyle** receives his certificate and congratulations from District Commodore Robert Perrone, Sr.

*Photos by Stephen J. Minutolo, DIRAUX 5NR
Philadelphia, PA*

DIVISION 12 BRIDGE INSTALLED



Taking the oath of office at their November Change of Watch are Division Captain Robert P. Amort and Vice Captain Elaine Gilganast.



New Flotilla Staff Officers of Division 12.

AROUND THE DISTRICT

Division 12
Southern Delaware

SAFETY BOOTHS

Safety booths are a great way of getting to the public, boating safety, pollution reduction, and encouraging membership recruiting. Vessel safety checks, boating classes, prospective Academy Introduction Mission (AIM) candidates and recruits for the USCG Recruiter (RAP) are other good topics for discussion.

Division 12 and Flotilla 12-2 had four safety booths in October 2001 with over 15,000 visitors. On October 13 in Bridgeville, DE we even had Delaware Governor Ruth Ann Minner visit our booth (see photo below).



The USCG Marine Safety Detail Roosevelt Station stands watch with us at all our safety booths. Divisions and Flotillas needing membership, students for safe boating classes, and Vessel Safety Check opportunities, this is a great way to go. ☼

Article and photos by John Bernath, FSO-PB 12-2 Millsboro, DE



SPECIALTY COURSE OFFERED

An all Delaware session of twenty two members from Division 12 and one member from Division 1 attended an Administrative Specialty Course (AUXMIN) workshop in October. The unique workshop, instructed by Mary Clare Bowlus, DCP 1, Dave Becker, DSO-PE and Hank Demler, DCP 14 was held at the Indian River Inlet, DE Coast Guard Station. ☼

Article and photos by Elaine Gilganast, FSO-PA 12-1 Selbyville, DE



AROUND THE DISTRICT

Division 13
Central New Jersey

DIVISION 13 AUXILIARIST OF THE YEAR



After being the presenter of the Auxiliarist of the Year award when he served as 5NR District Commodore (1993-94), "The tables have been turned." **COMO Edward W. Rearick [r]** received the certificate and congratulations from District Commodore Robert Perrone, Sr.

Photos by CDR Stephen J. Minutolo, DIRAUX, Philadelphia

DIVISION 13 BRIDGE INSTALLED



Taking their oaths of office from COMO Robert Perrone [r] are Division Captain David Berlin [c] and Vice Captain Francis "Buzz" Lombardi.



⇐ Featured speaker, CWO Joe Hartline, Asst. Director of Auxiliary, 5NR, makes a point at the Division 13 Change of Watch held in January.

13 POLICES THE EXPO

Three years ago when the "First Police Night Out" in Burlington county was sponsored by the Mount Laurel Police, Division 13's booth was such a success, it has become an annual event. This year, held 21 October at Laurel Acres Park and renamed "Police Expo", 13 was there again.

Reinforced by PFD Panda, AKA Buzz Lombardi, VCP, the 13 crew consisting of Ed Rearick, PDCO, Dave Berlin, DCP, Art Miller, FC 13-6, Butch Simpkins, FC 13-10, and Marianne Simpkins, SPO-NSBW, taught kids how to put on a PFD and tie a few knots. Mom and Dad were shown how to adjust and test the fit of their kid's PFDs while the benefits of membership and the value of our boating classes were emphasized. Over 500 people visited our booth. ❁



Article and photos by "Buzz" Lombardi, VCP 13 Cinnaminson, NJ



AROUND THE DISTRICT

Division 14
Susquehanna, PA

FLOTILLA 14-4 INSTALLS NEW BRIDGE



District Commodore Robert Perrone administers the oath of office to Flotilla Commander Dave Inglis, Sr. and Vice Commander Helen Diodato. The ceremony took place at the Flotilla's Change of Watch on 12 January in Oxford, PA.

Photos by CDR Stephen J. Minutolo, DIRAUX, Philadelphia



Outgoing Flotilla Commander Dave Snee passes the burgee of office to new Commander Dave Inglis, Sr..



⇐ Sandra Reck (l) and Helen Diodato (r) arranged and emcee'd the event

AVIATION OBSERVATION TRAINING



Thirteen members from Flotillas 14-1, 14-2, 14-4, and 14-5 have completed the initial phase of the first Aviation Observer training course for the Fifth Northern District. They are, Kenneth Brown, Helen Diodato, Joseph Diodato, Darwin Eshleman, Jason Flynn, Jacob Frederick, Walter Hughes, Richard Price, Fred Reck, Sandra Reck, Kitty Sprenkle, Teny Sprenide, and Phil Watkins. The instructor, for the three-week course, was Les Jones, ADSO-AV of York, Pa. Assisting were Michael McGurl, Air Crew and, Stacey Cooper, Air Observer. Donald Vaughn, DSO-AV of the 5N District, proctored the test, for this phase.

Each student must pass with a 90% rating in order to move on to the next phase, which consists of 10 hours mission training, a safety seminar, and a swimming and plane egress test.

As certified Aviation Observers, they will then be able to fly on Auxiliary missions with the active duty Coast Guard. ✪

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

HANOVER, PA. RESPONDS

On Sunday, Sept. 16, the Hanover Chapter of the American Red Cross and the Eichelberger Performing Arts Center announced that a benefit program, "Together We Stand.. a Patriotic Remembrance", to raise funds for the devastation in New York and the Pentagon, would be held on the coming Wednesday night. Helen Diodato, FSO-PA USCG Aux 14-4, immediately began contacting all Flotilla members, in an effort to have a physical presence of the Coast Guard at this function.

The response, on such short notice, was immediately positive. Nine Flotilla members, in Auxiliary uniform, were present along with spouses, family members and friends. Participating were Dave Inglis Sr. VFC, Fred and Sandra Reck, Dave Inglis Jr. and Connie Inglis, Lewis Sheaffer, Richard Brown, Joseph and Helen Diodato. Other members, such as Sally Lohman and Thomas Woy, made donations in lieu of attendance.

by Helen H. Diodato, FSO-PA 05N- 14-4, Hanover, PA

AROUND THE DISTRICT

Division 15
Frontier PA

ASA SAILING SCHOOL

US Coast Guard Auxiliary history was made this fall at Sayers Lake in central Pennsylvania. Roland Duperron, Flotilla 15-6, taught the first ever, USCGA/ASA, On The Water Sailing Course, in the nation. This course is designed to complete the Basic Keelboat Sailing Course. It is the first USCGA sailing course to give American Sailing Association certification as well as USCGA certification. The ASA certificate gives certain privileges to its members which allow them to charter bare boats and to pursue advanced courses.



This joint venture was proposed and arranged through the efforts of Rear Commodore West, Don Bowes who has been lobbying both groups for some time. He helped to establish the Sayers Lake Sailing School for Flotilla 15-8, an all sailing Flotilla. A second satellite sailing school is being established at Glendale Lake for Flotilla 15-9.



Coxswain Roland Duperron was trained as an ASA Instructor at the ASA Sailing School in Mystic CT. Duperron has taught several Basic Keelboat Sailing classes at Bradford, State College, and Sayers Lake with the assistance of his wife, Valerie.

Five members of 15-8 successfully completed the written test and the "on the water" tasks which requires 100% accuracy. They did so under great duress. Donned in survival suits and brushing the light coating of snow from the boats that weekend were: Steve Coder, Frank Gensemer, K.C. Murphy, Robert Robinson, and Barry Wunz.

Congratulations to the newly certified Don and Roland. A great effort by all involved on a very cold weekend. ❄️

Article and photos by Valerie Duperron, FSO-PB 15-6 Ulysses, PA

5th GRADE SAFETY FAIR

Bradford County, PA held a safety fair for all 5th graders in the County Fairgrounds in Troy, PA. A series of stations were set up where groups of students received a lesson in safety. All types of safety situations and equipment were represented, including boating safety represented by Flotilla 15-6. Over 1,000 5th graders received instruction during the course of the day. ❄️

Articles and photos from Astrida Miller, SO-PB 15 Covington, PA



Ron VanZile talking to students about boating safety.



Harold Miller goes over the fine points of a personal watercraft.



AROUND THE DISTRICT

Division 15
Frontier PA

OUTDOOR SPORTS AND RECREATION SHOW

Members of Flotilla 15-6 participated in the Potter County, PA Outdoor Sports and Recreation Show at the Pennsylvania Lumber Museum in Galeton, PA. An Auxiliary boat and personal watercraft were on display. Also available were safe boating information for adults and a mini safe boating course for children. ☼

*Article and photos by Astrida Miller, SO-PB 15
Covington, PA*



Valerie and Roland Duperon setting up a sailing display.



Valerie Duperon and three children going on an imaginary boat trip with "Coastie the Safety Boat".

AROUND THE DISTRICT

Division 16
Northern Jersey Shore

DIVISION 16 AUXILIARIST OF THE YEAR



Division 16 Auxiliarist of the Year **Carol J. Tomazic**, SO-FN 16, receives her certificate and congratulations from District Commodore Robert Perrone.

Photo by Mel Borofsky, DSO-PB

FLOTILLA 16-7 CELEBRATES WINTER SOLSTICE Encourages Longer Daylight Hours

Harkening back to the thousand-year-old tradition of greeting the Winter Solstice, seven members of Flotilla 16-7 (Manasquan Inlet NJ) gathered on 21 December at Manasquan Inlet in Point Pleasant Beach, NJ to observe the sunrise of the shortest daylight period of the year.



The gathering, while huddling in the icy blast of the "West Wind", listened to patriotic music. At the moment of sunrise, the rendition of "Somewhere Over The Rainbow" was played. The celebration was concluded by a Kazoo rendition of "America", hummed by all present.

The group adjourned to the local diner for a robust breakfast and to warm their extremities.

Special thanks to Ted Hall, a recent graduate of AUXNAV, for computing the actual instant of sunrise as corrected for Latitude and Longitude.

*Submitted by E Robert Meyer, FSO-CS 16-7
Freehold, NJ*

AROUND THE DISTRICT

Division 16
Northern Jersey Shore

OPERATION BOAT SMART VESSEL SAFETY CHECKS

Editor's Note: The following article was forwarded to TOPSIDE by Bob Myers, SO-VE 16. It is a fine example of a non-traditional recreational boating Auxiliary activity, one of the aims of OPERATION BOAT SMART.

The article was published in a local newspaper, "Leisure West News" and is reprinted complete and unedited. No author was identified, therefore full credit is afforded solely to the newspaper.

Vessel Safety Check on Willow Lake Flat Bottom Row Boats May 30, 2001

The four flat-bottom Jon rowboats at Willow Lake were given a vessel safety check on Wednesday, May 30, 2001 by Bill Wein, FSO-VE Flotilla 16-3. The four rowboats were carefully checked for condition of oars, oarlocks, hand bailers, capacity plates, drain plugs, and general boat condition. The four boats were found to be in operable condition.

Personal flotation devices, distress boat whistles, and throwable cushions with 30-ft. line attached to each were all found to be in operable condition. There were eight adult (type II) and eight children (type LI) flotation devices. All had distress whistles attached and were in good shape.

NOTE TO ALL ROWBOAT USERS:

The PFD with whistles must be worn. Please do not take the whistles when you leave. They are on the PFDs to help you get help, if needed.

Why are PFDs important? More than 90% of deaths in boating are from drowning and 80% of those victims were not wearing flotation devices. It is important to WEAR them - not sit on them.

Last but not least - always check the capacity plate on the boat you will use. It will show how much weight the boat can carry safely. ☼



Bill Wein (VSC) Vessel
Safety Check Examiner
United States Coast
Guard Auxiliary

*(Forgive the quality of
the photo,
the best we could obtain)*

US COAST GUARD AUXILIARY NATIONAL PHOTO CONTEST

May 1 thru August 1, 2002

THEME: THE AUXILIARY MISSION TODAY.

Images tell the Auxiliary story. Images show the public the value of the Auxiliary and make them aware of what you do. The collection of outdated, sorely over-used images at CG Headquarters serves a wide range of internal and external customers and is in need of restocking. New material will be used during speaking engagements all over the CG, in educational presentations, news media, and in official CG publications and presentations.

SUBMISSIONS: Entries should be original work, not previously published. May be prints, slides or digital photography, black and white or color. Prints may be no larger than 5"x7" and need not be mounted. No limit as to entries per person, but each entry should include a caption describing the action, including names and unit. Submissions should arrive no later than 01 August 2001. Entries cannot be returned. All submissions become the property of the Coast Guard with an implied permission to use without restriction for official Coast Guard publications and presentations.

AWARD CATEGORIES

RECREATIONAL BOATING SAFETY: Includes Auxiliary traditional activities conducted on behalf of Federal, State, and governments to improve the knowledge, skills, and operating environment of the recreational boater.

SUPPORT TO COAST GUARD AND STATES: Includes new as well as traditional roles in which Auxiliary members help CG and States in a multitude of operational activities, and in a variety of traditional/non-traditional CG administrative activities.

MEMBER SERVICES: Includes internal Auxiliary personnel support and assistance provided in several personnel and recruiting missions which are essential to the health and vitality of the CG.

FELLOWSHIP: Includes images that recognize the importance of this aspect of volunteer participation and encourage a relationship between not only Auxiliary members, but with all of the Team Coast Guard family. ☼

Send all entries to:

COMDT (G-OCX)
2100 Second Street SW
Washington, DC 20593

Be sure to include your
NAME, ADDRESS

UNIT and PHOTO CAPTION

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.

Robert Adams Flotilla 7-11

Igor Belinkoff Flotilla 63

Robert "Jim" Mulcahy Flotilla 7-10

Joseph N. Richards Flotilla 15-4

Vernon E. Ropka Flotilla 12-3

Sailors Rest Your Oars

Listing provided by Charles Mathews, DSO-PS, through 31 December 2001

To all Flotilla Commanders, Flotilla Personnel Service and Information Service Officers:








As a family of volunteers, a member's death tests the true spirit of fellowship within this organization. To the extent possible and appropriate, fellow Auxiliarists should assist the deceased's family in handling the necessary affairs and arrangements required.

Please report the death of a member of your Flotilla to the Director's Office and to the DSO-PS within 7 days of receipt of such notice. This will allow the Director's office to respond to the family's loss and remove the member's name from future mailings.



United States Coast Guard Auxiliary

Fifth Northern District - 2002 Calendar of Events

| MAR | APR | MAY | JUN |
|--|---|---|--|
| <p>4 EXCOM Meeting</p> <p>11 Board Inc. Meeting</p> <p>15-17 SPRING AWARDS CONFERENCE York, PA</p> <p>17 ST. Patrick's Day</p> <p> 24 Palm Sunday</p> <p>27 Passover Eve</p> <p>29 Good Friday</p> <p> 31 Easter</p> | <p>1 Summer Uniforms</p> <p>7 Daylight Savings Time</p> <p>8 EXCOM & Board Inc. Meeting</p> <p>13 New Member Workshop (Eastern Area)</p> <p>15 Tax Day</p> <p>19 Eastern Area EXCOM</p> <p>26 Central Area EXCOM</p> <p>30 Spring topside deadline</p> <p></p> | <p>2 National Day of Prayer</p> <p>6 EXCOM</p> <p>11 Nurse's Day</p> <p>12 Mother's Day</p> <p></p> <p>13 Board Inc. Meeting</p> <p>18 Armed Forces Day</p> <p></p> <p>27 Memorial Day Observed</p> <p>30 Memorial Day</p> | <p>3 EXCOM</p> <p>10 Board Inc. Meeting</p> <p>14 Flag Day</p> <p></p> <p>16 Father's Day</p> <p></p> |



DEPARTMENT OF TRANSPORTATION
DIRECTOR OF AUXILIARY 5NR
FIFTH COAST GUARD DISTRICT
1 WASHINGTON AVENUE
PHILADELPHIA, PA 19147-4393

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