

t pside

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in this issue...

Youth Boating Education

District Awards... Spring Conference 2002

Fall Conference 2002 - **"A Ton of Stuff"**



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Fifth Coast Guard District (NR)
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topside winter issue
**NEXT DEADLINE
31 August 2002**

UNITED STATES COAST GUARD

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UNITED STATES COAST GUARD AUXILIARY

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

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On the Cover: A relaxing moment shared by Vice Admiral Thad Allen, USCG, (center) then Commanding Officer, 5th Coast Guard District with 5NR's First Lady Joanne Perrone and District Commodore Robert J. Perrone, Sr.

Photo by M. Phillip Stamm, DCP 10

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Spouse/Guest Program at the Fall Conference

In the morning tour the
Battleship USS New Jersey



In the afternoon.....

IKEBANA INTERNATIONAL

(means - Friendship Through Flowers) It is the art of Japanese flower arranging. They have over 10,000 members in more than 50 countries. The Chapter that will be presenting the program exhibits at the Philadelphia Flower Show, Longwood Gardens, Philadelphia Museum of Art, and the Japanese House in Fairmount Park. They will share their inspirations, styles, philosophies and history as well as a demonstration of the art.

2002

Fall Conference comes to Cherry Hill

☸ "Coastie" Demo & Workshop

☸ LANT Strike Team Visit

☸ TCT Workshop

☸ "Ask the Brass" Session

☸ CG Postmaster Seminar

☸ Uniform Workshop

set your course for....

2002 Fall Conference

Clarion Hotel

Cherry Hill, NJ

September 20-22



DIRECTOR OF AUXILIARY

Think about it...as members of a mission-oriented, performance-driven organization, it's natural to periodically wonder, "How did we ever get where we are today?" Some remarkably dynamic months lie in our wake, and we stand in the midst of another boating season – and that question deserves an answer. And the answer is fairly simple – D5-NR has been busy. Not in terms of a constant non-stop operational sense...but it has certainly been busy in terms of planning, training and administration... and without those elements, the quality of operations suffer along with the ability to surge when needed. We are still dealing with full implementation of Operation Patriot Readiness (OPR). Operation Boat Smart (OBS), in its second year, is also in full flight as it expands into all conventional Auxiliary programs. So here we are...now what? Now it's time to apply the best practices and lessons learned that got us here to a practical strategy that answers the question, "How do we get to where we are going?" Here's why....



The Coast Guard's mission profile has changed dramatically as it grapples with the challenge of having to rapidly and constructively grow its workforce and meet homeland security responsibilities

The Coast Guard's mission profile has changed dramatically as it grapples with the challenge of having to rapidly and constructively grow its workforce and meet homeland security responsibilities. This long-term, multi-year effort is being shaped and defined on a day-by-day basis...and it needs transitional cover. OPR is the main conduit through which the Auxiliary can jockey into position to help provide that cover. OPR does not stop at raising the Auxiliary's readiness posture for supporting Coast Guard missions...it also seeks to enable the Auxiliary to accurately and immediately report its readiness status as well as facilitate constructive application of its membership and facilities.

What does that mean? It means that if D5-NR wants to optimize its support of Coast Guard missions, then its strategy must include periodic review of, and course correcting to align with, OPR principles and objectives at all levels of its Auxiliary organization. It means that if Auxiliarists do not check in via the

Member Audit system, then their skills, availabilities and willingness to offer them will be virtually unknown to the Coast Guard. It means that if Auxiliary Liaison Officers (ALOs – listed in the 2002 D5-NR Directory) are not tapped into from one direction by their respective active duty units and from the opposite direction from Auxiliarists who are interested in supporting those units, then opportunities to match up Coast Guard needs with Auxiliary capabilities will probably be missed.

Concurrent with OPR, OBS has had its focus sharpened like rays of light passing through a convex lens. Its most important principle is that **wearing** life jackets saves lives – not just *having* a life jacket, but actually **wearing** it. OBS has been established as a deliberate mechanism to literally change boating culture and behavior. Your public education classes, operations, vessel safety checks, marine dealer visits and public outreach programs are ideal for spreading this message along with other OBS tenets. Only by concerted and repeated efforts will the messages ever get through – and that's a strategy that can work! There are also willing and capable counterparts out there to help these efforts – and promoting partnership with them is another strategy. Is there an Army Corps of Engineer office in your area of operations? If so, why not invite them to "guest speak" at the next Flotilla or Division meeting? Any Propeller Club, Power Squadron, Civil Air Patrol, kayaking or canoeing groups nearby? Try contacting them and finding out about each other's organizations – and how you can recognize and supplement each other's interests. Give it a try!

Its most important principle is that wearing life jackets saves lives – not just having a life jacket, but actually wearing it.

Involvement and activity through Operation Patriot Readiness and Operation Boat Smart - **make being part of their action part of your strategy!**☼

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



CDR Minutolo addressing the annual meeting of D5-NR Auxiliary Qualification Examiners.
photo by Mel Borofsky, DSO-PB

DISTRICT COMMODORE

As I travel around the District attending the various meetings, training sessions and workshops, I am extremely encouraged by the increased participation of the members in virtually all programs.

Our efforts to conduct the training in the areas rather than in a centralized location has been well received and the quality of the training remains at a high level. There is much positive feedback from each of the sessions.

This operational season will prove to be one of the greatest challenges facing the District. It will be the first extended test of our sustainability. Following September 11, we were able to provide the operational support requested by the Coast Guard until we were forced to terminate our patrols due to the winter weather. Our other support efforts continued throughout the winter months.

Now our challenge will be to sustain operational Search and Rescue missions for the long boating season while we continue to promote and expand our cornerstone programs of Public Education, Vessel Safety Checks, Operation Safe Catch and Operation Boat Smart all without burnout of those members participating. I am confident that the dedication of the members of the Fifth Northern will enable us to come through with flying colors.

We must continue to stress the importance of the members' completion of the Member Audit Form to gather the information and create a database of each member's special skills and qualifications and their willingness and desire to participate when and if they are called upon to assist in our missions. While we have improved in our quest to achieve a high percentage of response, we are still lagging in our overall efforts. I ask that if you have not yet completed the form, please do so as quickly as possible.

I ask our leadership at all levels to continue to provide the programs and training that will encourage all members to become active in the particular program that they enjoy; if you enjoy what you are doing, you will be more likely to participate. Remember, you don't have to be all things to all people; pick a program that interests you and participate!

A bit of trivia – the Fifth Northern comprises all or parts of the States of Delaware, Pennsylvania and New Jersey, the first three States that ratified the Constitution. We can, therefore, truly characterize ourselves as **"First and Foremost"**. Let's also make our District the best in the Nation in 2002. This distinction is certainly within our grasp and with member participation we can easily achieve it.

Have a great summer and remember to think "safety" in all you do. 🌟

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

AUXILIARY TRAINING

This spring I attended the Auxiliary Senior Officer Course from 18 to 22 March 2002 at the Coast Guard



VICE COMMODORE

Training Center, Petaluma, CA. I arrived Sunday evening and left Friday evening. The intervening days consisted of intensive training starting at 0730 and lasting until the evening with a lunch break and a dinner break. Undeniably, the faculty were all knowledgeable.

For several months prior to our arrival, we received assignments including library research topics and computer exercises. In addition, we had five short books to read. Each of us prepared a vision statement and a list of goals and objectives for our districts.

Many of the sessions at Petaluma were interactive, but some were lecture style. Examples of the topics included organization of the Auxiliary, communicating, leadership, diversity, harassment, ethics, conflict management, negotiations, budget process, regional strategic assessments and awards, recognition and motivation. We left with a large three ring binder full of notes and handouts.

The bottom line is that we Auxiliarists need training to perform well in our jobs. I highly recommend that you attend the schools that are available to Auxiliarists. The National ones are located at Petaluma, Yorktown and the Coast Guard Academy in New London, CT. (Incidentally, the food at Petaluma is superb.) These courses are advertised in advance. We in 5NR have increased the number of training sessions available locally. Each Area has initiated an aggressive program of member training which, we hope, will improve retention of members, especially active ones. Although this year only one workshop is mandatory, i.e., operations, we strongly recommend attendance at non-mandatory workshops in addition. This year a wide variety of programs have been made available, and we expect to continue this trend. We suggest that a member training session be made a part of each flotilla meeting. In this way we will be better able to provide support to the Coast Guard. 🌟

*Gene Bentley, VCO 5NR
Newtown Square, PA*



TCT
team coordination training
will be a featured workshop at
FALL CONFERENCE
September 20-22, 2002
Cherry Hill, NJ

REAR COMMODORE-EAST

We are reminded via the Prologue to Membership, that participation in the activities of the Auxiliary will result in personal satisfaction. Attending Division meetings offers members a wider view of our organization as they observe the cooperative effort among Flotillas in achieving their respective goals. Think about it and consider attending your Division meetings. Our District conferences schedule programs and activities, which attract Auxiliarists from throughout Fifth Northern. Additionally, there is opportunity for exchange of information and ideas among the sixteen Divisions present and for fellowship further broadening the umbrella of our District. Why not consider making reservations to attend a District Conference?



Upon successful completion of the seven Auxiliary Specialty Courses, members qualify, and deservedly so, for the prestigious AUXOP pin. Consider planning a program of study, either alone or with a group, and take this challenge. Public education offers choices of Boating Courses to the public. The texts for these courses are replete with material to supplement and enrich Auxiliarists' personal boating knowledge. This information can be useful when performing vessel safety checks or in conversations with marine dealers and their customers who might become prospective members. Consider asking for the loan of a course text.

Summer of 2002 is here and so we welcome our outdoor activities. Safety booths have become a prominent inclusion at various civic events. Consider, in the interest of diversity, setting up the booth at an additional location, perhaps at an event distant from your neighborhood. You then will be supporting the mandate of the Commandant of the Coast Guard to attract those of different cultures to join our organization. Our operational patrols are off and running. In addition to the vessel crew, others are involved in the process from the Flotilla to the Operations Center to the Finance Center. In order that the orders are completed efficiently, consider checking paperwork prior to returning it. Then, allowing reasonable time, check your bank statement for reimbursement before contacting the Operations Center.

Variations in summer uniforms are observed both at unit meetings and in field activities. Consider Auxiliarist models to illustrate uniforms correctly worn. There is a possibility that usual non-attendees might come out to summer meetings. Consider planning and presenting interesting member training sessions. Call and invite them.

Additions to the above will come to mind as we picture our respective units. Thinking about them, consider that within our Flotillas, Divisions and District we are associated with the finest of volunteers. Consider that Auxiliary response to 9-11 continues and is recognized as an integral and indispensable contribution to the total Team Coast Guard operation. Confident that our members will continue to offer their time, their ability and their dedication to the purposes of the Auxiliary, we shall consider our organization blessed. ❀

Regina P. Stretch RCO(E)

REAR COMMODORE-WEST

Summer mission activities are well underway after a record number of Area and Division member training sessions at Elected Officers' Training, Staff Officer, Team Coordination Training (TCT), Operation Boat Smart, vessel examination & public education workshops and two Basic Crew Qualification Course (BCQP) crew and coxswain schools at Long Level and one vessel examiner's school at Sayers Lake, PA.



A surge of enthusiastic participation of new members justifies the optimism that 2002 will establish impressive new records. "Susquehanna Days" will re-invigorate the VSC program during National Boat Safety Check Days, 1 & 2 June.

Operation Patriot Readiness must be kept foremost in all member's minds. Submit the forms along with all new member applications and motivate all members to submit the forms to DIRAUX. Keep each Division team ready for call up with back up crews ready as well. We have made this commitment to respond – let's maintain this state of readiness.

The Boat Smart program continues as a priority in Western Lakes and rivers seeking out the operators of canoes, kayaks, river rafting and small fishing vessels. Job ONE still requires a lot of effort to strengthen our flotillas, enabling increased output in all Auxiliary Missions.

Numerous public education courses have again recruited many new members. Membership training must continue in all Flotillas to increase participation of new and motivate inactive members.

Why not establish a 2 hour picnic Sunday afternoons at the waterside park to bring fun and fellowship back into our Auxiliary programs? Some competitive training, man-overboard and towing events may demonstrate to the public and members what membership in the Auxiliary involves. Such weekly events can re-create the "glue" which holds the TEAM SPIRIT high. We need this excitement in every Flotilla - the most important *LINK IN THE CHAIN - THE PLACE WHERE ALL ACTION TAKES PLACE*.

Go for it ! Each participating member will have the personal satisfaction of earning the title "AMERICA'S LIFE SAVERS." ❀

*"Don" Bowes, RCO-W
Lewisburg, PA.*

Brigantine, NJ

REAR COMMODORE - CENTRAL

As Thomas Jefferson wrote "The Tree of Liberty Must Be Refreshed From Time to Time." I believe that, in the light of recent events, we must refresh our minds with the meaning of our Auxiliary Oaths.

Let's start with the NEW MEMBER OATH, and in the next edition of Topside we will review the Elected Officers Oath.



PROLOGUE

The pledge you are about to take is your commitment to support the United States Coast Guard Auxiliary, an organization dedicated to the promotion of boating safety and providing assistance to the United States Coast Guard in the fulfillment of its civil functions. You accept this membership as a volunteer, but as a member you are charged with certain responsibilities and obligations. These include your willingness to support the Coast Guard Auxiliary and its purposes and to participate in its authorized programs to the best of your ability and to the extent that time and circumstances permit.

As an Auxiliarist, you enjoy certain honors and privileges, among them, wearing the Auxiliary uniform and flying the Auxiliary ensign. Wear the uniform neatly and correctly and fly the "Blue Ensign" proudly. Remember that your conduct reflects directly upon the image of both the Auxiliary and the Coast Guard.

The satisfaction that you derive from your Auxiliary membership will be in proportion to your level of participation in the organization's activities. The success of the Coast Guard Auxiliary will depend upon the extent of your participation and upon the quality of the leaders that you, the member, select.

ASK THE AUDIENCE TO RISE

If you feel that you can be an active and productive member of the United States Coast Guard Auxiliary, please raise your right hand and repeat after me:

PLEDGE

I, _____ solemnly and sincerely pledge myself, to support the United States Coast Guard Auxiliary, and its purposes, and to abide by the governing policies, established by the Commandant, of the United States Coast Guard.

The dictionary defines an "OATH" as a solemn promise. A new member promises as a volunteer, to become an active and productive member of the Coast Guard Auxiliary as time and circumstances permit.

With membership comes responsibilities and obligations. When your Flotilla Commander administers this oath and presents you with your new member certificate, you are standing on the threshold of a great learning experience. Now the two most important people in your Auxiliary life are Personnel Services (FSO-PS) and Membership Training (FSO-MT).

Sure, the FSO-PS recruited you but the job didn't stop there. A tempting array of programs were presented, a plan was formulated, and then the Membership Training Officer was contacted. You're on your way!

That's what is meant by becoming "an active and productive member of the United States Coast Guard Auxiliary."

By learning you can participate in the authorized activities, wear the Auxiliary uniform and support one of the finest volunteer organizations in America.

But it's not all GIVING. The degree of satisfaction you receive is tremendous. Just participate at any Boat Show and have a former student of your PE class stop by and relate a horror story with a happy ending, all because of something you said in their class! You feel 10 feet tall! Or go the graduation ceremony at the Academy and see your AIM candidate graduate, and realize that you affected the course of that young person's life. Yes, the OATH says it all-commitment, responsibility, dedication, obligation and satisfaction. Sounds like a plan for life doesn't it? ♦

Leon E. Kehr RCO-C
Souderton, PA

"OPERATION NOBLE EAGLE"

Best "guess" CG-wide snapshot of CG Aux support activity for one week ending 1 Mar 02: (All patrols are multi-mission). Totals are roughly since 9/11

Multi-mission waterside patrols	Totals
TOTALS (to date, includes surface & air, <i>Conservative and incomplete</i>)	
PERSONS 1054	10139
SORTIES 731	7454
HOURS 7686	53910

Multi-mission shore side patrols	Totals
TOTALS (to date, includes foot, bicycle, vehicle, etc)	
PERSONS 176	2274
SORTIES 149	1592
HOURS 1541	17493

SAR Standby	Totals
TOTALS (to date, including Commcen/Opcen & other watch standing)	
PERSONS 1706	7590
HOURS 17196	76815

Administrative/Logistics Support	Totals
TOTALS (to date, includes all other non-operational support to CG)	
PERSONS 637	4304
HOURS 3117	52949

Total approximate CG Auxiliary volunteer effort supporting overall Coast Guard contribution to Operation Noble Eagle since 9/11: 238,792 hours. This is a final tally and final report.

PUBLICATIONS

Hello Topsiders,

As I travel about all of North America in my National assignment as editor of SITREP, the National e-magazine (insert commercial, of course),

www.teamcoastguard.org

I have come to appreciate the sameness of purpose and yet the diversity of backgrounds of the people of our very special organization. Volunteers all, with a desire to serve and educate our neighbors in the aspects and principles of safe boating. Atlantic and Pacific, Mississippi River and Lake Meade, our message is the same..... "Boat Smart, Wear Your Life Jacket; Take A Safe Boating Course; Alcohol and Water Don't Mix; etc."

The diverse backgrounds of the people who have chosen our organization in which to serve is remarkable. Consider the many organizations vying for their membership, these folks, professional folks: doctors, lawyers, accountants and educators; workaday folks: secretaries, truckers, clerks and students, all have lifted their right hands and taken our oath. From Alaska to Florida and every nook and cranny in between, the US Coast Guard Auxiliary stands in the forefront as the premier boating safety organization.

I have also had the opportunity to make new friends and colleagues within the Canadian Coast Guard Auxiliary, also a proud institution with many of the same tenets and principles of our organization. The Canadian Coast Guard in a non-military group, charged with port security and search and rescue missions. The CCG Auxiliary basically has the same mission, except of course, they are volunteers. The CCG Auxiliary units are more municipally aligned than our units. They usually receive direct support from their communities in equipment, buildings and funds to carry on. They are a professional group, well trained and full of eager spirit, similar to our fellow US Auxiliarists. If you ever get an opportunity to visit Canada, look up a local CCG Auxiliary unit, introduce yourself and make some new friends.

By the way, the USCG Auxiliary has entered into mutual agreements with Auxiliaries of many nations. If you decide to travel abroad (especially to the Caribbean), take the time to look up one of these units. You'll be glad you did. See the photo below, *moi* with the *Italian Coast Guard*.

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

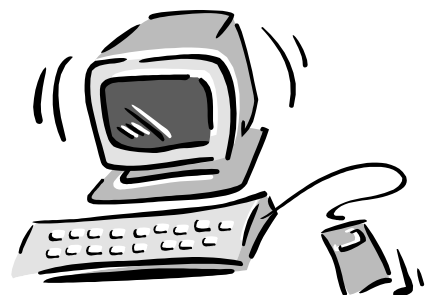


PB FUN

Ed. note... Forwarded from Fred Gates, DC-A. For those of you (like me) who often, in our rush, rely far too much on spell check:

An Owed to the Spelling Checker

By Jerry Zar,
Dean of the Graduate School
Northwestern Illinois University



I have a
checker

spelling

It came with my PC
It plane lee marks four my revue
Miss steaks eye can knot sea.
Eye ran this poem threw it,
Your sure reel glad two no.
Its very polished in it's weigh
My checker tolled me sew.
A checker is a bless sing,
It freeze yew lodes of thyme.
It helps me right awl styles two reed,
And aides me when aye rime.
Each frays come posed up on my screen
Eye trussed to bee a joule
The checker poured o'er every word
To cheque sum spelling rule.
Be fore a veiling checker
Hour spelling mite decline,
And if were lacks or have a laps,
We would be maid to wine.
Butt now bee cause my spelling
Is checked with such grate flare,
Their are know faults with in my cite,
of nun eye am a wear.

The National e-magazine
Featuring the
AUXILIARISTS
of the USCG Auxiliary!
Visit us at....
www.teamcoastguard.org

AIDS TO NAVIGATION

You Are An Aid To Navigation!

You are an aid to navigation if you are an Aids Verifier, report discrepant aids, bridge lights and fender systems, if you participate in the Adopt-A-Chart, Adopt-A-Light-House, chart or facility update programs. You can take pride in any of these accomplishments because you are helping to maintain and update these aids to navigation.

The Coast Guard and National Ocean Survey depend on you and the public to keep the aids to navigation correct. You, more than the public, are looked upon to supply the update and discrepant information. Every day that you are on the water you should be looking for and reporting changes that need to be done to an aid to navigation, a chart, the facilities on a small craft chart folder, the Light List or Coast Pilot.

If your flotilla membership is really interested in chart updating, why not Adopt-A-Chart as a flotilla project. If the flotilla votes to Adopt-A-Chart, the flotilla will receive special stickers that will be attached to their chart update reports. After a number of reports are received, a notation will be made on the next chart edition what flotilla has adopted the chart. Once the chart is adopted, the flotilla will be responsible for checking and keeping the chart up-to-date. A flotilla may adopt only part of a chart, but only one flotilla may adopt a whole chart. The revised Adopt-A-Chart (Rev. 04-02) applications are available from the SO-AN, the ADSO-AN or the DSO-AN. Only the 04-02 revision is being accepted. The flotilla commander may complete the form and send it to the DSO-AN.

If the flotilla is not interested, as a group, you can still participate yourself. As a Marine Dealer Visitor or simply an interested Auxiliarist, you can complete a facility update on NOAA/NOS Form 77-5 (Rev. 5-95)/ANSC 7037 available through your materials officer (FSO-MA). This facility update can be used to include information for the latest small craft chart and/or Coast Pilot. This could credit you with two updates, one for the small craft chart and one for the Coast Pilot. A chart correction or update is reported on the same form. The information supplied is weighed by NOAA/NOS and entered directly into your AUXDATA. Because NOAA/NOS enters the credit, please use 053 in front of your new seven-digit ID number (Example: 0531234567). Please do not send copies as indicated on the bottom of any of these forms.

If an aid to navigation discrepancy is critical, report it by radio and mail. Critical discrepancies are those that may result in a loss of life or vessel. If the discrepancy is urgent, report it by telephone and mail. Urgent discrepancies are those that would not result in a loss of life or vessel, but may result in a stranding. Routine discrepancies may be reported by U.S. mail only. Routine discrepancies are those that have a very low likelihood of stranding, but corrective maintenance are necessary. Report a discrepant aid to navigation or Light List correction on a CG-5474 (AUX) (Rev 5-95)/ANSC 7054 available from your materials officer (FSO-MA). Keep a copy; send one copy to the local CG unit and the remaining copies to the DSO-AN. If you are only sending the report to the DSO-AN, do not check mail as the means of notification. Check mail if this was the only means of CG notification. Please do not send copies as indicated on the bottom of any of these forms. The distribution has been handled by the DSO-AN for the last three years. In fact, do not sent any copy through your Information Systems Officer (FSO-IS). The DSO-AN will send your aids to navigation reports directly to the SO-IS for

AUXDATA entry. The SO-IS will then return the report to your FSO-IS. The reason for this data flow is important. It is imperative that critical and urgent aids to navigation reports get to the responsible parties for corrective action as rapidly as possible.

A change is being made to the 5NR District policy that requires an Aids Verifier to verify Pennsylvania aid positions that apply to the Pennsylvania topographic maps. This change is being made because the national policy requires a trained AV to do this. Any Auxiliarist will be able to "check" Pennsylvania aids while on patrol and submit a 5NR-ATON 3 (REV. 04-02) report to the PA Fish and Boat Commission and DSO-AN. They will receive AUXDATA credit for every discrepancy reported, but only an AV will receive AUXDATA credit for those aids that they are requested to verify if nothing is found wrong.

Anyone want to Adopt-A-Lighthouse? The CG will supply the materials and expertise to maintain these aids if an Auxiliarist wants to devote the time and energy to keep these aids watching properly. Would you like to take pride by cleaning, painting and repairing this type of aid to navigation? If so, submit a request to the DSO-AN through the chain of communication.

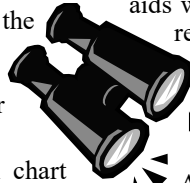
Those personnel that applied for the Minor Aids School, that was cancelled, will be kept in the database and notified when the next one is scheduled. If there are additional people interested, supply me with your names, address and e-mail address. You are expected to do On-The-Job-Training with the CG during the week. This training can be started at any time and you will get a priority for the next school. After the training and school, you may service federal aids, by CG direction of that unit. Submit a request to the DSO-AN through the chain of communication.

Now, more than ever, we need to be very vigilant about all aids to navigation. In olden days, bogus aids to navigation were used to guide rumrunners or run ships aground. One vessel aground in a river or bay could tie up shipping and cost us all by the loss or delay of shipping that would result. You can prevent this. Check and report aids to navigation, the charts, Light Lists and Coast Pilots that have errors or require updating.

So there you are. Are you an aid to navigation? You really are or you are not. If you are, the Coast Guard, the Coast Guard Auxiliary and the public benefit from your efforts. If you are not, become an aid to navigation. It is not difficult to participate. Try it! You will like it. Take pride in your participation!

Thank you to all that have the pride of participation in the Aids To Navigation Program.✳

*Andy Kratzer, DSO-AN
Delran, NJ*



AVIATION

The aviation program has been curtailed for the past 45 days due to the lack of fuel money. Currently we are flying one patrol a week at most. However, we have flown some interesting patrols. For example, the DSO flew a patrol of the Chesapeake and the Potomac, flying right over Washington National at 1300 feet. Beautiful view of Washington. Prior to that, one of our pilots flew the Hudson to the Tappansee bridge and would have done the East River, but that was the day that Air India landed at JFK with a suspicious passenger on board.

We have just recently conducted an air observer course in Reading and three of five passed. A very good outcome since in many cases, we have persons who know almost nothing about airplanes or flying. Bob Layton taught that course.

Four potential pilots have been examined and it would appear that at least three have passed.

Because of the fuel money shortage and the consequent lack of flying, some of our trainees are becoming discouraged and rightly so. However, with new aircraft and pilots on board and with fuel money available in the future, this summer should be a very active period for the air personnel. ✱

*Donald Vaughn, DSO-AV
Harrisburg, PA*

COMMUNICATIONS

Coast Guard Auxiliary Special Event Radio Station

To: 5 NR CG Auxiliary members holding an Amateur Radio license and/or CG Auxiliary members interested in communications.

This year, we will be setting up an Amateur Radio "Special Event" station on Saturday, October 5, 2002. The Station will be at US Coast Guard Marine Safety Office (MSO)/Group Philadelphia in the Multi Purpose room.

All amateur radio operators and Auxiliary members are invited to visit this Special Event station. Operating hours are 1000 Hrs. to 1700 Hrs. local on HF and VHF frequencies.

We are looking for interested Auxiliarists to assist in "On Air" operations, station set-up as well as logging.

Auxiliary members are urged to be a part of this "Special Event" Opportunity! We would like to know in advance the number of Amateurs attending to be sure you get "On the Air".

Don't miss a chance to be a part of this Special Event. Everyone is invited. This is an opportunity for you to "Work the World" from...

Coast Guard Station - Group Philadelphia !✱

All interested members, please contact:

Joe Rzucidlo, DSO-CM
E Mail jr46@erols.com
Central Dan Amoroso, ADSO-CM
E Mail nm3s@prodigy.net

MATERIALS

Many members still don't know they can order from the District Store through the internet at the District website. Some don't know the price list (catalog) and order form are available for downloading and/or printing. Here are the instructions for getting this information:

Go to the 5NR District Website (www.5nr.org). On the first page click "Member Area."

On the next page click "DSO Pages" and on the next "Materials." The price list and order form are in Adobe format and if you don't have Adobe loaded on your computer, you can download it at no charge from this or any Coast Guard website. You can complete the order form online and by clicking the "submit" button, the order is sent electronically to me.

You can also load Adobe from the CD that comes with "America's Boating Course" and there are many other valuable topics that can be uploaded from the CD. "America's Boating Course" (ABC) is available from the District Store in individual packets for Auxiliary members only. The individual packet sells for \$20.50 and the ABC Supplement sells \$12.00.

If you don't have access to the internet, ask another member of your Flotilla to get this information for you.

We recently had to add a \$10.00 shipping and handling charge for the two inflatable personal flotation devices PFDs we sell. The PFD manufacturer was acquired by another company late last year and they are passing the hazardous materials shipping charge to the consumer.

Come to the Fall Conference and meet the DSO-MA and ADSO-MA for next year.

Art and Pat Titus will be assuming the responsibilities for the Store beginning January 1st.

After seven years of retirement, I've rejoined the workforce as an instructor for the USCG Merchant Marine Captain's Licenses and I'm working for a school based in Ocean City, Maryland under contract with the USCG. Although the job is part-time, I don't feel I will have the time to continue as DSO-MA. Rae is also getting involved in other interests so it's time to pass the baton. ✱

*Dick Wolfe, DSO-MA 5NR
Seaford, DE*



The District Store has really gone mobile!

MARINE VISITOR

Ambassadors of the United States Coast Guard Auxiliary, yes as a Marine Dealer Visitor (MDV), that is exactly what we are. We all know that the vessel safety check (VSC) and public education (PE) programs and the booths manned at the local boat shows give the Auxiliary a good opportunity to reach the boating public, but so does the MDV program. By visiting the many marine dealers, marine show rooms, marinas, bait and tackle shops and various fishing clubs, insurance agencies and even department stores, we also have good public contact.

The purpose of the Marine Visitor program is to promote boating safety through the aid of the marine dealer or marine-related establishment in a partnership relationship.

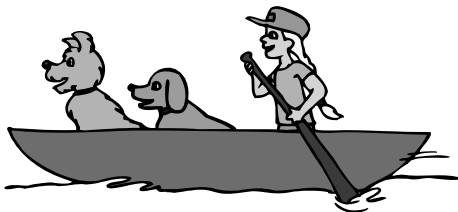
Each Flotilla has their Flotilla Staff Officer for Marine Dealer Visitor (FSO-MV), but the Flotilla is not limited to only the FSO-MV. Like the VSC and PE programs, there can be many Marine Dealer Visitors. We should all strive to become certified as a Marine Dealer Visitor.

Remember that the MDV is not just a literature deliverer. The program calls for you to be knowledgeable about boating safety and the Auxiliary. Engage the dealers in an interactive discussion about boating safety and the various Coast Guard Auxiliary programs. Supply them with printed material concerning boating safety information, Public Education classes, Vessel Safety Check schedules and Coast Guard Auxiliary contact telephone numbers. Of course you should always present a professional appearance and attitude. Wearing of the proper uniform will insure this. Most important thing during any visit is to talk to the

marine dealer and establish a relationship so that he or she will depend on you for up to date boating information.

Expand the scope of your Marine Visitor visits to include the partner establishments mentioned earlier. Be creative. Include places that boaters frequent. Remember to visit places that small boat owners use --- the highest number of fatalities occur in small boats such as canoes, kayaks, duck boats and personal watercraft (PWC). Work as a team. Divide up and assign specific locations to each visitor. These visits can be made at any time of the year. There is no special season. The Marine Visitor program is in operation 365 days a year.✿

*Anthony Genniro, ADSO-MV
Sicklerville, NJ*



DIVERSITY

On the morning of my return from the Diversity Summit II, held at the USCG Academy, New London, CT., I felt obliged to begin my account of this educational and rewarding experience. Over three hundred attendees saw the face of Diversity everywhere. It was present in the student body, the faculty, and our speakers and among our group that included active Coast Guard personnel representative of all areas, as well as Reservists, Auxiliarists and Civilian employees. The gathering was a true example of LEVERAGING AMERICA'S STRENGTH.

We heard the stories/experiences of the participants in their life journey to the podium, at that time, at this Summit. Some of these experiences were happy, pleasant and guided; all of it earned. Other of the related experiences was tearful, painful and determined. All experiences were eye-opening, heart rending but more importantly, conscience provoking. All who addressed us presented a clear and distinct message that effort must be expanded on our part to recruit and to mentor as members, our fellow American citizens who are of a different culture than ours. Thus, we the Auxiliary will recognize our role in this mandated Coast Guard Mission.



Summit group photo at the CG Academy

It appears that many of our ads for public education courses, Auxiliary events and recruitment are posted in the same locations using the same wording; they are rarely if ever posted in a "new" or "experimental" location. Why not try a new location? The ad could attract the attention of another segment of the population. Building Team Coast Guard includes the goal for all of us to work side by side, recognizing and valuing Diversity as one of our greatest assets. Achieving this goal will not happen instantly. Change is slow, difficult and inevitable, but discomfort and resistance are ever present. Our combined energy and productivity are unlimited.

Diversity effectiveness is a crucial element of positive leadership and not merely a "nice-to-have". Diversity and multiculturalism is here and growing. We must take the initiative in 5th Northern to recognize opportunities for recruitment opened to us lest we become lost in the dust of our competition.

To facilitate our District Program, possibly direction and some assistance might be needed. Both are available as well as materials. I am personally willing to assist. I am as close as your telephone. Volunteers are needed to become spokespersons within Flotillas and Divisions in the area of Diversity. Consider volunteering in your area. As together we conscientiously proceed with the "New Recruitment, we will be recognizing, training and appreciating those Auxiliarists who will be a part of carrying our Organization into the new millennium. Will you help?✿

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

NATIONAL SAFE BOATING WEEK

By the time TOPSIDE arrives at your home, you should have received all the items you ordered from your National Safe Boating Week (NSBW) kit. I hope you ordered what you needed, and that you have an ample supply of all the handouts.

Did you get the March issue of UPDATE from your Flotilla



Communications Services Officer (FSO-CS) and Division Captains (DCP)? There are so many useful tips included. I'm sure most of you have put this to good use. The suggestions are excellent.

Check the web site from the National

Safe Council at:

<http://www.safeboatingcouncil.org>

There are samples for an NSBW proclamation which will be helpful to your program.

Plan to spread out your event over the whole boating season, not just the one week. The longer we keep educating people about boating safety, the greater the impact we make.

Don't forget to fill out your critique sheet and send it in as soon as possible after the event. Your comments are needed by the National Safe Boating Council in order to see what changes and improvements might help to make next year's NSBW even better.

Thanks to all of you who have been keeping me informed of your activities. I'm looking forward to reading your comments.✻

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

PERSONNEL SERVICES

Spring has Sprung

Yep... Spring is here and summer is on its way. And, as the seasons change, so have the membership totals for the District. Two Flotillas have already brought in 7 new members and others show signs of doing the same.

Thus far, disenrollments are down when compared with this time last year while the number of new members continues to increase. Already, there is one member who has brought in 7 new members into his Flotilla (15-3) and qualifying him for the Auxiliary Recruiting Service Award (ribbon and medal). And, I have personal knowledge of 3 others in the District working to attain the same. In the first year of this award (2000), 5 people qualified for this award while last year (2001), 13 members received the award. I suspect that this year will find even more. And, the three "Super Recruiters" who were awarded the Auxiliary Recruiting Service Award for the second time last year, appear to be headed towards adding a second star to their ribbon.

Let's not forget about the special pin, which is given to any member who recruits just one new member into the Auxiliary. It can't be worn on the uniform but it's a nice pin and well worth working for. These pins are awarded as a result of the Flotilla Commander of the unit notifying me as to who the new member is and the name of the person responsible for bringing them into the Auxiliary.

In that light, if you've brought in one new member to the Auxiliary since 1 October 2001 and haven't yet received your pin, remind your Flotilla Commander (FC) to notify the me. These pins are normally mailed to the FC for presentation the day following the request. Thus far, there are a lot of people who are entitled to the pin but, as yet, I haven't been notified as to who is entitled to one of them. This program ends on 31 December 2002.✻

*Charles Mathews, DSO-PS
Scranton, PA*

BOATING SAFETY ACTIVITIES

EDUCATION AND FUN WITH A PURPOSE

Activity:

A checklist of recommended equipment for boating is established. Each item is assigned a point value based on its bulk or size. The larger the item, the higher the point value. Suggested equipment for this relay is as follows:

- ✓ extra line or throw bag
- ✓ bailer or bucket
- ✓ first aid kit
- ✓ paddles or oars
- ✓ flashlight
- ✓ sunscreen and sunglasses
- ✓ whistle
- ✓ compass, charts and maps
- ✓ cellular phone
- ✓ spare fuses or bulbs
- ✓ extra food and water
- ✓ anchors
- ✓ small mirror for signaling
- ✓ garbage bags for rain ponchos
- ✓ blanket

"CHECKLIST RELAY"

Life jackets while essential as **minimum required equipment** are not part of this list of **recommended equipment** since every participant will be wearing a life jacket. The aspect of a life jacket for every person onboard as **minimum required equipment** should be emphasized.

Similar to other relays, at least two teams with two equal sets of recommended equipment are established. Whether the relay is conducted across the length of a pool or on a playground, it can be a timed event with total point values determining the winners or once all items in the set are relayed to their destination. Destinations for items can be from one team participant to another, to a fixed point for all items or different destinations for each item. Other equipment (water-skis, fishing rods, diving gear etc.) can be included and mixed with the recommended equipment. The objective with this mixture of equipment is for recommended equipment only to be selected. Minimum point values are given for non-recommended equipment transferred during the relay.

Purpose:

To create and awareness for what equipment is recommended for safe boating and knowing what to bring is the first step to being prepared.



SURVIVOR—NOT THE T.V. SERIES

Sally shows the H.E.L.P. (Heat Escape Lessening Posture) used in the event you are thrown overboard. When thrown overboard, the first rule is to try to get back in the boat or in the event the boat capsizes, stay with the boat. In the event neither one of these is possible, keep all your clothing on and assume the H.E.L.P. position.

Activity:

The activity is to find out who the "survivor" is when in the water. One participant using the H.E.L.P. position wears a life jacket and another participant uses the H.E.L.P. position without a life jacket. At the sound of the whistle a third participant keeps time with a stopwatch. As the activity continues, the participants are paired up and given the choice to wear or not to wear a life jacket. After the initial matchup, must will agree that in order to be a "survivor," one must wear a life jacket.

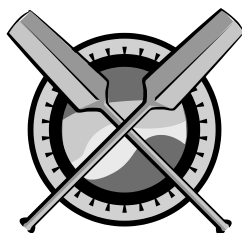
Purpose:

To show and have the participants experience the difficulties of flotation without a life jacket and demonstrate the necessity to wear a life jacket at all times in order to be a survivor.

OPERATIONS

Greetings to everyone in operations. We all hope that you enjoy a year of success and that you enjoy doing it. As of this writing, we are in the third week of the patrol season. Let's see if we are where we should be at this time.

1. Do you have your operations workshop completed for 2002?
2. Have you had your facility inspected?
3. Have you filled out your OPS-1 form for the patrols that you wish to run this year?
4. Have you and your crew trained this year?
5. Do you know what paperwork is required this year and do you know how to fill the paperwork out?
6. Are you current in all of your qualifications?
7. Complete your requalification requirements early:
 - A. Check list.
 - B. Stern tow.
 - C. Side tow.
 - D. Man overboard drills.
 - E. Eight hours on the water.
 - F. NavRules every 5 years.



When you are out on patrol, not busy, and you feel boredom setting in, that's the time to think TRAINING. You can have a very active day by including training in your patrol routine, and have a bit of fun at the same time. There is a lot of training going on, I hope you have chosen to be a part of it.

Double check your paperwork. Eliminate the errors before you send it in. Avoid the unpleasantness of having them returned for correction. Slows down the process considerably.

We have one of our own in the Operations Office at Group Philadelphia. Carol Owens, from Search and Rescue Detachment (SARDET) Wilmington is on board and ready to give a hand. Her presence should be a valuable plus to our program.

We have presented the operations workshop many times this year, with excellent attendance at each session. If your Flotilla or Division requires this workshop, and needs someone to make the presentation, contact me and I will see what we can do to accommodate you. If you attended one of our workshops, we say thank you and hope you enjoyed the experience.

Make your boat available to new crew people for indoctrination and familiarization patrols. You will be doing your fellow Auxiliarists a great service, and who knows, you may find that "right" crew person you have been searching for.

If you haven't already done so, complete your Operation Patriot Readiness form and send it in to the Director's Office. The goal in 5NR is to have a completed form from every member.

My ADSOs and I are available to visit your Division meetings. Please contact me to schedule a visit. We certainly can answer many of the questions that come up from time to time.

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

THE COAST GUARD AUXILIARY COMMUNICATIONS SYSTEM

The primary purposes of the Auxiliary communications system are listed in precedence:

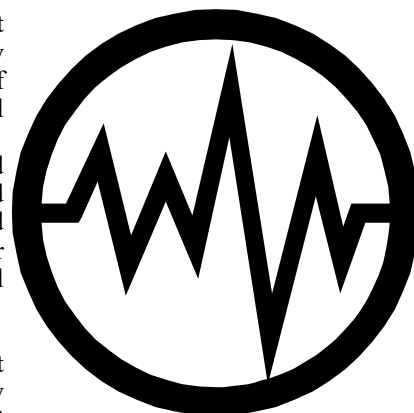
- A. Coordinating authorized Auxiliary activities in support of Coast Guard operations.
- B. Augmenting the Coast Guard communications system, when required.
- C. Communicating urgent matters of official Auxiliary business.
- D. Training



Who is responsible for the control of the Coast Guard Auxiliary communications system?

- A. The District Commander is responsible for control of the Coast Guard Auxiliary communications system. This includes such activities as training and drills. Auxiliary radio facilities may use certain frequencies designated by the District Commander for specific authorized Auxiliary activities. These activities include regattas, coordinated vessel safety check efforts, patrols, drills, training and administration.
- B. Auxiliarists must conduct operations on Coast Guard frequencies per current instructions.
- C. Coast Guard and Auxiliary communications plans may include frequency assignments and Auxiliary call signs. If then, they must reference publications that contain such data.
- D. Each Auxiliary District must conduct communications drills, at least quarterly. Operators of radio facilities must conduct these drills using the guidelines issued by the Coast Guard District Telecommunications Branch.

- E. District Commanders may authorize the use of the Federal Telecommunications Systems (FTS) and local Coast Guard landline voice and data systems for relay of official Auxiliary administrative messages. District Commanders may also issue FTS 2000 calling cards to selected Auxiliarists to relay official Auxiliary communications.



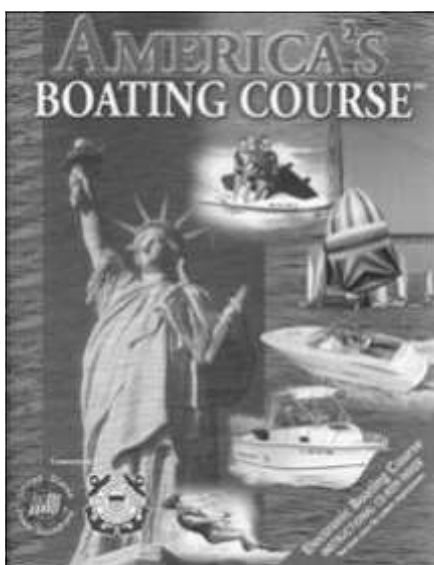
*Reprinted from "Up Top In Operations"
Written by Warren Schneider. DVC-OT
Joe Rzucidlo. BC-OTM
Dan Amoroso. BC-OTT*

PUBLIC EDUCATION

All of the materials needed for our public education (PE) classes are purchased (prepaid) by mail through the District Store, including the 12th edition of "Boating Skills and Seamanship" (BS&S, item 10023) and "America's Boating Course" (ABC, item 10060). The new sailing course materials will be available shortly. For those of us who have copies of "Sailing Fundamentals," they may continue to be used until our supplies are exhausted. The 11th edition, second printing, of BS&S may also be used until materials on hand are gone.

The District Store is also the source of the supportive material such as extra certificates and extra student cards. Details about availability of PE materials can be examined on page three of the price list. (RE: www.5nr.org) If you wish, a copy of this list can be obtained by request from me.

"America's Boating Course" is doing well. The course is



NOT currently available through outside vendors. The book can be used as a text for the eight-hour brief course. A bonus for using the ABC book in place of BSC is the availability of the CD for the computer to supplement what is instructed in the classroom. For those students who will gain boating knowledge only through "distance learning", experience can be gained through ABC on the Internet. Delaware and Pennsylvania will

accept computer generated courses and state cards can be earned by arranging for a proctored examination and state-specific instruction. Instructions for taking the proctored examination are given to students when the course is purchased. Further details are available locally through your Division Public Education Officer (SO-PE).

Remember, your Flotilla receives Auxiliary courses taught credit for teaching STATE courses. You should submit an Intent To Teach form to me and a Course Completion Form (ANSC-7033, check item 11 on the list) to your Flotilla Information Services Officer (FSO-IS) for each course taught. ❀



Questions? Contact me, Dave Becker, DSO-PE, at beckedavo@juno.com

David O. Becker, DSO-PE
Boyertown, PA

VESSEL EXAMINATIONS

We are now into the Vessel Safety Check (VSC) season for 2002. Many VSCs have already been conducted because boaters like their VSC decals early in the season. This is the time for you to start helping to make boating safer.

CONGRATULATIONS to all our newly qualified Vessel Examiners (VE). We need you to help make D5-NR, NUMBER ONE in the VSC program. With your help we will make it happen.

GIVE ME FIVE: Schedule five days doing VSCs at a marina, marine dealer or a ramp. Work in teams and get our newly qualified VEs involved. This will help our new VEs have a better understanding of the requirements and the questions that come up from the boaters. You can help them feel more comfortable when conducting VSCs. Make sure you turn-in your paperwork so it can be put into AUXDATA. If this is not done, we may have a problem in getting more VSC decals because they are issued, when requested, based on the number of Passed VSCs conducted in your Flotilla. Don't forget that 20 VSC decals can be ordered by our Flotilla Material Officer (FSO-MA) for each newly qualified VE this year.



I would like to see each Division hold two Division VSC Stations this year. This is not to take the place of the Flotilla VSC Stations, but in addition to. Take one or two VEs from each Flotilla to form a Division Team. The VEs may get some good ideas to take back and pass on to other VEs on how different Flotillas conduct VSCs. Look at locations where VSC stations have never been set up before or locations that have not had one in several years. This will allow you to see new boaters and pass on Safe Boating information to more boaters. When setting up Division or Flotilla VSC Stations, make sure you have plenty of material to hand out. Get our Public Affairs people involved early so they will have time to help advertise your VSC Stations.

Many requests are received from the National WEB Site for boaters who want a VSC, which I pass on to our Assistant District Vessel Examination Officers (ADSO-VE). If you are given information for a boater in your area, contact the boater to make arrangements to conduct the VSC. At the same time, talk to the boater about the Coast Guard Auxiliary. After all, if the boaters have an interest in our web site, they may be interested in joining our outstanding team.

Facility Inspection Forms: Since we all have a new member number, and this number does not indicate what Division or Flotilla the facility owner is from, you must add the Division and Flotilla information to the form.

Let's have a great season. ❀

Alfred O. Grimminger, DSO-VE
Middletown, DE

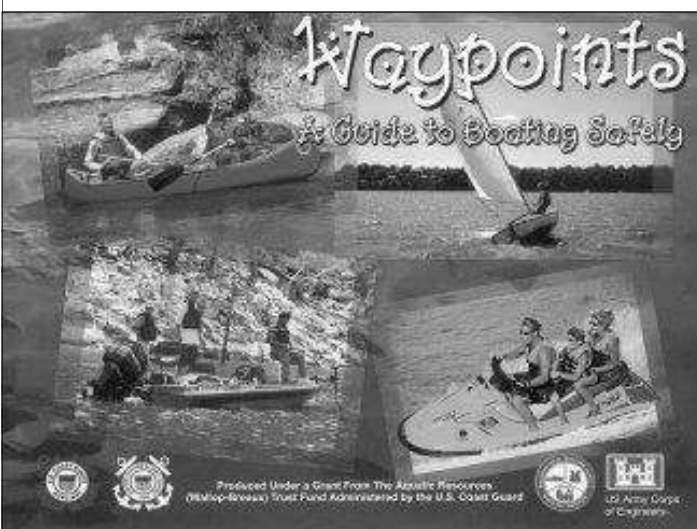
E-Mail: al.grimminger@dol.net

YOUTH BOATING EDUCATION

Editor's note: This is a first in a series of articles from the National Education Department, Youth Education Division. Auxiliaries from 5NR, Astrida Miller and Lindy Harrison are active members of the Department with Astrida serving in the capacity of Branch Chief for the Youth Education Department.



BOATING FUN (ANSC 3010)
A story and activity book recommended for Kindergarten to 3rd grade.



WAYPOINTS (ANSC 3011)
Fundamentals of boating safety recommended for 4th to 6th grade.



Do you think these kids
are having fun?
You bet they are....
and they're learning a
bunch of good stuff
along the way!

(Maybe your Flotilla could get involved

in a program such as this....)

Ask Astrida: hmiller@epix.net

Create opportunities to teach youth:

- ☺ Classroom setting in local schools.
- ☺ Scout groups.
- ☺ Youth clubs.
- ☺ Campgrounds.
- ☺ Outdoor education day.
- ☺ Home school association.



Every child should know:

- ☺ When and where to swim.
- ☺ Always wear proper fitting PFD when in a boat.
- ☺ Stay seated in a boat when it is underway.
- ☺ Always have a lookout.
- ☺ Universal distress signal.
- ☺ Equipment required on a boat.
- ☺ What to do in case the boat capsizes.

NEW COMMANDER - 5TH COAST GUARD DISTRICT

Vice Admiral James D. Hull assumed command of Coast Guard Atlantic Area on May 14, 2002. He is the operational commander for all Coast Guard activities in an area of responsibility spanning five Coast Guard Districts, over 14 million square miles, involving 26,000 military and civilian employees, and 27,854 auxiliaries. He serves concurrently as Commander, Fifth Coast Guard District, and Commander U.S. Maritime Defense Zone Atlantic.



VADM James D. Hull
Commander Atlantic Area;
Fifth Coast Guard District; and
U.S. Maritime Defense Zone,
Atlantic

While Commander of the Ninth District, Vice Admiral Hull led over 7,000 regular, reserve and auxiliary men and women assigned to eight states surrounding the Great Lakes. His highest priorities included: (1) Safety and Security of mariners through a world-class prevention and response system, (2) Promoting the Marine Transportation System, and (3) Protecting the Great Lakes environment from hazardous chemical & oil spills and by preventing the invasion of aquatic nuisance species.

Prior to becoming Ninth District Commander, Vice Admiral Hull was the Director of Operations Policy at Coast Guard Headquarters. In that position, he provided the guidance and leadership required for the present and future direction of a wide range of Coast Guard missions essential to public safety and national security. The programs under his direction included Maritime Safety, Law Enforcement and National Defense.

Vice Admiral Hull's first assignment was aboard the 378-foot Cutter RUSH, based at San Francisco, California, which saw action off the coast of Vietnam. His subsequent afloat tours include Commanding Officer of RED BIRCH and ALERT. His

most recent command was the 378-foot Cutter DALLAS based at Governor's Island, New York. These assignments spanned all Coast Guard missions from law enforcement and counter-narcotics to search and rescue, aids to navigation maintenance and national defense on both the East and West Coasts, as well as in Vietnam, Europe and off the coasts of Cuba & Haiti during the migrations crisis's of the last twenty years.

Vice Admiral Hull was an assistant professor of mathematics at the Coast Guard Academy from 1974 until 1978. He was also the academy class of 1978 advisor and was an assistant Dean of Academics for one year. His other ashore assignments include Chief of Operations and Chief of Staff for the Seventh Coast Guard District and Washington, D. C. assignments in the Programming, Planning, and Budgeting Division, Chief of the Budget Execution and Analysis Branch, Chief of Congressional and Governmental Affairs and Executive Director for the U.S. Interdiction Coordinator.

Vice Admiral Hull earned a Masters Degree in Operations Research and Statistics from Rensselaer Polytechnic Institute in Troy, New York; a Masters of Business Administration from the University of New Haven, Connecticut; and is a graduate of the National War College in Washington, D.C.

Vice Admiral Hull's awards include: four Legion of Merit Medals, two Meritorious Service Medals, a Navy Commendation Medal with Combat "V", a Coast Guard Commendation Medal, two Coast Guard Achievement Medals, a Coast Guard Commandant's Letter of Commendation Ribbon, a Combat Action Ribbon and a Humanitarian Service Medal, among many others.

A native of North Ridgeville, Ohio, Vice Admiral Hull earned a Bachelor of Science degree and was commissioned an Ensign at the Coast Guard Academy, New London, Connecticut in 1969. He is married to the former Judith Ferris of East Hartford, Connecticut. They are the proud parents of two children: Ensign Jason Hull and Ms. Jessica Hull. ❀

History of Coast Guard Mutual Assistance

For over 75 years we have looked after our own.

Coast Guard Mutual Assistance has a long history of helping the men and women of the United States Coast Guard. Originally established in 1924 as *The League of Coast Guard Women*, the organization was to "minister to the general welfare of the commissioned officers, warrant officers, enlisted men and civilian employees of the Coast Guard and their immediate families."

In 1941, *Coast Guard Welfare* was formally established and took over the mission from the League.

In 1979, the name was changed to *Coast Guard Mutual Assistance*. Coast Guard Mutual Assistance was incorporated in the State of Virginia on 01 January 1998.

Today, Coast Guard Mutual Assistance offers aid to the entire Coast Guard family; active duty and retired military personnel, civilian employees, commissioned officers of the Public Health Service serving with the Coast Guard, Reservists, Auxiliarist, and their families.

"We Look After Our Own" - Support CGMA, ask your Flotilla Commander for more info.



PROFILES IN SERVICE

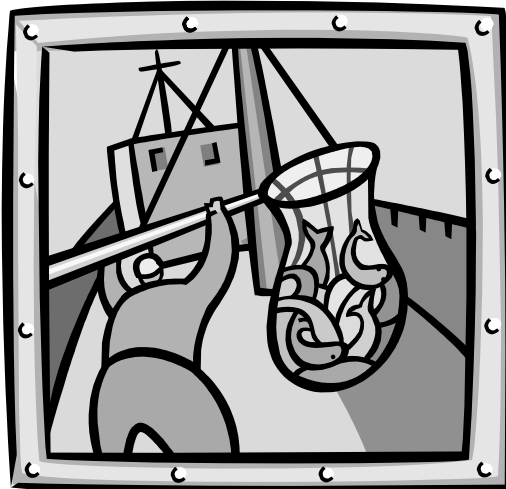
LEO DALY

A lot of sand has passed through the hourglass since the US Marines stormed the beaches of the South Pacific Islands. Leo Daly, a highly decorated Marine was in the thick of many of the major Pacific battles.

A former Sergeant Major in the Marine Corps, Leo's motto still is, "Once a Marine always a Marine." The leadership he provided our country in World War II has extended to his efforts in the Coast Guard Auxiliary today.

Leo was the Flotilla Commander of Flotilla 85 in the mid 90's and Division 8 Captain the following year. He transferred to Flotilla 84 to help booster that flotilla.

Leo's most unique service to the Coast Guard and the Auxiliary is his unselfish dedication to the job of Commercial Fishing Vessel Safety Examiner (CFVS). Leo attended the Coast Guard School in Virginia for training and for many years was the only Auxiliarist in the South Jersey area performing inspections of commercial fishing vessels. A Commercial Fishing Vessel Examiner has to climb aboard slippery decks, climb down smelly holds and engine rooms, inspect safety equipment, and explain safety procedures and a whole lot more.



His job reinforces Safety of Life at Sea for Commercial Fisherman.

Robert G. (Bob) Garrett, Fifth District Fishing Vessel Safety Coordinator

said, "Leo has performed an outstanding job in support of the CFVS program since 9/11. Without him, the Philadelphia zone program would be at a standstill."

Leo is contemplating a cutback in his schedule (he's only 79!), probably this fall.

*Submitted by Gil Finkelstein, IPDCP 8
Editor Division 8 Mariner, Linwood, NJ*

WALT PORTER



Walt Porter (L) receiving his 45 year service award from Vice Admiral Thad Allen, then Commander of the 5th Coast Guard District.

Photo by M. Philip Stamm, DCP 10

Recently I had the privilege of interviewing Walt Porter of Flotilla 47, who has been a Coast Guard Auxiliarist for 45 years. He grew up in the Chesapeake Bay area and joined the Auxiliary in 1956 after a conversation with a neighbor who was in the Auxiliary. His father was a schoonerman and his brother was at sea for 50 years. Walt served in the National Guard for 3 years in the 261 Coastal Artillery and then served 3 1/2 years on tour during WWII. As a first sergeant he saw 6 major campaigns including Africa, Italy, Southern France, Germany, Austria and Bavaria. He then spent 2 years in the 111 infantry Pennsylvania National Guard.

Walt joined the Auxiliary because he wanted to help people on the water. "The look of relief on their faces when we help them is more than ample compensation for me". Although he states he has slowed down over the years, you would have a difficult time proving it. Today Walt serves at the Flotilla and Division levels. He previously served as District Rear Commodore.

I heard about Walt long before I met him. No matter where I went or who I spoke with, the members of the Auxiliary had nothing but high praise and respect for him. He is truly one of the Auxiliary's greatest resources.

During my interview with him he explained that he always searches for the person standing in the background who appears lost and offers to lend them a hand. He has assisted many in the Auxiliary and has been an example to us all.

Walt Porter was recognized at this year's Spring Conference for his 45 years of service in the United Coast Guard Auxiliary. I would like to take this time to join the other members of the Division in thanking him for his time, his dedication and his selflessness. He is truly the epitome of everything that is good in the Auxiliary. ❀

*Eileen M. Garrity, SO-PB 4
Ridley Park, PA*

EXERCISE TIGER ASSOCIATION

Editor's note: On 28 April 2002 The Exercise Tiger Association conducted a national tribute to TEAM COAST GUARD at Long Beach Township, NJ. Among those honored at the fete was the entire membership of Division 7, USCG Auxiliary.

The New Jersey Exercise Tiger Association began in 1989 with two veterans of the battle, Bud Carey, LST 507 and Tom Glynn, LST 289. Its Executive Director, Auxiliarist Walter Domanski Jr. (Flotilla 74) is the son of the late "Tiger" vet Walter "Guns" Domanski Sr. of LST 496. Walter Jr. is also a former U.S. Navy Midshipman from the Missouri University's NROTC unit.



Auxiliarist Walt Domanski

In 1996 the New Jersey Exercise Tiger Association was renamed as The Exercise Tiger Association, National Foundation, with the creation of the Missouri Chapter. Since 1995 the association has grown to include over 300 members on the national level as well as select honorary members. Twelve annual ceremonies to commemorate Exercise Tiger have been conducted. In 1996 the nuclear submarine USS Nebraska SSBN 739, part of Sub Group 10 out of Kings Bay Georgia, held the first ceremony by a United States sub while underway. In 1998 The USS Maine SSBN 741, also part of Sub Group 10 held the first tribute to "Tiger" with veterans of the battle while at sea. Since 1990, the United States Coast Guard has used one of its cutters to annually drop a wreath into the Atlantic Ocean. In 1997 The then Commandant of the Coast Guard, Rear Admiral Kramek delivered the first ever remarks by a Coast Guard Admiral.

The Exercise Tiger Association is recognized by the Department of Defense, Office of the Secretary of the Navy, Office of the Under Secretary of the Army for International Affairs, US Coast Guard, the Governors of Missouri and New Jersey and by members of Congress and Senate. In 1998 The



(L) Captain R. W. Durfey, USCG, and Kathleen deFerrari, Division 7 Captain, share a moment at the tribute on Long Beach Island.

Office of The Joint Chiefs of Staff recognized the association. The Association is also a National Non Profit Commemorative Foundation. It continues to promote and educate communities, students and citizens on the historic battle of Exercise Tiger. The Association advocates and conducts annual ceremonies in honor of "Tiger" and furthers the cause for both awards by

the military branches and by state and local governments to honor the men and memory of Exercise Tiger. The Foundation also serves to advocate and lobby for all veterans of the United States. The Exercise Tiger Association, National Commemorative Foundation is a non-profit organization, its Federal ID Number is 22-3573 160.✿

THE BATTLE OF EXERCISE TIGER

What began as a top secret naval operation to prepare US Army and Naval forces for the June 6 D-Day Invasion, would end with one of the highest losses ever suffered in combat by the US Army and Navy in WW II.

At 0135 on the morning of April 28th, 1944, eight Tank Landing Ships (LSTs) and their lone escort, the British corvette HMS AZALEA, were en route to the landing area. Slapton Sands was selected because its beach looked every bit like the beaches at Normandy that would be code-named Utah and Omaha by the allies. The eight LST's of LST Group 32, formed convoy T-4. They were the support group for elements of the 4th & 29th Infantry; 82nd Airborne and 188th Field Artillery Group I already ashore at Sapton Sands.

The LST's were carrying combat truck support companies as well as other elements of the US Army's engineer, signal, medical and chemical corps along with some infantry.

Miles south in the mouth of Lyme bay, lay the bulk of the Tiger naval force. Protected by cruisers, a destroyer and a covering force of motor torpedo boats. Anchored along with LSTs 55 and 382 they would be of no help to the ambushed LST force of T-4.

Attacking in the pitch-black night, 9 German Navy "E" boats (torpedo) struck quickly and decisively. Without warning LST 507 was torpedoed first. Explosions and flame lit the night. At 0217 LST 531 was torpedoed. It sank in six minutes. Of the 496 soldiers and sailors on her, 424 of them died.

LST 289 tried to evade the fast German "E" boats but was hit in the stern. LSTs 496, 515, and 511 all began firing at their attackers, LST 289 joined in returning fire while lowering landing craft to pull it out of harms way.

At 0225 the LST 499 radioed for help. Minutes later the lead ship, LST 515 sent out an urgent and chilling message. "E' boat attack." Radio stations along the coast picked up the dramatic calls for help unaware of the top secret operation underway, the calls went unanswered.

0240 the horror was slowly realized. Two LST's sunk, a third lay crippled. Of the 4000-man force nearly a fourth were missing or killed. Official Dept. of Defense records confirm 749 dead, 551 US Army and 198 US Navy. The death toll makes "Tiger the costliest battle to U.S. forces at that point in the war, after Pearl Harbor."

On April 28th, 1944, the LSTs darkest, yet finest hour occurred. When, for one hour, the men and ships of Convoy T-4 fought the greatest naval battle ever faced by an LST force in history. Against superior enemy warships, the Tiger amphibious force held its own.

The German attack did not stop Exercise Tiger. Landing operations resumed later on the 28th. It is a credit to the tenacity and determination of the soldiers and sailors involved in Exercise Tiger, that the D-Day invasion at Normandy occurred as planned. The events surrounding Exercise Tiger were officially declassified in early August 1944, two months after the Normandy Invasion. On April 28, 1996 Secretary of The Navy John Dalton stated in his remarks "Tiger... was the LST's finest hour."✿

A LEGACY OF HEROES

After the September 11 attacks, I began to think a lot about Freedom and Liberty and what they really mean in relation to honor and duty. What were the real intentions of the men who conceived the principles underlying our nation? "We hold these truths to be self evident that all men are created equal. They are endowed by their creator to have certain unalienable rights, that among these rights are life, liberty and the pursuit of happiness."



Those rights may be unalienable but nevertheless had to be earned in the throwing off of the oppression of England's King George. The Founders risked their safety and security by pledging "our lives, our fortunes, and our sacred honor" the surcharge was paid in blood.



In doing so, they formed a new concept of government, sovereign people governing themselves by mutual consent; each sovereign person casting one sovereign vote.

The fathers understood that true liberty could only be maintained if it goes hand and hand with responsibility. Honor and duty are concepts not widely taught in our society. Liberty seems sometimes to be confused with wantonness.

In the Pledge of Allegiance we hear these words: "Liberty and Justice for All", How our enemies hate us for this. Can we be free and safe? The founding fathers didn't think so.

Every generation since then has required some to cast their vote for liberty in blood.

"The noblest fate a man can endure is to place his own mortal body between his loved home and the war's desolation". As Thomas Jefferson wrote, "The tree of Liberty must be refreshed from time to time with the blood of patriots."

We must be careful never to vote away our freedoms to obtain an imaginary safety. The enemies of justice and freedom are pervasive in our world. Freedom is a verb we must work to maintain it. It's a wonderful thing; can we keep it?

Think of these places:



Valley Forge, Gettysburg, Iwo Jima, Chosen, Khe San; all places where common men did uncommon things. They voted with their hearts; they voted with their blood; fighting passionately for freedom, as Lincoln said at Gettysburg, giving "their last full measure of devotion".

If you haven't already, someday visit the Marine Corps Memorial at Arlington, Vietnam Memorial, or nearby Valley Forge: places that recall those hero's who felt the call of honor and duty; hero's who went not gladly but because they knew it had to be done. Go there and listen to the ghosts of hero's - feel their passionate love, their devotion to God and country.



Let us differentiate between Flag waving and true patriotism. Patriotism is defined as true love of country. The tattered flags flickering violently, mounted above our car windows to me have a shallow ring at best. I believe the flag is flown best in our hearts.



Consider our National Anthem, a truly patriotic and freedom affirming song, confirming that our flag shall wave proudly and gloriously over all who love freedom and trust God for the strength to keep it.

"Oh say does that Star Spangled Banner yet wave, O'er the land of the free, and the home of the brave." According to Rev. William Ralston of St. John's Church in Georgia, "If we are the land of the free, then surely we are the home of the brave. No one unwilling to fight and die for freedom deserves to have it, or will possess it very long, the very essence of courage is justice, the bravery to give oneself to what is right".

Michael A. Labosch,
Flotilla 10-6



STAINED GLASS PRESENTATION



Presenting his handmade stained glass creation is COMO Harry David [c] to Captain Gregory Adams, Captain of the Port of Philadelphia, while Harry's wife Jean looks on.

Photo by CDR Stephen Minutolo, DIRAUX 5NR

A unique presentation was made on Thursday, March 7, at the Office of the Captain of the Port of Philadelphia. Commodore Harry David (Past District Commodore of the Coast Guard's Fifth District - Northern Auxiliary Region [D5-NR], 1995-1996) and his wife, Jean (Past Vice Flotilla Commander and Conference Coordinator for D5-NR), presented an original stained-glass work of art to Captain Greg Adams, Commanding Officer of Marine Safety Office/Group Philadelphia.

The stained-glass work is an image of the Coast Guard Barque EAGLE under full sail. Homeported at the Coast Guard Academy in New London, CT, EAGLE is the seamanship and marlinspike training platform for Coast Guard Academy cadets and Officer Candidates. It is also America's lone "tall ship," representing the United States at virtually every major international gathering of large "square riggers."

Commodore David, a stained-glass enthusiast, personally created this image of EAGLE - a beautiful mix of wood, solder and glass. It is proudly displayed in the Marine Safety Office/Group Philadelphia building, just south of Philadelphia's Penns Landing waterfront area. ✿

*CDR Steve Minutolo, USCG
Director of Auxiliary, D5-Northern Region*

DISTINGUISHED SERVICE MEDAL AWARD- ED



March 20, 2002. Dear Mr. Lincoln: We are pleased to inform you that you have been nominated to receive the New Jersey Distinguished Service Medal and that this nomination has been approved. We congratulate you on this honor and thank you for your service to our country. Brigadier General Glenn K. Rieth, The Adjutant General of New Jersey, or a designated representative from the New Jersey Department of Military and Veterans Affairs will present this medal to you. The awards ceremony will take place on Thursday, April 11, 2002. Again, congratulations on receiving New Jersey's highest military medal. ✿

*STEPHEN G. ABEL Colonel, US Army Retired Acting Director
Division of Veterans Programs*



April 11, 2002 Armory in Cape May Court House, N.J.

Pictured are Russell P. Lincoln receiving the New Jersey Meritorious Service Medal (posthumous) for his grandfather Russell P. Lincoln who served in W.W.11 and the Korean conflict (Navy). The medals pictured are the medals received by the elder Lincoln and a scrap book which was presented to him by his Uncle John T. Lincoln who also was presented the N.J. Meritorious Service Medal for service to the country while in the Navy. Also pictured (left) is the young Russell's Uncle Russell P. Lincoln.

Submitted by John (Jake) Lincoln



Medal citation
presented to 5NR
Historian "Jake"
Lincoln.

Story →

GETTING CONNECTED

GETTING CONNECTED TO E-MAIL QUICK, EASY AND FREE

More and more, communications, directives, guidelines, instructions, etc. come to Division and Flotilla officers via the Internet. Relying on regular postal mail for getting this information, which you need to properly fulfill the duties of your office, is becoming less reliable. Presently, most e-mail is forwarded directly to the staff officer or to a point of contact for the Division/Flotilla, who has indicated they would make hard copies available to the officer. When the latter is required, this takes time and at times is the broken link between the author/originator and the officer. Anytime that someone needs to make printed copies, and particularly when several copies are needed for distribution, there is potential for a break in the link. As a Division staff officer in the chain, I assure you that it is very simple and almost effortless to forward e-mails I receive to my Flotilla staff officer counterparts. For this reason I have urged those Division and Flotilla officers without e-mail to get themselves a free account. I'd like to say, "Resistance is futile", but there is resistance.

So this past week I decided to test how difficult it would be to get myself an e-mail account. My premise was that I did not own a computer or how to work or use it. As a card-carrying member of my local library, I approached the front desk and asked if I could set up a free e-mail account using the library's computers and if someone was available to show me how to go about it.

One of the librarians took me over to a computer and had me sit down. He instructed me on how to use the mouse (a hand-held roller-ball device that moves the pointer on the screen), how to pick the correct icon (small pictures/cartoons which represent various software programs), and how to go through each step as a series of menus (lists of various options you can choose) appeared on the screen. On the young man's recommendation, I chose one of an extensive list of available free services.

When the login screen appeared, he instructed me on how to enter my screen name (a designation or "handle" by which your mail will be addressed). You should make this fairly easy for others to remember and type. Some people use their name, or kids' or pet's name, or some alpha-numeric combination. I used my boat's name.

He then had me type in a password as he looked away (your password should be known only to you, but must be very easy for you to remember). On picking the "submit" button, I became connected to the cyber- world. Total time required was less than 15 minutes.

The librarian told me to sign off and then go back on. He said this was a test to see if everything went okay, as almost every service immediately puts a welcome/promo message in your mailbox. And indeed there was. All I needed to do then was to contact those from whom I expected to get mail of my new e-mail address: "jphawsingham@hotmail.com"

Do it, get connected. Stay informed. It was easy and it was free. ☼

Patrick M. Cunningham, FC 2-76, SO-PE Division 2

BOATER'S CHECK LIST

- ☐ **FLOAT PLAN** Let a friend know when you're leaving, where you're going, when you expect to return, what to do if you don't, and a description of your boat.
- ☐ Charts of the area and compasses
- ☐ Registration certificate or documentation
- ☐ Personal Flotation Devices (wearable and throwable)-USCG approved, good condition, readily accessible, assigned and fitted
- ☐ Fire Extinguishers- right number, size, and class for boat; charged, not corroded, nozzle clear, bracketed, readily accessible
- ☐ Visual Distress Signals-current dates on flares, proper number, batteries good if lights or Epirb
- ☐ Anchors and line - adequate anchor for bottom, adequate line for water depth
- ☐ Dewatering device - bilge pump operable, alternative bailing device available
- ☐ Watch or clock - operable
- ☐ Boarding ladder (or other means of boarding)
- ☐ Heaving lines - at least 30 feet with monkey fist
- ☐ Mooring lines-bow, stern, and spring lines, preferably three-stranded nylon with an eye in one end and of adequate length for your boat and mooring conditions
- ☐ Bright flashlight or searchlight
- ☐ Navigation lights-tested and operable, spare bulbs
- ☐ Batteries-fully charged, encased in plastic boxes or terminals covered, securely fastened down
- ☐ Sound producing device - horn, whistle appropriate for boat
- ☐ Alternate propulsion - paddle or oar
- ☐ Boat hook(s)
- ☐ Oil discharge and trash placards affixed - if required by boat size
- ☐ Bell-if required by boat size
- ☐ First Aid Kit
- ☐ Gauges - functional and reading properly
- ☐ Ventilation-power ventilation operable (blower) and natural ventilation cowls open and clear
- ☐ Tools and spare parts
- ☐ Depth sounder, lead line, or sounding pole
- ☐ Compass
- ☐ Copy of Colregs (NavRules) - if required by boat size
- ☐ Spare propeller and lock nut
- ☐ Sunscreen and sunhat
- ☐ Extra clothing...wool sweater, gloves, socks and other articles if temperature requires.
- ☐ Binoculars
- ☐ AM radio...static on AM forewarns of nearby lightning
- ☐ Drinking water
- ☐ Personal needs like prescription drugs

EPIRB RENTAL PROGRAM

For recreational boaters, a marine radio is not required to be carried on the vessel. Boat US has offered a safety suggestion that costs very little, considering the benefit it provides.

They have offered an affordable rental program for boaters who go offshore infrequently and don't wish to spend the \$800.00 to purchase an Emergency Position Indicating Radio Beacon (EPIRB), which is potentially a lifesaving device.



When the EPIRB is activated, a signal is sent which is picked up by satellites and relayed to the Coast Guard. The encoded signal includes the boat's description and emergency information.

The cost for renting an EPIRB from BOAT U.S. is \$45 per week, and it is

available on a first-come, first served basis.

This offer should reduce any reason for recreational boaters not to be protected when they travel a distance offshore. ☼

Reprinted from "Up Top in Operations" (May 2002)

MARITIME SURVIVOR LOCATING DEVICE

The Radio Technical Commission for Maritime Services (RTCM) has discussed the usage and purpose of the Maritime Survivor Locating Device (MSLD).

The MSLD is intended to be carried by individuals who work on the deck of vessels, or in activities on shore where falls into the water are a risk, or in other water activities where the location of individuals in the water may be required.

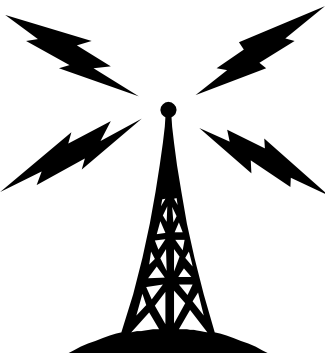
The purpose of the MSLD is to send an alert locally to the vessel the person is from, and possibly to other vessels close by. The MSLD does not replace the functions of an EPIRB (Emergency Position Indicating Radio Beacon).

The MSLD consists of a transmitter module, an integral antenna, and, finally, a power source - all contained in a watertight wearable case.

The MSLD is manually activated and may also be automatically activated. The MSLD operates on a radio frequency authorized for this type of service.

The RTCM knows the importance of this safety factor and they will continue to work on this project until it is perfected. ☼

Reprinted from "Up Top in Operations" (May 2002)



SHORE POWER CORDS

All shore power cords should be rated suitable for marine use, or even better, "UL-Marine" listed for marine shore power applications.

- **CAUTION**-Never use ordinary "outdoor use" extension cords to provide electrical shore power to the boat or any equipment, such as a battery charger on board the boat. These cords are not rated for and are not suitable for the severity of a marine environment. They can deteriorate and/ or overheat causing electrical shock, a short circuit or a fire,

- All shore power cords should have male (plug) and female (connector) ends of the locking type. Make sure that the plugs and connector are turned to the full locked position by pulling on them. If they are locked they will not pull out. A plug or connector not properly locked may become loose, causing arcing (sparks) on the contacts, resulting in a failure, and possibly a fire.

- All male plug ends must be molded on or have weatherproof boots in order to provide a weatherproof seal when plugged into a receptacle.

- All female connectors must have a locking ring to secure the power cord to the inlet on the boat and provide a weatherproof seal.

- Adapters, if needed, should always be used at the shore end of a power cord.

- The "Main" breaker on the boat should be turned "OFF" before connecting or disconnecting the shore power cord.

- Always connect the female end of the cord to the boat before plugging the male end to the shore power receptacle. Always disconnect the male end from the shore power receptacle before disconnecting the female end from the boat.

- Never leave a shore power cord on the dock with the male end connected to power unless in use. A live cord end is dangerous, especially if it accidentally falls in the water.

- Periodically check shore power cords for the following:

- ✦ Cuts, cracks or severe abrasion on the shore power cord yellow covering.

- ✦ Bent, broken or loose plug blades.

- ✦ Plug blades or connector slots that show signs of overheating or arcing as indicated by:

- GBrown or black discoloration around blades or slots.

- GDiscoloration and or erosion of blades

- Faulty locking rings due to cracking or damaged threads.

- Do not allow cords to be pinched by a closed door or hatch. Pinch points create resistance and generate heat that can result in a fire. Never coil a cord tightly on the dock while in service. A coil can generate heat by induction and can cause a fire. Hang the cord loosely on a hook or pin or lay it out in a loose coil of only a few turns.

- Spray all contacts monthly with an electric contact cleaner, corrosion inhibitor and lubricant.

- If a shore power cord should become immersed in salt water it should immediately be washed with fresh water, thoroughly dried, and blades and contact slots sprayed with a moisture displacement compound before reusing. ☼

*Written by: Charles Ford, BC-OSS
(This information was adapted from BOATING SAFETY
CIRCULAR 81, December, 1999)*

CREW FATIGUE

Fighting Crew Fatigue

Auxiliaries that are active in surface operations are often called upon to assist boaters in less than ideal conditions.

These conditions can cause boat crews to reach the limits of their physical and mental endurance much more quickly. When a crewmember becomes fatigued, it is more difficult for them to do their job efficiently, and it is more likely that they will take risks and disregard prescribed safety precautions. Following are some examples of situations that may cause fatigue:

- Operating in extreme hot or cold weather conditions
- Eye strain from hours of looking through sea-spray blurred windshields
- The effort of holding on and maintaining balance
- Stress
- Exposure to noise
- Exposure to the sun
- Poor physical conditioning
- Lack of sleep
- Boredom

It is the coxswain's responsibility to be aware of signs of stress and fatigue, and to take corrective action to minimize it. A good coxswain is always watching for the following symptoms of fatigue:

- Inability to focus or concentrate narrowed attention span
- Mental confusion or judgment error
- Decreased coordination of motor skills and sensory ability (hearing, seeing)
- Increased irritability
- Decreased performance
- Decreased concern for safety

The presence of any of these symptoms can threaten the safety of the mission and crew. The coxswain should never hesitate to call for assistance when fatigue starts to impair the efficiency of the crew. In addition, the coxswain should make use of the following techniques:

- Make sure the crew is adequately rested
- Dress appropriate for weather
- Rotate crew duties
- Provide food and refreshments suitable for conditions
- Observe other crew members for signs of fatigue



Expect the unexpected when it comes to weather. Crew members must have clothing available (hot or cold weather) for rapidly changing conditions. Being able to stay warm in cold weather or cool in hot weather can help minimize crew fatigue.

For more information on crew fatigue, refer to Chapter 3 in the Boat Crew Seamanship Manual. Above all, remember to make risk assessment an important part of all of your operational activities. Be safe out there, we need you! ❄

Written by Mark Simoni, DVC-OS
Reprinted from "Up Top In Operations" (APRIL 2002)

MICROBURSTS & MACROBURSTS

Just exactly what is a microburst or a macroburst? They are essentially the same thing, except a microburst confines its downward energy to a small circle of the ground or water (about 1 1/4 mile in diameter), whereas a macroburst spreads it out over an area ten times as large and consequently is not expected to do as much damage.

This term first hit the National news about twenty years ago, when two major airline crashes in the Western states, and an excursion vessel capsized on one of the Western rivers with a large loss of life. All of which were attributed to microbursts. A replica Chesapeake Clipper, the *Pride of Baltimore*, lost south of Bermuda, may have been caused by a microburst.

Not all microbursts hit the headlines, but they occur often and over the entire country. Commercial airlines have learned to avoid them and we, as operators of pleasure boats, should learn to avoid them or at least prepare for them in time to avoid serious injury or damage.

Perhaps before the term microburst was coined, or in general use, you may have called them squalls, white squalls, black squalls or just plain windstorms. Sometimes they have



mistakenly been described as tornadoes. Downbursts in general, and microbursts in particular, are associated with thunderstorms. They can be described as a violent downdraft caused by the sudden cooling of uprising warm air that falls with a high velocity. These vertical downdrafts strike the land or water, and fan out in all 360 degrees of the compass. In other words when a

microburst occurs the wind coming from whatever direction might suddenly change to any possible direction with a velocity of 100 miles an hour.

What can you do to minimize the possible injury or damage from a microburst? First you try to avoid operating in the presence of an anticipated thunderstorm. When you see those towering hammerhead clouds forming, waste no time in making for a safe harbor. Shorten or douse your sails, if sailing. Batten down your hatches, secure all loose gear, close and lock ports and windows and ready the PFDs for the worst.

Whether it is the season for such storms or not, keep a close watch on the skies for those telltale thunderheads particularly to the west of you. If you are caught out and your decision to return to port was made too late, slow your boat speed, head into the apparent wind, and keep a sharp eye out for a sudden wind change. Be sure to keep enough power on for steerage way so you can change course rapidly enough to avoid being caught broadside. Also be aware that these bursts may be accompanied by large hailstones and protection of the boat occupants is a major concern. ❄

Written by Charles Ford, BC-OSS
Reprinted from "Up Top In Operations" (APRIL 2002)

TIPS FOR BOATING IN HOT WEATHER

The United States Coast Guard Auxiliary, "we care," reminds their fellow boaters that hot summer weather poses special safety concerns. During the summer season the effects of the sun, and heat, combined with the marine boating environment prompts special precautions.

If the sun can damage paint, imagine what it can do to unprotected skin and eyes. A sun screen with a high SPF number should be worn. Recent studies have shown that these products lose their effectiveness both in the bottle and on the skin. They should be purchased fresh at least annually, stored aboard in a cooler since heat tends to break down their preservatives, and should be reapplied often.

UVA (ultra violet type A. rays) not only causes sunburn, sun poisoning, wrinkles, skin cancer, etc., but can damage unprotected eyes as well. Boaters should protect eyes with a good pair of UV rated sunglasses.

Wearing light weight long clothing not only protect boaters from the sun, but helps the body maintain a proper temperature. Add a broad brimmed hat to the ensemble, not for fashion, but for safety. Wearing bathing suits on boats is traditional, but may not afford necessary protection.

If a member of the crew should succumb to the heat, it is very important to catch the problem early before heat prostration or heat stroke is manifested. At the first sign of a heat-related problem (feeling very tired and/or weak) give the person lots of water or a sports electrolytic replacing drink. Cool them down. Bathe them with wet cloths and fan them. Drinks with alcohol and sugar may taste good, but actually aid in dehydration. Remember that older folks and small children lose fluids rapidly.

The average boater is not familiar with "Marine Environment Fatigue Syndrome." This is a condition that effects both judgment and coordination caused by prolonged exposure to sun, wind, motion, noise and occasionally breathing exhaust fumes. These are the conditions found while boating during any season. However, they are amplified during the summer because of heat and humidify. The symptoms of this syndrome are the same as intoxication which include: lack of coordination, poor depth perception, poor judgment and just plain fatigue. Special caution should be taken to avoid the use of alcohol since the effect of these beverages are linear while on the water.

"Be Prepared" is not only a good motto for the "Boy Scouts," but is a wise rule of boating. Remember, you may be planning to go out for a short time, but you could be out for a long time. Boats do break down, and when they do boaters need to have the emergency items and rations on board to survive. Have all of the required safety equipment.

The prudent skipper always makes out a float plan. This is a simple precaution. Just write down: a short description and number of your boat, where you will be going, the route you will follow, how long you will be there, and what time folks should get worried and call authorities. Then, leave it with someone who will miss you if you don't return by the "worry time." ☼

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

MEDICINE LOCKER FOR YOUR BOAT

Prepared by Gil Finkelstein, Reg. Pharmacist, IPDCP 8

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

PRE-UNDERWAY AND UNDERWAY CHECKLIST

Editor's note: This page and the next are suitable for use aboard an Auxiliary operational facility. It is suggested that you either clip this form from TOPSIDE or copy it, laminate it, and carry it with you aboard your vessel.

PRELIMINARY CHECK

<input type="checkbox"/> Drain plugs installed	Check
<input type="checkbox"/> Sea cocks	Check
<input type="checkbox"/> Bilges	Check
<input type="checkbox"/> Batteries on	Check
<input type="checkbox"/> Circuit breakers	Check
<input type="checkbox"/> Ventilate/blowers on	Check

EMERGENCY EQUIPMENT

<input type="checkbox"/> Fuel shutoff valves	Locate/Check
<input type="checkbox"/> Extra PFDs	Locate/Check
<input type="checkbox"/> Visual distress signals	Locate/Check
<input type="checkbox"/> Knife/axe	Locate/Check
<input type="checkbox"/> Fire extinguishers	Locate/Check
<input type="checkbox"/> First aid kit	Locate/Check
<input type="checkbox"/> Protective clothing	Locate/Check
<input type="checkbox"/> Blanket	Locate/Check
<input type="checkbox"/> Dewatering device	Locate/Check
<input type="checkbox"/> EPIRB	Locate/Check
<input type="checkbox"/> Grounding stick	Locate/Check
<input type="checkbox"/> Hard hats/goggles/gloves	Locate/Check
<input type="checkbox"/> Boarding ladder	Locate/Check
<input type="checkbox"/> Spare prop	Locate/Check
<input type="checkbox"/> Flashlight/spare batteries	Locate/Check

BOAT

<input type="checkbox"/> Ensigns/signboards	Display
<input type="checkbox"/> Tow line	Locate/Check
<input type="checkbox"/> Kicker/skiff hook	Locate/Check
<input type="checkbox"/> Bridle	Locate/Check
<input type="checkbox"/> Boat hook	Locate/Check
<input type="checkbox"/> Heaving line	Locate/Check
<input type="checkbox"/> Mooring lines (4)	Locate/Check
<input type="checkbox"/> Fenders	Locate/Check
<input type="checkbox"/> Chafing gear	Locate/Check
<input type="checkbox"/> Anchors/Rodes	Locate/Check
<input type="checkbox"/> Charts	Locate/Check
<input type="checkbox"/> Navigation tools	Locate/Check
<input type="checkbox"/> Watch/clock	Locate/Check
<input type="checkbox"/> Ship's compass	Locate/Check
<input type="checkbox"/> Bearing compass	Locate/Check
<input type="checkbox"/> Range finder	Locate/Check
<input type="checkbox"/> Deviation tables	Locate/Check
<input type="checkbox"/> RPM tables	Locate/Check
<input type="checkbox"/> Navigation lights	Locate/Check
<input type="checkbox"/> Anchor light	Locate/Check
<input type="checkbox"/> Instrument lights	Locate/Check
<input type="checkbox"/> Tow lights	Locate/Check
<input type="checkbox"/> Public safety light	Locate/Check
<input type="checkbox"/> Search light	Locate/Check
<input type="checkbox"/> Horn	Locate/Check
<input type="checkbox"/> Bell	Locate/Check
<input type="checkbox"/> Spare light bulbs/fuses	Locate/Check
<input type="checkbox"/> Extra engine oil/transmission fluid	Locate/Check
<input type="checkbox"/> Tools	Locate/Check
<input type="checkbox"/> Spare parts	Locate/Check

NAVIGATION & RADIO EQUIPMENT

<input type="checkbox"/> VHF radio	Locate/On/Check
------------------------------------	-----------------

<input type="checkbox"/> Depth sounder	Locate/On/Check
<input type="checkbox"/> Speedometer/log	Locate/Check
<input type="checkbox"/> Loran	Locate/On/Check
<input type="checkbox"/> GPS	Locate/On/Check
<input type="checkbox"/> Radar	Locate/On/Check
<input type="checkbox"/> Loud hailer	Locate/Check

CREW BRIEFING

<input type="checkbox"/> Proper uniform	Check
<input type="checkbox"/> Weather report	Obtain
<input type="checkbox"/> PFDs/survival equipment	Donned/Check
<input type="checkbox"/> Purpose of mission	Brief
<input type="checkbox"/> Mission profile	Brief
<input type="checkbox"/> Radio watch	Assign
<input type="checkbox"/> Navigator	Assign
<input type="checkbox"/> Lockouts	Assign
<input type="checkbox"/> Line handlers	Assign
<input type="checkbox"/> Man overboard (MOB) procedures	Review

ENGINE START

<input type="checkbox"/> Engine oil/fuel	Check
<input type="checkbox"/> Transmission fluid	Check
<input type="checkbox"/> Engine coolant	Check
<input type="checkbox"/> Starter	Engage
<input type="checkbox"/> Oil pressure	Check
<input type="checkbox"/> Water circulation	Check
<input type="checkbox"/> Charging system	Check
<input type="checkbox"/> Fuel fumes	Check

DEPARTURE

<input type="checkbox"/> Engine temperature	Normal
<input type="checkbox"/> Departing dock procedures	Brief
<input type="checkbox"/> Power cord/water Line	Remove
<input type="checkbox"/> Mooring lines (as directed)	Remove
<input type="checkbox"/> Lookouts	Post
<input type="checkbox"/> Lines/fenders	Stow
<input type="checkbox"/> Launch message	Send

DOCKING

<input type="checkbox"/> Crew	Brief
<input type="checkbox"/> Fenders (as directed)	Set
<input type="checkbox"/> Mooring lines (as directed)	Ready

TERMINATION

<input type="checkbox"/> Termination message	Send
<input type="checkbox"/> Power cord/water line	Connect
<input type="checkbox"/> Signboards/flags	Remove
<input type="checkbox"/> Radios	Off
<input type="checkbox"/> Loud hailer	Off
<input type="checkbox"/> Loran/GPS/Radar	Off
<input type="checkbox"/> Depth sounder	Off
<input type="checkbox"/> Navigation lights	Off
<input type="checkbox"/> Instruments/cabin lights	Off
<input type="checkbox"/> Battery switch	As Required

SAR/EMERGENCY CHECKLIST

INITIAL SEARCH

ARRIVAL ON SCENE

- | | |
|--|------------|
| <input type="checkbox"/> Look & listen | Complete |
| <input type="checkbox"/> Debris/wind/sea state/current/visibility | Determined |
| <input type="checkbox"/> SAR Mission Coordinator | Briefed |
| <input type="checkbox"/> SS pattern with appropriate track spacing | Start |

STERN TOW

PREPARATION EN ROUTE

- | | |
|--|-----------|
| <input type="checkbox"/> All equipment | Out/Ready |
| <input type="checkbox"/> Crew assignments/duties | Brief |

ARRIVAL ON SCENE

- | | |
|--|-----------|
| <input type="checkbox"/> Nature of problem/number of POB | Determine |
| <input type="checkbox"/> All POB wearing PFDs | Instruct |
| <input type="checkbox"/> Obstructions in water | Determine |
| <input type="checkbox"/> Location of cleats on disabled boat | Determine |
| <input type="checkbox"/> Set/drift to establish type of approach | Determine |
| <input type="checkbox"/> Procedures for personnel on disabled boat | Brief |
| <input type="checkbox"/> Center the rudder/lock IB shaft(s) | Instruct |

COMMENCE TOW

- | | |
|---|------------|
| <input type="checkbox"/> Rig chafing gear | Check |
| <input type="checkbox"/> Type of approach | Begin |
| <input type="checkbox"/> Pass towline | On Command |
| <input type="checkbox"/> Pay out 1/3 towline/keep line clear of screws | Check |
| <input type="checkbox"/> Station keep | Begin |
| <input type="checkbox"/> Secure towline and bridle(s) | Check |
| <input type="checkbox"/> Bow of towed boat | Clear |
| <input type="checkbox"/> Weight of towed boat | Aft |
| <input type="checkbox"/> Accelerate slowly/let out towline | Check |
| <input type="checkbox"/> Adjust tow | In Step |
| <input type="checkbox"/> Tow Watch | Set |
| <input type="checkbox"/> Communications every 15 minutes | Begin |
| <input type="checkbox"/> Correct speed (1 knot/sq. root of towed boat length) | Set |

ALONGSIDE TOW

PREPARATION

- | | |
|---|----------------|
| <input type="checkbox"/> Crew duties/personnel on disabled boat | Brief |
| <input type="checkbox"/> Fenders/lines 2,3 and 4 | Set/Made Ready |
| <input type="checkbox"/> Direction of set | Determine |

COMMENCE ALONGSIDE TOW

- | | |
|---|----------|
| <input type="checkbox"/> Towed vessel with set on starboard bow | Complete |
|---|----------|

- | | |
|---|----------|
| <input type="checkbox"/> Slow to bare steerage/disengage clutch | Complete |
| <input type="checkbox"/> Stem to starboard/back down slowly | Check |
| <input type="checkbox"/> Convert Towline To # 1 Line | Secure |
| <input type="checkbox"/> #2,4&3 lines in that order | Connect |
| <input type="checkbox"/> Forward gear | Engage |
| <input type="checkbox"/> Lines & fenders | Check |

DISENGAGE TOW

AT MOORING DOCK

- | | |
|---|----------|
| <input type="checkbox"/> Clutch engaged/throttle closed | Check |
| <input type="checkbox"/> Shorten tow line (stern tow only) | Check |
| <input type="checkbox"/> Fenders on both boats | Rig |
| <input type="checkbox"/> Secure disabled boat to mooring/dock | Complete |
| <input type="checkbox"/> SAR data | Obtained |
| <input type="checkbox"/> Radio guard notified | Check |
| <input type="checkbox"/> All lines/fenders | Stowed |

HELICOPTER OPERATIONS

PREPARATIONS

- | | |
|---|--------------|
| <input type="checkbox"/> Navigation hazards in area | Identified |
| <input type="checkbox"/> Communications with helicopter | Established |
| <input type="checkbox"/> Course/break away procedures | Obtain/Brief |
| <input type="checkbox"/> All loose gear, antennas | Stow/Secured |
| <input type="checkbox"/> Static discharge stick | Connected |
| <input type="checkbox"/> Helmets/goggles | Wear |
| <input type="checkbox"/> Crew assignments/duties | Brief |

COMMENCE HELO OPS

- | | |
|--|----------------|
| <input type="checkbox"/> Clutch engaged/throttle set/bare steerage | Check |
| <input type="checkbox"/> Briefed course | Set/Maintained |

DAMAGE/THIRD PARTY SUIT

- | | |
|---|----------|
| <input type="checkbox"/> Stop/safeguard personnel & boat(s) | Check |
| <input type="checkbox"/> Notify communications guard | Check |
| <input type="checkbox"/> Witness names/addresses/statements | Obtain |
| <input type="checkbox"/> Ship's log | Maintain |
| <input type="checkbox"/> Photos/crew written accounts | Obtain |
| <input type="checkbox"/> Following call out instructions | Check |

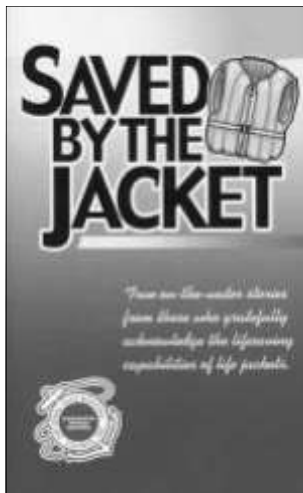
GAR RISK ASSESSMENT PER TEAM COORDINATION TRAINING (TCT)

FACTORS	0 (low)	2	4	6	8	10 (high)	TOTAL
SUPERVISION							
PLANNING							
CREW SELECTION							
ENVIRONMENT							
CREW FITNESS							
EVENT/EVOLUTION COMPLEXITY							
0 to 20 = GREEN 21 to 40 = AMBER 41 to 60 RED TOTAL =							

NORTH AMERICAN SAFE BOATING CAMPAIGN

Keep LIFEJACKETS On Your Mind And On Your Body.

Life jackets can be the determining factor between life and death in many boating safety accidents. Each year between 700 and 800 people die in boating-related accidents - 9 out of every 10 victims were not wearing a life jacket. According to Virgil Chambers, Executive Director of the National Safe Boating Council, "Thousands of people would be alive today had they taken the simple precaution of wearing a life jacket when they went out on the water."



In an effort to combat these statistics, the National Safe Boating Council (NSBC), in partnership with the U.S. Coast Guard and the National Association of State Boating Law Administrators (NASBLA), will launch the annual North American Safe Boating Campaign during National Safe Boating Week (May 18-24, 2002). The Campaign is designed to reach more than 80 million boaters around North America and communicates this year's life saving message: "Boat Smart from the Start. Wear Your Life Jacket."

"We will again stress the importance of wearing life jackets.

The Coast Guard has a goal to eliminate deaths, injuries and property damage associated with recreational boating," said Kenneth T. Venuto, Rear Admiral, U.S. Coast Guard. "The Coast Guard and its partners are committed to a Safe Boating Campaign that reaches from shore to shore across the North America Continent. Our neighbors to the north, the Canadian Safe Boating Council and the Canadian Coast Guard will also observe Safe Boating Week on May 18-24. Boating smart is an essential part of any day on the water regardless of where you boat."

Although the 2002 Campaign Officially kicks off the week of May 18-25, it's a year-round crusade that counts on grassroots activities and the support of many volunteer groups. More than 18,000 action kits will be distributed to local campaign coordinators throughout the country to spread the message of safe boating.

The 2002 North American Campaign "Boat Smart from the Start" is a partnership comprised of the U.S. Coast Guard, National Safe Boating Council, National Association of State Boating Law Administrators, and hundreds of other organizations including the Canadian Safe Boating Council and the Canadian Coast Guard. The campaign is made possible in part through a grant from the Aquatic-Resources (Wallop/Breaux) Trust Fund administered by the U.S. Coast Guard and coordinated by the National Safe Boating Council. For more information, visit: www.safeboatingcampaign.com. ❀

By John P. Whelan DSO-PA 8ER

CONFERENCE AUCTIONS

CONFERENCE AUCTIONS GENERATE FUNDS FOR WORTHWHILE CAUSES

The 2001 Fall Conference took place within days of the awful events of 9-11. By general consensus of the attendees it was deemed inappropriate to stage the festive CASINO NITE that was planned for the conference. Instead, the items that were generously donated by the 16 Divisions as prizes for the event were auctioned off after the banquet. The lively auction was carried off under the direction of our spirited auctioneer Bob Myers, D-AA. The proceeds of the auction, over \$1000.00, were sent to the **NY Firefighters 9-11 Disaster Relief Fund**.



Auctioneer Bob Myers being assisted by Dudley Gallup at the 2001 Fall Conference..

The auction went so well, and was so generously received, that a similar auction was held at the 2002 Spring Conference. This auction also proved to be a success, over \$600 was raised and donated to the **CG Mutual Assistance Fund**. ❀

*Article and photo by Mel Borofsky, DSO-PB
Little Egg Harbor, NJ*

USE OF CELL PHONES ON THE WATER

Cellular phones are *not recommended as substitutes* for recognized maritime radio on boats by the U.S. Coast Guard, although the agency says cellular phones can have a place on board as added safety equipment.

Cellular phones generally cannot provide ship-to-ship communications or communication with rescue vessels. When making a distress call on a cellular, only the party you call will hear you, and you must know that number.

Most cellular phones are designed for land-based service. Their coverage offshore, on large lakes or remote river locations can be extremely limited and may cease without notice.

Locating a cellular caller is difficult. If you don't know precisely where you are, the Coast Guard, or other rescuers, may have trouble finding you. Coast Guard Stations contacted by VHF Marine Band Radio can use direction-finding equipment to determine the transmitting location.

Actually, there is no comparison between cellular phones and the VHF marine radios recognized by the Federal Communication Commission and International Radio Regulations. They provide different services. The cellular phone is best used for what it is, an onboard telephone, and a link with shore-based telephones. A VHF marine radio is intended for communication with other ships or maritime installations, and is a powerful ally in an emergency. ❀

2002 RECREATIONAL BOATING SEASON

Recreational Boaters Urged 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 US 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:

✓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.

✓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.

✓Always take the keys to the boat with you.

✓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.

✓Do not stop or anchor beneath bridges or in the channel. If you do, then expect to be boarded by law enforcement officials.

✓Observe and avoid all security zones.

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

✓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.

✓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!" ❀

Reprinted from a National PA Department news release

KEYNOTE SPEECH - SPRING CONFERENCE 2002

“We’re On Guard”: The Best Three Little Words”

Keynote Address: District Five Northern Regional Auxiliary
Conference
VADM Thad Allen
Heritage Hills Golf Resort
York, Pennsylvania
16 March 2002

Acknowledgements

Thanks so much for inviting me tonight.

I was sitting here wondering if I should get up and give these remarks after that wonderful dinner and those kind words about me.

It reminded me of the scene from an old movie where the Lord Mayor of London was the honored speaker. At the appropriate time, the major strolled over and whispered to his Lordship, “It’s time for you to begin your speech, sir...”

“Or, would you prefer to let the audience continue having a good time?”

It’s really great to be back among friends. I’ve seen some faces that I haven’t seen in years, since I was the Group Commander in Atlantic City. Of course we haven’t changed too much since then. Sure, we have a bit less hair, and a bit more waistline.

In fact, for those of us between the ages of fifty and seventy, I’ll say that I think this age is the hardest.

You are always being asked to do things, and yet you are not decrepit enough to turn them down.

But, I’m proud to see so many of you still in Coast Guard Blue.

I’ve been pretty busy since assuming Atlantic Area, Fifth District and Maritime Defense Zone Atlantic.

Been to Ground Zero; visited every unit in the Fifth District; met with most of the Mid-Atlantic Governors; held leadership luncheons for my staff; visited units in Southeast and West Texas; met with CINC NORAD, JFCOM and CLF; spent Thanksgiving with Secretary Mineta and our watchstanders in the Portsmouth area; testified at Congressional hearings; traveled to Colombia, Venezuela and Trinidad; sponsored a recruit company; spoke at a Chiefs Academy graduation.

I’m tired after just reading the list. My wife is tired just hearing about it!

Out and About

I’ve really enjoyed getting out and about. I typically hold an “all hands” session to try and hear what’s on everyone’s mind. People want to know what’s new in pay and medical benefits, whether the Coast Guard will move to another agency, how’s the housing allowance looking, etc.

Frankly, I have been known to speak for long periods at a time, attempting to explain everything I know.

But tonight I’m taking the advice of Dr. Martha Saunders, the Dean of The College of Arts and Science at the University of West Florida who said, “the most influential phrases in our language usually come in three word phrases.

You know, three-word phrases, like “I love you” or “There’s no charge”. Everyone loves them. Phrases like “Attention on Deck” or “I Relieve You” have great roots in military tradition. One of the most popular ones I use is “so in conclusion.”

Tonight, I’d like to talk about some three-word phrases that describe the last six months.

I’ll Be There

First? A duet of phrases. “Can you come?” and, “I’ll Be There.”

“I’ll Be There”...it’s pretty powerful. You may need only a plumber to help fix a broken pipe. Or, you may need help after a death in the family? There are crises when you need family or friends. Those three words...“I’ll Be There”; reassuring, without question or hesitation.

Sometimes the most important thing we can do is “just show up” – another three-word phrase. Folks, that would describe you. All of you answered the call. Many even before it came.

Last August, before 9/11, Operation Inland Bays was established at Marine Safety Detachment Lewes, Delaware to use Auxiliary facilities to help conduct boardings of crude oil tankers in Big Stone Anchorage.

There is a group of characters known as the “Fantastic Four” at Group-Air Station Atlantic City. These four whose names sound amazingly like a mob gang, **Mickey, John, Joyce and Harry**, “Just showed up”.

They coordinated marine events, input aviation “blue sheets” into the computer and did their best to ensure orders for surface, air and comms facilities were processed smoothly. Did I mention that the number of patrols doubled for the months of September through November?

Coast Guard Auxiliary work has never been more needed.

For many days after September 11th, Auxiliary Facilities were the only search and rescue resources at many of our District units. You provided overflights of our harbors and approaches. You stood radio guard and patrolled our waters. You tracked notices of arrival for HIVs. You helped assess their risk.

8,000 hours of direct support to our operational commanders. To use three-word phrases:

Performed without question.

Attention to duty.

Volunteers serving Americans. Volunteers like **Sue Wade**.

(Continued on page 30)



KEYNOTE SPEECH - SPRING CONFERENCE 2002

(Continued from page 29)

Sue is everywhere. Two years ago, she logged an incredible 3000 volunteer hours. Do the math...8 hours a day, 7 days a week. During eight years as the District Materials Staff Officer, she was at *every* conference, *every* workshop, *every* training session with a wagonful of Auxiliary uniforms, education and training materials. Sue systematically achieved just about every Auxiliary designation from Vessel Examiner to Coxswain. Today, she continues to set the standards for reliability and devotion to duty. We called, "she was there", like "all of you".

Spread The Word

Many citizens felt helpless on September 11th. Not you. You knew how to help. Now, it's your turn to tell others. I need you for the next three word phrase, "Spread the Word."

Tonight, I'm asking for your help in two areas? First, by continuing to recruit others to join the Auxiliary.

Now, there are some unconventional ways. I recently heard of a grandmother who was on the Jersey Shore taking care of her three-year-old grandson. They went to the beach, and as the boy made sandcastles, the grandmother dozed off in the warm afternoon sun. Unfortunately, as she slept, a huge wave dragged the child out to sea. When she awoke, she was devastated.

She fell on her knees and prayed. "God, if You save my grandson, I promise to make it up to You. I'll volunteer. I'll give to the poor. I'll join the Coast Guard Auxiliary. I'll do anything You ask."

Suddenly, a huge wave tossed the child back on the beach at her feet. She saw that there was color in his cheeks and that he was breathing. He was alive!

The grandmother put her hands on her hips, looked skyward and said, "Where's his hat?"

You've already got many of the communication tools to Spread the Word in place. Where else, but Fifth Northern, can you find the award winning *TOPSIDE* magazine composed by **Mel Borofsky**? Where else, but Fifth Northern, can you find Flotilla newsletters like **Harry Dyer's** *TIDINGS* from Flotilla 2-26? Where else could you find 100% of all of its Flotillas with designated web-watchers and e-comms points of contact? Your integration of technology and volunteer work to help communicate is among the best.

The call for service has never been stronger. The President challenged each American to devote two years of his or her life to public service.

Many of you are shining examples of what he meant. But, I do need your help in continued recruiting.

Tell those who have not yet been called to serve.

Tell them about how you felt helping those days and months after September 11th...helping our youngest men and women, many truly scared for the first time, get through their fear, anger and sadness.

Tell them how they can help.

Tell them we need them and to Spread the Word.

The second way I need your help is by using your network to help educate the public.



Today, there are more restrictions on some of our waterways. Last fall, boaters were finishing the season when the terrorist attacks occurred. We did see a dramatic decrease in SAR cases because of a reduced level of boating activity.

But, this spring and summer, I predict people will want to get back out there. They may try and make up for lost time!

Our offices of Auxiliary, Public Affairs and Homeland Security work groups are preparing an outreach effort to educate the boating public.

Education about security zones and naval vessel protective zones.

Education about being eyes and ears for anything suspicious.

Education about boating safely and securely.

Now, I know I can count on **Pete Fuhrman** for help. He's been in the Auxiliary even longer than I've been in the Coast Guard! Since 1962, he has been a faithful and ardent volunteer. Two years ago, he used his experience in the marine industry to help convey the importance and value of the Boat Smart message. In 2001, he gained the endorsement of the National Marine Manufacturing Association, which got a quarter million Boat Smart messages to the public...all for free. Pete's just another example of a way to help Spread the Word.

We're On Guard

Finally, I'll give you the best three-word phrase. I'd like to say I thought it up myself. But, if it's necessary to take an idea from someone, I suppose our Commander in Chief is a good one to go to.

I hope you saw our President in Portland, Maine on the news last month. He was flanked by Coast Guard men and women ... *Auxiliary and Active alike*. He put a spotlight right on the Coast Guard; in the speech, he said,

"I saw how the Coast Guard has responded after 9/11 and I know how important the Coast Guard is for the safety and security and the well-being of our American citizens. This is a fine group of people, who don't get nearly as much appreciation from the American people as they should. And I'm here to say thanks, on behalf of all the citizens who appreciate the long hours you put in, the daring rescues you accomplish and the fine service you provide to our country. Oh, yes, we're on guard

(Continued on page 31)

KEYNOTE SPEECH - SPRING CONFERENCE 2002

(Continued from page 30)

in America.”

We are on guard.

Don Vaughan, recognizing the need for a more active Auxiliary aviation program, coordinated an aggressive patrol posture to cover the New Jersey coast and Delaware Bay.

Harry Petersen and **Jack Wetemeyer** are adapting the Search Coordination and Execution course for Auxiliary use.

John and Rita Kratzer single-handedly run the entire private Aids to Navigation program for New Jersey, Pennsylvania and Delaware.

They are On Guard.

We’ve tried to balance our prevention measures in ATON, harbor patrols, and vessel checks with our response measures in SAR, enforcement and communications coordination efforts. We’re proud of our ability to respond to over 50,000 calls for help a year. We’re proud of our ability to recover at least 3500 lives per year.

Unfortunately, in the case of September 11th, having a response capability was simply not enough.

It’s kind of like when your son comes home and says, “Dad, I have good news and bad news.”

Dad says, “Okay, son, give me the good news first.” The son says, “Well, the air bags in the car work.”

On the 11th of September, the Coast Guard helped evacuate some one million commuters off Manhattan after the Twin Towers collapsed. We closed harbors across the country. We secured the gates at our bases. We implemented rules to protect other items of national importance.

Our air bags worked.

The bad news? Our citizens and our partners around the world felt like our country’s car was totaled that day.

Less than a month after the tragedy, President Bush outlined an effort to work on fixing our nation’s crash...the body, the passengers, and the insurance policy that supports them. He created the Homeland Security Council to oversee that effort.

The Coast Guard is an important part of that council. We’re working with them, with the Secretary of Transportation and the Secretary of Defense on issues of homeland security. It is a core mission for us, but will require us to grow over the next 3 to 5 years...so that we can still be On Guard...preventing and responding to catastrophes at sea.

I’m looking forward to working with our new Commandant-select, Admiral Tom Collins, to help shape our service strategy. Making sure we can stay On Guard is crucial.

We’ll need the continued support from folks like **Cecelia and Ron Van Zile**. A part of the largest Division in Fifth Northern, the Van Ziles are always On Guard on

Pennsylvania’s lakes and rivers. Ron’s work helped lead Western Area’s way to conducting 4,000 Vessel Safety Checks last year and accepting 200 Auxiliary Facilities each year. Cecelia is now the Division Public Affairs and Outreach coordinator...often a full time job, for such a large Division. Logging over 2,000 hours of their time last year, Ron and Cecelia truly can proclaim, “We’re On Guard.”

You’ve all set the standard.

Last year, Fifth Northern exceeded the calendar year 2000 performance levels across most Auxiliary mission areas.

You’re among the national leaders in member training, Vessel Safety Checks and Marine Dealer Visits. You again lead all Auxiliary regions in support for Mutual Assistance by your monetary contributions and an astonishing 80% participation rate among all flotillas! And I’m sure this year will be even better than ever.

So, in conclusion, I’ll close with just a few more of my favorite three word phrases.

Coast Guard Blue.
Fifth Northern Region.

You are important.

I am proud.

I think I just heard Commodore Perrone whisper a three-word phrase:

“Admiral, sit down.”

Thanks for the invitation to be here tonight.

Semper Paratus.



CONFERENCE COORDINATORS

After you look over the Schedule of Events for the Fall 2002 Conference, it's a safe bet that most of you will find something to pique your interest and curiosity. This conference is "full to the gunnels" with seminars and workshops that apply to almost all Auxiliary activities.

Traditionally, fall conferences take a back seat in attendance to the spring conference. However, there has been a significant up tick in attendance for the last several conferences and the fall conference is catching up fast in number of members attending. A word to the wise then is to get your registration forms in as early as possible. We expect a large turnout and, therefore, there will be ***no exceptions to the 22 August registration deadline.***

Please note that this registration form has a space for your E-mail address if you have one. We found this quite helpful in the past to expedite any questions we may have about your registration form. And folks, don't forget to note your ***division number*** in the appropriate box.

Here is a brief rundown of the seminar and workshop activity at the upcoming conference:

Ask The Brass – An opportunity for members to query the Bridge and DIRAUX about significant issues and concerns as they apply to D5-NR activities.

Coastie Demo/Workshop – Coastie is a remotely operated replica of 41 ft UTB. It is attention getting and very entertaining to children and adults. Hear about the Public Affairs' attributes of this new tool as D5-NR's Coastie makes its regional "coming out" at this conference.

LANT Strike Team – Home ported in D5-NR's backyard, the Atlantic Strike Team has led Coast Guard responses to the World Trade Center tragedy, last Fall's anthrax outbreak, last

summer's response to a chemical train derailment in a Baltimore harbor tunnel and many more challenges. Find out how they do it and what they use to make them such a unique element of Team Coast Guard – and perhaps even become a part of the Atlantic Strike Team!

Uniform Guide Show – The USCGAUX has a variety of uniforms that members are eligible to wear, depending on the occasion and the uniform that has been prescribed. This assortment of uniforms can cause confusion for both new and "old" members. Using live models, this "fashion show" will show you how to wear CGAUX uniforms completely and correctly.

USCG Postmaster Seminar – The Coast Guard's Postmaster will help make understanding the nuances of the postal system easy by discussing different postal techniques, classes and ways to save postal costs. Learn how the CG manages its mail and how these examples may apply to CGUAX business.

USCG Property Management Seminar – The Coast Guard's Property Manager will discuss what kind of property is out there to help Auxiliarists, how to get it and manage it. Hear how to get government excess property; how to account for it; how to get rid of it; controls and accountability. Presented along with your friendly, neighborhood DIRAUX Storekeepers.

See you in Cherry Hill. ☼

Arline and Ira Dolich, Conference Coordinators



CONFERENCE SPOUSE/GUEST PROGRAM

SPRING CONFERENCE MEMORIES

The spouse/guest program at the Spring Conference in York, PA, was enjoyed by everyone who participated. I especially want to thank Thelma Kehr for the program idea and arranging for the presentation. The hotel surprised us with the crepes for everyone and the massage demonstration.

York, PA, proved to be very interesting from the shopping excursion to the Historical walk. A St. Patrick's Day Parade with Irish dancers, bagpipers, a green horse and even a man with green hair and beard was a surprise to those of us who went into town.

The elegant décor of Yorktown hotel was an added treat. We would like to extend a special "thank you" to Kevin for arranging the transportation into York on such short notice.

The programs are arranged so that we have a great time and get to know each other better. Through the years we have met many wonderful people and we will continue to keep your enjoyment our priority. ✿

*Joanne M. Perrone
Hockessin, DE*



why not
join us at
the fall
conference?



Fall Conference Welcome Aboard Party

A variety of Sandwiches and Toppings

Roast Beef, Meatball, Cold Cuts

Come and Join us after the Elections
and have a Great Time

Spouse / Guest Program Saturday Morning

Participants will leave the hotel at 9:00 A.M.
for a tour of the

Photo # K-16282 USS New Jersey enters Japanese port, 1953



Battleship USS New Jersey

A fee of \$6.00 will be required and
please wear comfortable shoes
(Drivers for the short trip to the River are needed)

Saturday Afternoon

Participants will return to the hotel for lunch (on
your own) followed by a Ikebana International
Japanese flower arranging presentation.

Sure to be enjoyed by all.

FALL 2002 CONFERENCE REGISTRATION

FALL CONFERENCE REGISTRATION FORM NON-FUNDED ATTENDEES — 20 - 22 SEPTEMBER 2002 Clarion Hotel & Conference Center, 1450 Rte 70 East, Cherry Hill, NJ 08034

Use this form to make your conference and meal reservations.

REGISTRATION DEADLINE: 22 AUGUST 2002 FORMS RECEIVED BEYOND THIS POSTMARK DATE WILL BE RETURNED

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

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

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

Division Number:

	#1	#2	Amount \$
Name			
Email Address			
Registration fee for each person 17 years of age & over @ \$5.00			
Friday Night Buffet @ \$22.00			
Saturday Buffet Breakfast @ \$10.00			
Saturday Luncheon Buffet @ \$12.00			
Saturday Commodore's Banquet			
Roast Sirloin of Beef @ \$24.00			
Sautéed Breast of Chicken @ \$24.00			
Sunday Breakfast Buffet @ \$12.00			
Past Captain's Breakfast			
Member of PCA (No charge)			
Guest @ \$12.00 (A PCA member must make PCA guest reservation)			
Check made out to USCG AUX 5NR for the TOTAL AMOUNT:			

Workshop/Event Selection

Team Coordination Training (TCT)			
Spouse/Guest Program AM Session (Tour of USS New Jersey)	Fee⇒⇒⇒⇒	Fee⇒⇒⇒⇒	\$6.00 per person fee. Pay at the conference registration desk.
Spouse/Guest Program PM Session (Speaker)			
CG Postmaster Seminar - AM Session			
CG Postmaster Seminar - PM Session			
LANT Strike Team - AM Session			
LANT Strike Team - PM Session			
"Coastie" Demo/Workshop			
"Ask the Brass"			
CG Property Seminar (AM Session)			

2002 FALL CONFERENCE

FALL CONFERENCE — 20 - 22 September 2002
Clarion Hotel - Cherry Hill, NJ 08034
SCHEDULE OF EVENTS

Friday, 20 September 2002

1600 - 2100 Registration Desk Open (Lobby)
1800 - 1930 Members' Dinner
1900 - 2300 District Materials Center Open
1930 - 2100 Division Captains' Meeting
2000 - 2100 District Staff Officers' Meeting
2100 - 2130 District Board Meeting (Elections)
2130 - 2200 Uniform Guide Show
2000 - 2330 "Welcome Aboard" Sandwich Party

Saturday, 21 September 2002

0630 - 0830 Members' Buffet Breakfast
0630 - 1130 Registration Desk Open
0800 - 1600 District Materials Center Open
0800 - 1200 District Board Meeting
0800 - 1200 Team Coordination Training (TCT)
0800 - 0900 CG Postmaster Seminar
0900 - 1145 Spouse/Guest Program (Tour of the Battleship New Jersey)
0900 - 1015 CG Property Management Seminar
1015 - 1030 Coffee Break
1030 - 1200 LANT Strike Team Presentation

1215 - 1330 LUNCH

1330 - 1430 CG Postmaster Seminar (repeat of AM)
1330 - 1600 Team Coordination Training (TCT-Cont.)
1330 - 1500 Spouse/Guest Program (Speaker)
1430 - 1530 "Coastie" Demo/Workshop
1430 - 1600 LANT Strike Team Presentation (repeat of AM)
1600 - 1700 "Ask the Brass"

1730 - 1830 COCKTAIL HOUR

1830 - 2130 BANQUET

2200 - Casino Night

Sunday, 21 September 2002

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

UNIFORM OF THE DAY

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

HOTEL ROOM RESERVATION FORM*

Clarion Hotel & Conference Center
1450 Route 70 East
Cherry Hill, NJ 08034

Phone: (856) 428-2300 FAX: (845) 354-7662

Name: _____

Address: _____

City: _____ State _____ Zip _____

Please reserve ☐ Single ☐ Double ☐ Non Smoking

☐ **I have HANDICAP requirements.**

Specify: _____

Rate: \$74.00 Single or Double
Check in time: 1500

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

Deadline for reservations: 22 August 2002

One nights deposit required to guarantee room.

Make checks payable and mail to the Clarion Hotel, **with this form**, at the above address or call with a major credit card.

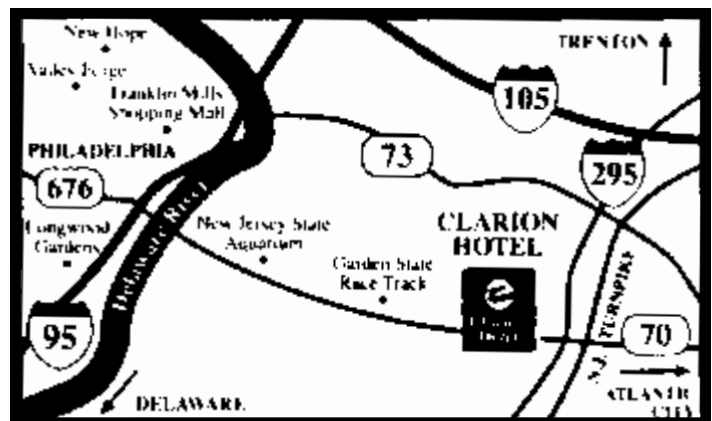
State that you are with the US Coast Guard Auxiliary

Arrive Date: _____ Depart Date: _____

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

No.: _____ Expire: _____

***Use this form only for hotel room reservations. All conference registration forms and money are to be sent to the Conference Coordinator.**



2001 AWARDS - SPRING CONFERENCE 2002



DISTRICT AWARDS

Recognition of Individual Achievement

Training Aid Awards

Best of Show.....John C. Hackney (2-76)

Best of Participation.....Divisions 2 and 15

Vessel Safety Check Award

Greatest number of safety checks in the District...John R. Cathcart (7-12)

Marine Dealer Visitor Award

Greatest number of dealer visits in the District.....Vincent Maciborka (77)

Operations Program Award

Greatest number of operations exclusive of
support missions and chart updating.....Carol L. Owens (14)

Aids to Navigation/Chart Updating Award

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

Support Missions Award

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

Instructor Award

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

Topside Photo Award

Best photograph in TOPSIDE depicting
Auxiliary activity.....James D. Gotthelf (15-5)

Assists Award

Greatest number of assists in the District.....James D. Gotthelf (15-5)

Edmund Morton Member Training Award

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

Flotilla Publication Award

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

Division Publication Award

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

2001 AWARDS - SPRING CONFERENCE 2002

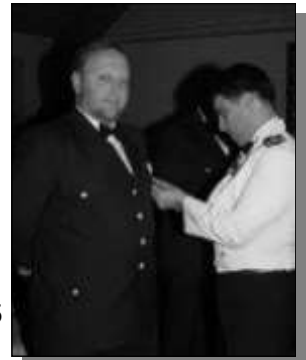


DISTRICT

AWARDS

Recognition of Flotilla and Division Achievement

- Flotilla Membership Award**
Flotilla with greatest membership increase.....Flotilla 24
- Flotilla Operational Support Award**
Flotilla with greatest number of support missions.....Flotilla 15-5
- Flotilla Operations Award**
Flotilla with greatest number of operational missions.....Flotilla 15-5
- Flotilla AN/CU Award**
Flotilla with the greatest number of aids to navigation missions.....Flotilla 65
- Flotilla Vessel Safety Check Award**
Flotilla with greatest number of VSCs.....Flotilla 7-12
- Flotilla Marine Dealer Visit Award**
Flotilla with the greatest number of marine dealer visits.....Flotilla 24
- William Ross McDonald Award**
Flotilla with greatest number of public education missions.....Flotilla 49
- Past District Commodore's Plaque**
Flotilla which won the PDCO Trophy in 2000.....Flotilla 24
- Past District Commodore's Trophy**
Flotilla with the greatest number of missions overall in 2001.....Flotilla 7-12



COAST GUARD AWARDS

Director's Administrative Awards

Flotilla and Divisions meeting specific program goals:

Flotilla 23	Flotilla 24	Flotilla 26	Flotilla 2-10	Flotilla 35
Flotilla 42	Flotilla 43	Flotilla 48	Flotilla 49	Flotilla 52
Flotilla 65	Flotilla 69	Flotilla 74	Flotilla 7-10	Flotilla 7-11
Flotilla 7-12	Flotilla 83	Flotilla 94	Flotilla 11-1	Flotilla 11-3
Flotilla 11-4	Flotilla 11-6	Flotilla 12-1	Flotilla 12-5	Flotilla 12-9
Flotilla 14-1	Flotilla 14-2	Flotilla 15-2	Flotilla 15-5	Flotilla 15-7

Director's Personal Service Award

For outstanding service to the Director's office:

Lionel F. Crossman

Dudley D. Gallup

Flotilla Meritorious Achievement Award

The superior Flotilla in the 5th Northern Region.....Flotilla 24



2001 AWARDS - SPRING CONFERENCE 2002



auxop members

Melvin Kleinman (43) ☆ Melvin Kleinman (13-5) ☆ David Inglis, Sr. (14-4)

Coxswain badges

Richard Deason II (96) ☆ Ryan Deason (96) ☆ Theodore Hall (16-7)



state awards

Pennsylvania Flotilla Awards:

Public Education.....Flotilla 49
Vessel Safety Checks/Marine Dealer Visits.....Flotilla 14-1
Operations.....Flotilla 15-5
Water & Kids/Boats & Kids.....Flotilla 24
Top Flotilla in Pennsylvania.....Flotilla 15-5 (Northumberland, PA)

Pennsylvania Individual Awards:

Public Education.....Eric L. Pennell (49)
VSC/Marine Dealer Visits.....Anthony T. Fimowicz (15-3)
Operations.....James D. Gotthelf (15-5)

New Jersey Flotilla Awards, by Division:

Operations (Assists)..... Flotillas 35, 66, 79, 84, 13-3, 16-7
Public Education (Nr. of classes)....Flotillas 32, 66, 79, 83, 13-3, 16-7
VSC and MDV..... Flotillas 34, 61, 77, 82, 13-5, 16-6

Delaware Awards are on the next page



2001 AWARDS - SPRING CONFERENCE 2002

state awards

Delaware Awards by Division:

Most Coxswain Hours	Division 1.....Alexander H. Svabs (18)
	Division 12.....Ralph A. Gilgenast (12-1)
Most Crew Hours	Division 1.....Carol M. Owens (1-4)
	Division 12.....Francis C. Doyle (12-1)
Most Support Mission Hours	Division 1.....Richard Hudson (14)
	Division 12.....Richard D. Wolfe (12-4)
Most Public Outreach Hours	Division 1.....Richard Hudson (14)
	Division 12.....Richard O. Hays (12-2)
Most Vessel Safety Checks	Division 1.....Samuel S. Wright (11)
	Division 12.....Jack Korbobo (12-2)
Outstanding Auxiliarist from Division 1.....	Carol M. Owens (14)
Outstanding Auxiliarist from Division 12.....	Robert P. Amort (12-5)

recruiting service awards

John McVey (7-11) ☆ George Clapper (91) ☆ Paul Vonada (94)
Oscar Bailey (12-3) ☆ Charles H. Mathews (15-4) ☆ Donald E. Bowes (15-5)

auxiliary membership awards

Walton E. Porter ☆ 45 Years
Eugene A. Bentley, Jr. ☆ 30 Years

auxiliary achievement award

John A. Bellenzeni (44)



2001 AWARDS - SPRING CONFERENCE 2002

2001 INDIVIDUAL AWARDS - VESSEL SAFETY CHECKS

Anthony T. Fimowicz	Harold N. Miller	Jack K. Korbobo	William A. Michalski	Arthur W. Cattell
John Williams	David C. Kapp	Oliver D. Compton	William P. Ruppel	John W. Sneddon
Ronald J. Vanzile	William Wein	Joseph C. Phillips	Joseph C. Phillips	Robert J. Herr
Leo E. Daley	John M. Lenart	Lester C. Fisher	James N. Cox, Jr.	Richard A. Deason II
Charles D. Lamarr	Roderick E. Griffin	Norman L. Montoy	David J. Holeman	Russell P. Friedrichs
Thaddeus Piotrowski	George Papacostas	Dona C. Turner	Darlene M. Covert	Lester C. Fisher
Jack K. Korbobo	Joseph F. Farber	Robert J. Herr	Robert Neiman	Robert L. Turner
Russell M. Galson	Raymond T. Sims	Eric L. Pennell	David O. Becker	
Clyde Reynolds, Jr.	John P. Gallagher	Joseph L. Barcelo		
Michael Gydos	Raymond O. Hays	F. Kenneth De Soo	Stan Morantz	
Martin D. Blumenthal		Oliver D. Compton	Francis C. Doyle	
	Maurice A. Simpkins	Donald E. Bowes	Thomas J. Morrissey	
F. Kenneth De Soo	Rosa Neff	Melvyn A. Borofsky	Paul H. Vonada	

2001 INDIVIDUAL AWARDS - INSTRUCTION

Richard B. Hudson	Linda A. Unger	Walter W. Wubbenhorst	Brenda J. Moscatello	William C. Lewullis
Harry F. Dyer	Daniel B. Charter, Jr.	Paul V. deFerrari	Rosa Neff	Harold R. Bentz
Leonard B. Karter	John R. Houseman	Bruce J. Long	Ralph J. Onesti	Robert L. Wecker
James S. Brennan	Frederick J. Reck	Marcellino Trojano	Harvey C. Cook	Raymond W. Bodwell
Harold T. Robinson	John D. Borzell	Suzanne B. Wade	Eric L. Pennell	Donald E. Bowes
William A. Gardner	Diane N. Reed	Philip J. Miller	John O. Stebbings	Ronald J. Vanzile
Bemyce Wubbenhorst	Anthony F. Schiro	Eugene C. Unger	Joseph L. Barcelo	John S. Witemeyer
Kathleen C. deFerrari	John R. Kates	Patricia N. Charter	Herbert E. Hoeger	
Joseph N. Lupa	Patrick M. Cunningham	Henry L. Reeser	Raymond J. Panfile	
Inez Troiano	Raymond T. Sims		Wolf R. Vieth	
Marc S. Brody	Richard P. Giduck	Laura K. Bodwell	Leo E. Daley	
	Richard P. Stabler	Anthony T. Fimowicz	Paul H. Vonada	
David O. Becker	Michael R. Ryan	Lester L. Reed, Jr.	Aston C. Smith	

2001 INDIVIDUAL AWARDS - OPERATIONS

Kenneth G. Tumgren	Lionel F. Crossman	Bemyce A. Wubbenhorst	Robert L. Turner	William Tower, Jr.
Alice Drew	Elwood F. Williams	Charles R. Andree	Rosa Neff	David Berlin
Betsy A. Levy	Emanuel Greenwald	Paul V. deFerrari	Judith C. Dodd	Robert J. Herr
Steven J. Roth	Edward J. Ross	Kenneth T. McGowan	Nicholas S. Matchica	Anthony T. Fimowicz
Ronald J. Boice	Donald E. Bowes	Raymond J. Panfile	James F. Holefelder	David C. Kapp
Joseph A. Rzuclido	Thaddeus Piotrowski	John McVey	Michael J. McKenzie	Lester L. Reed, Jr.
Robert J. Fritz	Roland J. Duperron	Paul R. Rudolph	Richard P. Stabler	Harold N. Miller
John O. Stebbins	Fredric Vespe	Marc S. Brody	Howard F. Guest	Robert H. Batta
Chester G. Klabatz	Herbert A. Gomborg	John T. Lincoln	Richard S. Wayne	Robert G. Witham
Robert S. Coon	Anthony Bubadias	Paul Mackes	Robert L. Layton	William Fennelly
Melvyn A. Borofsky	Paul A. Teliha	Francis C. Doyle	Walter W. Wubbenhorst	
Richard J. Alderiso	Melvin D. Flamer	Robert Amort	Herbert E. Hoeger	
Kathleen C. deFerrari	Lewis H. Keenan	Philip B. Walmsley	Raymond C. Jackey	
Herbert F. McCaffrey	Charles E. Lyman	Maurice A. Simpkins	Ellen B. Voorhees	
Lawrence C. Greco	Richard O. Danley	Robert L. Wecker	Michael A. Ventura	
Timothy Bonspers	James E. Lafferty	James D. Gotthelf	Thomas A. Murray	
Elliot F. Linsky	James S. Brennan	Diane N. Reed	Robert V. Balke	
Jodi L. Brody	Harold T. Robinson	Astrida V. Miller	Gilbert Finkelstein	
Zane C. Irvine	Paul V. Shaver	Leonard A. Soderberg	George A. Smith	
Michael B. Redmond	Norberto J. Perez	Patricia A. Witham	Aston C. Smith	
Joseph Witkoski	Rita H. Kratzer	Dona C. Turner	Ralph A. Gilgenast	

2001 INDIVIDUAL AWARDS - MARINE DEALER VISITORS

John R. Cathcart	Laurence Brooks	Antoinette V. Fimowicz	Shirley A. Holeman	David O. Becker
Leo E. Daley	J. Donald Coggins		Terry L. Hilbert	Alfred O. Grimminger
Miriam Compton	Thomas E. Critelli		Samuel S. Wright	Marcellino Troiano
Russell M. Galson	Paul C. Lamanteer		Jay H. Schulz	Melvyn A. Borofsky
Thomas E. Critelli	Raymond O. Bartell		Clarence Diciara	Richard O. Hays
Thomas R. Gangemi	Rosa Neff		John D. Plasket	Ronald J. Vanzile
James E. Frederick	Edward W. Rearick, Jr.		George L. Hartman	Inez Troiano
Stanley B. Butler	Aldo Guerino		Ralph A. Gilgenast	
Laurence Brooks	Paul V. deFerrari		Charles R. Andree	
Richard D. Wolfe	Alice Drew		Herbert C. Archdeacon	
Winvert J. Jarrell	Jodi J. Sebring		Charles A. Woolson, Jr.	
Vincent Maciborka	Philip Greco		Anna M. Herman	



SPRING CONFERENCE 2002 - YORK, PA



SPRING CONFERENCE 2002 - YORK, PA



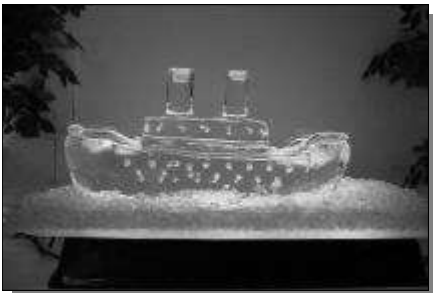
SPRING CONFERENCE 2002 - YORK, PA



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SPRING CONFERENCE 2002 - YORK, PA



SPRING CONFERENCE 2002 - YORK, PA



Conference photos by Mel Borofsky, DSO-PB, Hank Demler, DCP 14, and M. Philip Stamm, DCP 10



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

<u>NAME</u>	<u>FLOTILLA</u>	<u>NAME</u>	<u>FLOTILLA</u>
Scott J. Albee	49	Lee A. Kerschner	11-9
Richard L. Anderson	53	Jeffrey M. Kendall	7-12
Richard F. Arsenault	34	David W. Kirk	61
Daniel B. Baer Jr.	96	Theresa K. Kiwior	15-4
Thomas W. Bickta	49	Nicholas C. Kjetasa	16-7
Sheila M. Bowden	12-2	Christopher E. Knepp	96
Elford H. Caldwell Jr.	16-3	Thomas F. Kulig	77
Susan L. Carty	10-8	Barbara L. Kustanbauter	15-1
Alex M. Cena	16-7	Christopher D. Lineman	24
Walter J. Choplice	15-3	Alexander F. Lopus	16-5
Samuel R. Coon	65	Nancy Lee Losneck	12-2
Harry P. Croll	14-7	Jeffiey T. MacMillan	15-4
Robert W. Deason	96	Joe Marquez	32
Richard A. Deason III	96	Mario M. Marquez	32
Zariadis D. Decker	15-3	Richard J. Marsiglia	56
Douglas G. Decker	15-3	Matthew S. Mayes	61
Gary A. DeRosa	77	Allen McCallum	16-6
Bryan R. Dietrich	11-6	Ralph E. McKay	79
David I. Dixon	96	Terry Millard	14-7
Lawrence T. Donia	12-2	Elizabeth A. Mock	91
Harvey W. Dutt	11-4	Gilles J. Morin	11-9
James W. Edwards	77	Jamaal Muchison	69
Dominic M. Ferrante	11-4	Daniel A. Muizay	83
Leroy W. Frost	77	Timothy E. Mumay	12-5
Frances L. Fumanti	15-3	Gregory A. Nelson	15-7
Christian Geirsson	11-9	Harold W. Peters Sr.	79
Roseann Giangiordano	2-76	Dennis M. Petersen	16-6
Tracy P. Gilman	32	Michelle L. Petrilli	85
Ervin H. Goldman	13-3	Julie L. Schechter	15-3
Jane B. Griffin	16-3	William Schechter	15-3
Thomas P. Harding	32	Allan I. Schwartz	16-1
Stephen H. Hayton	16-10	Anthony G. Spinelli	14-2
Howard J. Himes	53	Richard W. Sweriduk	24
Edward E. Hoffman Sr.	11-9	Peter G. Theodoros	94
Joseph C. Imaenik	85	Kevin A. Thomas	15-3
Robert C. Jensen Jr.	12-2	Anthony C. Tortorici	77
Daniel J. Johnides	14-2	Michael A. Wagner	15-5
Elizabeth S. Johnides	14-2	Herbert Weiner	77
Delana C. Johnson	14-1	Tracy Werner	77
Richard G. Johnston	7-11	Elizabeth H. Winings	11-9
Michael Karasic	16-10	Dorothy J. Woodward	52

Prepared by Linda Unger, DSO-FN, as of 1 January through 31 March 2002

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.

Charles Barger Flotilla 7-10

Robert R. Blum Flotilla 11-1

William F. Carlin Flotilla 35

Charles Fink Flotilla 14-1

George Hamilton Flotilla 86

Herbert C. Morgan Flotilla 12-2

Catherine H. Phillips 12-2

Walter Price Flotilla 86

Geri Strickland Flotilla 23

Ben Vanalesti Flotilla 79

Lloyd Wilbert Flotilla 51

Sailors Rest Your Oars

Listing provided by Charles Mathews, DSO-PS, through 30 April 2002

AROUND THE DISTRICT

Division 2
Philadelphia, PA

DIVISION 2 AUXILIARIST OF THE YEAR ROSA NEFF

Recipient selected for outstanding contributions to the Auxiliary for the year 2002. Rosa Neff has participated as crew member on patrols, served as Boating Skills & Seamanship Instructor and Vessel Examiner.

Rosa, along with Alice Drew, has spent many, many hours visiting marine dealers, distributing literature, and offering classes. She was chosen for her outstanding efforts in promoting the aim, ideals and programs of the Auxiliary. She is an inspiration to every member of Flotilla 24. Rosa Neff was selected for outstanding service. ⚓

Submitted by Stan Morantz,

*FSO-PA, PB 24
Huntington Valley, PA*



Auxiliarist of the Year Rosa Neff (L) receiving congratulations from Alice Drew.

DIVISION 2 CHANGE OF WATCH CEREMONY



↑ DCP 2 Cliff Dunn presenting Sustained Auxiliary Service Award (7th) to VCP 2 Harry Dyer.

VCO Eugene Bentley swearing in the new Division 2 Bridge. →



FLOTILLA 26 CELEBRATES IT'S 45 YEAR ANNIVERSARY



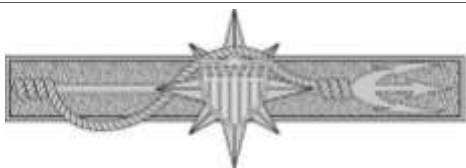
This year Flotilla 26 celebrates 45 years of service to the boating community. Flotilla Commander, Pete Fuhrman cuts the festive cake.

*Caption and photo by Ed Horahan, FSO-PA 26
Roslyn, PA*



Division 2 Auxiliarist of the Year Rosa Neff receiving her award from Vice Commodore Eugene Bentley at the Division 2 Change of Watch Ceremony.

Photo by CDR Stephen Minutolo, Director of Auxiliary 5NR

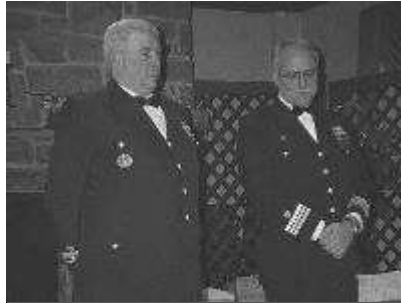


AROUND THE DISTRICT

Division 5
Harrisburg, PA

DIVISION 5 CHANGE OF WATCH

The annual change of watch (COW) was held on 2 March at the Holiday Inn, Mechanicsburg, PA. In spite of the potentially bad weather conditions we had a very good turnout. As a memento, all of the attendees received an American Flag lapel pin. Rod Miller (Flotilla 56) served as Master of Ceremonies, started things off by introducing the head tables. Our honored guests included CDR Stephen Minutolo, USCG, Director of Auxiliary D5-NR, District Commodore Robert Perrone and his wife Joanne, Vice Commodore Eugene Bentley and his wife Janet, Rear Commodore Donald Bowes and his wife Grace, Immediate Past Captain Walter Brenner and his wife Jeannie (FC 56), and Immediate Past Vice Captain Bruce Henry and the wives of the incoming bridge, Patricia Marthouse and Joanne Rossiter.



Incoming bridge, Vice Captain Bruce Henry (L) and Captain Steve Marthouse.

Following a delicious meal, incoming Division Captain Steve Marthouse and incoming Vice Captain Denis Rossiter were given the oath of office by CDR Minutolo and Commodore Perrone. Then the passing of the pennant and burgee between the incoming and outgoing bridges followed. Wally Brenner and Bruce Henry then recognized their staff officers with Certificates of Appreciation. The incoming staff officers were introduced and those present were given the oath of office and received Certificates of Appointment.

Plaques, trophies or certificates were then given to Auxiliarists who were recognized by Div 5 for their support, which included the following:

Instructor of the Year: William Gardner

Operations Award: Howard Guest

Vessel Safety Check Award: George Papacostas

Flotilla Commander of the Year: George Papacostas

Division 5 Staff Officer of the Year: Patricia Roussel, SO-PB

Fred Gilbert Membership Award: Flotilla 53

George Smyth Operations Award: Flotilla 56

Auxiliarist of the Year: William Weihbrecht (unable to attend)

Flotilla Commanders then presented a plaque to their choice of Staff Officer of the Year

Thanks goes out to the Change of Watch committee, Jeff Stouffer (chairman), Gloria Caudill, and Jeannie Brenner, for a fine job! 🌟

FLOTILLA 56 INSTALLS NEWLY ELECTED OFFICERS AT CHANGE OF WATCH

Flotilla 56 of Chambersburg held their annual Change of Watch Ceremony on 16 Feb in Chambersburg, PA. As part of the ceremony, Division 5 Captain Stephen Marthouse, administered the oath of office to the newly elected Flotilla Commander, Jeannie Brenner, and Vice Commander, Ray Forrester. Last year's staff officers were recognized with Certificates of Appreciation. The

2002 Staff Officers in attendance were then given the oath of office and presented with Certificates of Appointment.

At a previous Flotilla meeting, members of Flotilla 56 selected a recipient for the new Peer Award, which was presented to Ray Forrester for his support to Flotilla 56 during 2001. A special plaque was presented to Division 5 Captain



Steve Marthouse. Immediate Past Division Captain (IPDCP), Wally Brenner, also received a plaque for his past support to the flotilla.

To hold with tradition, unofficial awards were then presented to some of our well-deserving members. Other special certificates and awards were presented:

Paperwork Award - to Les Abbott with a "file 13" bag

"Specs" Award - to Norm Montoy and Steve Marthouse with "secure" straps for their glasses

Scrambler Award - to Bill Gardner with a brochure of local restaurants

The Change of Watch Committee comprised of Bill Gardner, Mary Dukehart, and Jane Turnau. They did an excellent job of setting up this annual event. Anne Smith was again the designer of the beautiful centerpieces and Jeannie Brenner designed and printed the program and place cards. The Master of Ceremonies, Rod Miller, did such a wonderful job that he was "volunteered" to be the MC for the Division 5 COW on 2 March. Thanks to all for a job well done! 🌟

By Jeannie Brenner, FC56
Fayetteville, PA

AROUND THE DISTRICT

Division 7
Southern Ocean County, NJ

FLOTILLA 7-12 HONORED FOR ACTIVITY



Aldo Guerino [c], Flotilla Commander 7-12, receives the Commodore's Trophy signifying their #1 in 5NR activity record for the year 2001. Presenting the trophy are Division 7 Vice Captain Jim Emery [L] and Division 7 Captain Kathleen deFerrari.

Award photos by Mel Borofsky, DSO-PB

NEW COXSWAIN RECOGNIZED



Newly qualified Auxiliary Coxswain Mike Ventura [second from left] receiving his certification from Division Captain Kathleen deFerrari [r] while Division Vice Captain Jim Emery [L] and CWO David Umberger, Commanding Officer, USCG Station Barnegat Light look on.

NEW CREW QUALIFIED



New crew persons of Flotilla 7-10, Steve Zuzic [c] and Pat Lavelle [r] receive their qualification medals from IPDCP Mel Borofsky.

photo Edna Frederick, FSO-PA 7-10, Whiting, NJ

DIVISION 7 AUXILIARISTS SUPPORT ATLANTIC STRIKE TEAM



Auxiliary Watchstanders Tom Murray (L), Ellen Voorhees (4th from left), and Larry Volz (2nd from right) pose with active duty members of the Atlantic Strike Team. Looking on is [r] Division 7 Captain, Kathleen deFerrari. The Strike Team presented a well received program at a recent meeting of Division 7.

unknown photographer

Atlantic Strike Team



The Atlantic Strike Team, a part of the US Coast Guard National Strike Force, gave a presentation at a recent Division 7 meeting. The National Strike Force was created in 1973 to respond to oil and hazardous chemical incidents. The National Strike Force is comprised of three 36 member Strike Teams and the National Strike Force Coordination Center. The Atlantic Strike Team is stationed at Fort Dix and serves the North East Area.

All Strike Teams meet these standards:

- 2 members may be dispatched immediately.
- 4 members may be dispatched with 2 hours.
- Up to 12 members and equipment may be dispatched within six hours.

Their presentation focused on the World Trade Center tragedy and the anthrax outbreak in Washington D.C. and New Jersey. Their presentation was enjoyed by over 100 members of Division 7.

Division 7 has three members currently serving at the Strike Team as Watchstanders. They each serve a minimum of 7 hour days, one day a week. ☼

*by Kathleen deFerrari, DCP 7
Lanoka Harbor, NJ*

AROUND THE DISTRICT

Division 8
Southeast NJ

"POLAR BEAR" PATROLS

Saturday March 30 aboard AUXFAC 211275. Auxiliarists Bob Balke, Gil Finkelstein & Ken Eisenberg. The dreary morning started out from Brigantine, NJ, as a "routine patrol". Our plan was to check out our Northern most area at Intra-coastal Waterway (ICW) marker #139. The weather forecast showed improving weather, but small craft warnings were up with winds gusting to 25, 4 to 6 ft seas with heavy surf and a water temperature of 44 degrees. We wore our Mustang survival suits, wool watch caps and gloves. so we were comfortable.



We heard over the VHF radio that a helicopter was requesting a boat to stand safety watch for their swimmer. Ken needed to get checked off for helicopter operations so we agreed to assist in the safety watch. The swimmer was dropped in the water twice and retrieved via hoist.

That event being over we started north on our trip up the ICW. All the ICW markers were in place making navigation a lot easier. We reached marker #139 and were checking the charts to familiarize ourselves with the Great Bay area when we heard a "PAN PAN" (urgency call) on channel 16. It was a report of a person in the water off the Longport jetty. Back we went through the ICW and out Absecon Inlet to the Longport jetty, 7 miles down the coast in the sloppy seas.

Upon reaching the Search & Rescue (SAR) datum we commenced a parallel search pattern for the next 3 hrs but with no success. Fortunately we took sandwiches with us so we were able to sustain our energy. CG vessel #036 came alongside for some water. While transferring the water someone yelled "holy (**&^)," as a 7 ft rouge wave crested and crashed over the stern of our vessel. Our vessel is self bailing and since we were in our Mustang suits everything was ok. I commented to the Coasties in a nonchalant tone. "Now that was refreshing", and everyone laughed. At 1530 we requested to Station that we return to our regular patrol and upon approval headed back towards Brigantine.

It was an interesting patrol and good training. I don't know the outcome of the SAR, but after 4 hrs. in 44 degree water it could not be good. It's great to be able to assist the CG and be part of the action.✿

*Gil Finkelstein, IPDCP 8
Linwood, NJ*

SEARCH & RESCUE COURSE CONDUCTED



L T. Mike DaPonte, USCG, commanding officer of CG Station Cape May, NJ and a former Search & Rescue (SAR) instructor at Yorktown, VA, recently led a Search Coordination & Execution (SC&E) course in Cape May (photo above). The SC&E course is a recognized source of training for Coast Guard coxswain and aircraft commanders.

Auxiliarist Wolf Vieth, member training officer (FSO-MT) of Flotilla 82, assisted with the training. He coordinated his knowledge of the Auxiliary Specialty Course for Search & Rescue (AUXSAR) with the SC&E course giving attendees an opportunity to qualify for the specialty certificate and ribbon.✿

*Thom Weber, SO-PA 8
Cold Spring, NJ*

NEVER TOO YOUNG



Susan Lincoln, daughter of John T. Lincoln (Flotilla 86) after she presented the "ears" to Michael Dineen FC 86. Mike asked Susan to bring him back the Mickey Mouse ears when she and her family recently visited the Magic Kingdom.

*Photo and caption by John (Jake) Lincoln, Historian 5NR
North Cape May, NJ*

AROUND THE DISTRICT

Division 9
Western Lakes, PA

NEW MEMBER GETS WITH THE PROGRAM.....FAST!



Pictured above is new Auxiliary member Robbie Deason talking with several people about taking a boating safety course. Robbie, along with 2 brothers and his Dad are members of Flotilla 96. Robbie was one of ten members of Flotilla 91 and 96 who manned the Boating Safety booth at the Jaffa Outdoor Show in Altoona, PA. The show, held during the last week of February, attracts over 12,000 visitors.

With Auxiliary ambassadors, such as Robbie, we are given the opportunity to have many persons sign up for our Spring Safe Boating courses. ❀

*Photo and article by Allen R. Mitchell, SO-PB 9
Duncansville, PA*

HOW TO LOUSE UP A WEEKEND!



We hope she didn't drive through a "SAFE BOATING COURSE" advertisement!

AROUND THE DISTRICT

Division 10
Southern Delaware

DIVISION 10 AUXILIARIST OF THE YEAR



**Norman F. Houser
Flotilla 10-2**

Auxiliary History: Auxiliarist Houser joined Auxiliary Flotilla 10-2 March 1992. He was elected Vice Flotilla Commander (VFC) 1993-1994, then Flotilla Commander (FC), 1995-1996. He has served as Publication Officer (FSO-PB) 1997 to date and Public Education Officer (FSO-PE) 1998 to date. He qualified as crew under Boat Crew program and is working towards AUXOP status with 5 of the 7 courses successfully completed.

As FC, Houser led the Flotilla to two successful years of accomplishments towards established goals. As an example, the Flotilla had 54 on the water patrols with a total of 1146 hours in 1996. The Flotilla also performed over 300 vessel safety check during that same period.

As FSO-PE for the past four years, Houser has faithfully conducted six lesson and 13 lesson BS&S courses for as many as 50 and as few as 8 students. He organized the courses and made arrangements with the Community Center for space, lined up instructors for each of the subjects (including representatives of the PA Fish and Boat Commission for the lesson on State Laws) and successfully oversaw each class. Of all the students in the past four years, almost 99% passed the exams.

As acting Career Candidate Officer (FSO-CC) and in 2001 SO-CC, Houser, over the past two years was successful in fielding acceptable candidates for

AROUND THE DISTRICT

Division 12
Southern Delaware

NATIONAL SAFE BOATING WEEK OPEN HOUSE

A National Safe Boating Week (NSBW) Open House was held at USCG Station Indian River Inlet, DE. The event was co-hosted by Coast Guard Group Eastern Shore, Station Indian River Inlet and those high-energy Auxiliarists of Division 12, D5-NR. Air Station Atlantic City provided an HH-65 helicopter for static display and hoist demo purposes. Station boats, Auxiliary vessels and a 45 ft buoy boat from Aids to Navigation Team, Cape May were also on display.

Additionally, there were displays and equipment from several other agencies and organizations including Delaware Department of Natural Resources and Environmental Control, Milton Fire Department and the US Power Squadron.

Auxiliary coordination was again spear-headed by John Bernath, Division 12 National Safe Boating Week Coordinator. Nice day, great event. ✱

*Article and photos by CDR Stephen Minutolo, USCG
Director of Auxiliary D5-NR*

ANNUAL DELAWARE BOATING VOLUNTEER AWARDS BANQUET

Delaware Boating Volunteer Awards Banquet was held recently at the Felton Fire House in Felton, DE. Approximately 300 people attended and were recognized and honored for their voluntary efforts in support of safe boating programs throughout Delaware.

Arrangements for this event were led by Master Corporal Joyce Hennessey (DNREC Division of Fish and Wildlife Enforcement) who also served as emcee.

Highlights included reading and release of a State Proclamation (photo below) regarding National Safe Boating Week and kick-off of this summer's recreational boating season along with a ceremonial signing of the Vessel Safety Check Program Memorandum of Agreement (MOA) between the State of Delaware and D5-NR. ✱

*Article and photos by CDR Stephen Minutolo, USCG
Director of Auxiliary D5-NR*



⇐ Visitors flocking around USCG Group Air Station Atlantic City's HH-65 helicopter.

Hoist in progress. ⇒



⇐ Guess who was hoisted for the demo?...Mustang'ed Auxiliarist Linda Tunney, FSO -SR 12-9! (here being interviewed by local news reporter)

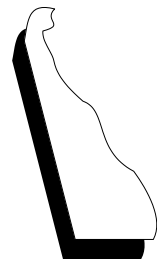


Rinaldo DiDaniele's (Flotilla 12-9) Auxiliary vessel facility alongside Station boat ⇒



↑
Reading the proclamation.

DCO Bob Perrone and
SAREDET Wilmington
Coordinator Carol Owens.
↓



12



⇐ Delaware Boating Law Administrator (BLA), Chief Jim Graybeal, with Auxiliary Delaware State Liaison, Dr. Harry Otto



DECEMBER 7, 1987

AROUND THE DISTRICT

Division 12
Southern Delaware

30 YEARS OF AUXILIARY SERVICE



At the February 13 meeting of Flotilla 12-2 Kenneth Steinman, FSO-OP, (center above) was honored for his 30 years of service to the Auxiliary. Division Captain Bob Amort, (second from right) was emcee as the Flotilla presented Ken with a putter tray. Also shown above (L to R) is Ruth Jopling, Ken's daughter Denise, Ken, Ken's wife Judy, Captain Amort and Ruth Sokolowski.

*Caption and photo by John Bernath, FSO-PB 12-2
Millsboro, DE*

FLOTILLA 12-2 AUXILIARIST OF THE YEAR



Joseph C. Phillips, Vessel Examination Staff Officer, Flotilla 12-2, was chosen Auxiliarist of the Year for his outstanding service to his Flotilla. The award was presented at the Flotilla Change of Watch Ceremony last December.

*Caption and photo by John Bernath, FSO-PB 12-2
Millsboro, DE*

AUXILIARIST NAMED AS HER SCHOOL'S TEACHER OF THE YEAR



My Wife, Linda Brown, a member of Flotilla 12-2, has been voted Teacher of the Year by her school, Lord Baltimore Elementary, located in the lower, slower Delaware town of Ocean View.

Linda teaches the "ILC" (Individual Learning Center) class. The ILC is where the Special Education children go when, due to physical, mental, and emotional needs, they cannot function in regular Special Education classes.

Her normal class size is between 8 to 13 children from grades 2 through 5. This class also has 1 to 2 aids, and other paraprofessionals as needed. As an example, one of her students is legally blind who needs an aid just for him, and his books must have print size 28 font so he can read.

Linda has been a teacher for 24 years. Her experience includes teaching in Queens Village & South Jamaica, NYC, and adaptive Physical Education in the Bronx section of New York City.

Moving to Delaware in 1992, Linda was immediately hired by the Indian River School District, and started teaching at East Millsboro Elementary School. Upon completion of the construction of Long Neck Elementary School she was transferred to that school.

About 4 or 5 years ago, Linda transferred to Lord Baltimore School where she has maintained an excellent and impressive record of successes with her children. Last year, Lord Baltimore School was awarded the designation as a National Blue Ribbon School. Linda is married to me (for that alone she gets a medal), and we have two children.

She is an Auxiliary Master Instructor. ☼

*Wally Brown, IPFC 12-2
Bethany Beach, DE*

AROUND THE DISTRICT

Division 13
Central New Jersey

DIVISION 13 PARTICIPATES IN VOLUNTEER FAIR

Ed Rearick, a past District Commodore and member of Division 13, asked why I didn't enter the 2001 Mt. Laurel Volunteer Fair. He reminded me that he had given me sufficient time to do so. Well, I guess I let him down (and myself as well). I resolved that in 2002 I would jump at the chance, at the proper time.

So that is what I did, and I am glad that I was able to get a booth, space was at a premium. The event was held at the Mt. Laurel Library with a total of 22 booths. They would host more booths, but as I said, space is scarce. The crowds always come out for this event.

Ed Rearick was kind enough to ask if I had the booth, and he showed up to join me in some fun. George Morris, Director of Community Affairs in Mt. Laurel, took the above picture. I appreciate his interest and support of our endeavors.

I would like to entice those of you who never did booth duty to do so. I started the year with the Philadelphia Boat Show, and the same Auxiliarists who participated last year joined me. After all, they could man the booth and then take in the Boat Show. You can only shine if you have the proper uniform and we all looked rather spiffy. You also have to have the luxury of the time to help out. We worked the Sea Partners booth with the Coast Guard, both Active and Reserves. Those that came out had a great time and I thank them for their participation.

I am presently setting up a booth for the Camden Spring Fair. I invited the Coast Guard Recruiters to share the table with me. There are other Auxiliarists that are also interested in joining.

Another event that occurred recently is called "Kidsland," held at the Jewish Community Center in Cherry Hill. My Vice Captain, Buzz Lombardi wore the PFD Panda suit for this gathering. We have a ball with some of our activities, especially with the kids at the Center.

Other plans are in the works for a Vessel Check Station at a local marina. We are also planning to do the same at a certain battleship (does the number 62 ring a bell?).

By the way, in the fall, Mt. Laurel has a Police Expo and about 2,000 people are expected to come out. I don't want to miss this one. Sign me up! ☼

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



COMO Ed Rearick (L) and Division Captain David Berlin at the Fair.

HAPPY BIRTHDAY! FARRAGUT FLOTILLA CELEBRATES ITS 60TH

The Farragut Flotilla 13-5 celebrates its 60th anniversary this year. Like so many other Flotillas it was born out of the crisis of World War II. The first meeting took place at the Farragut Sportsman and Yachting Club in Camden, NJ on the night of May 25, 1942.

The activities of the Flotilla from 1942 to 1945 was so full of high spirited patriotism and enthusiastic participation in the war effort that the Flotilla historian, John T. Dwyer, turned it into a 165 page book.

The Farragut, then known as Flotilla No. 25, was one of seven Flotillas that comprised the Delaware River Division. It continued to meet at the Sportsman and Yachts Club until the following year, 1943, by which time its membership swelled to 135 and it moved to larger quarters. It had become the second largest Flotilla in the 4th Naval District.



In late summer of 1942 the Flotilla began its patrols of a 16 mile stretch on the Delaware River from the Coast Guard Port Richmond Base to Florence Point, Pa. The history states that along this section of the river there were many industries, public power plants, bridges, etc that required protective surveillance from the water to prevent sabotage.

In 1943 the Farragut was patrolling the river on a 24 hour basis and also was expected to assume new shore assignments to replace the regular Coast Guard's younger men that were being transferred overseas for convoy and combat duty.

By the end of 1943 Flotilla 25 was proud of the fact that it had more qualified Auxiliary "Navigators" than any other Flotilla in the 4th District. To qualify as "Navigator" required a 16 week course followed by an examination.

But it wasn't all serious work. The members found time to socialize and enjoy each other's company. There were dances, dinners and boat-pulling races. It was obviously a great time to be an Auxiliarist and the spirit still lives on in Farragut 13-5. Happy Birthday Farragut!

John Lincoln ADSO-PAH has a copy of the history for anyone that's interested in more detail. ☼

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

AROUND THE DISTRICT

Division 14
Susquehanna, PA

DIVISION 14 AUXILIARIST OF THE YEAR



DCO Bob Perrone presents the Division 14 Auxiliarist of the Year Award to Boots Wright, SO-AN 14. The presentation took place at the Division's annual change of watch ceremony, held March 23 at York, PA.

*Caption & photo by CDR Stephen J. Minutolo, USCG
Director of Auxiliary, D5-NR*

SNAPS FROM THE DIVISION 14 CHANGE OF WATCH



*Candid photos by
CDR Stephen J. Minutolo,
Director of Auxiliary D5-NR*

FLOTILLA 14-1 AVIATORS



Flotilla 14-1 aviators (L to R) pictured are Bob Herr, Les Jones and Mike McGurl. The plane is owned by Pilot Les Jones.

*Flotilla 14-1 captions & photos by Stacy Cooper, FSO-PS 14-1
Lancaster, PA*

FLOTILLA 14-1 CHANGE OF WATCH



Flotilla 14-1 celebrated their Change of Watch on 19 January. Pictured above are the *Sweet Adelines*, our banquet's entertainment, singing "Happy Birthday" to John Wilkinson, FSO-MA

FLOTILLA SWEARS IN NEW BRIDGE



Doug Willwerth is sworn in as Flotilla 14-1 Commander by Division 14 Vice Captain Bob Herr.

AROUND THE DISTRICT

Division 14
Susquehanna, PA

DIVISION 14 CONDUCTS AUXILIARY SEMINARS

On Saturday, March 30th, 2002, Division 14 Auxiliarists attended a mandatory operations seminar at the Search and Rescue Detachment Base (SARDET), Lake Clarke on the Susquehanna River. The seminar also included mandatory classes for vessel examiners and instructors.

Beginning at 0830, members gathered around District Operations Officer (DSO-OP), Henry Reeser. He detailed many of the operations and changes necessary for patrolling our local waters. By the time he was done, it was 1130 and all were ready for lunch.

After lunch, Past District Commodore (PDCO), Bob Wecker, and Division Vessel Examinations Officer (SO-VE), Ron Thorn, held the vessel examiner seminar. Information pertaining to changes in forms were demonstrated and handed out.

Soon afterwards, the instructor training program was held by Division Public Education Officer (SO-PE), Robert Christopher. Members attending this portion of the seminar asked many questions and we are happily reporting all were answered satisfactorily.

By 1500, members were ready to leave; many with lots of information applicable for near future use; many with information known, but glad to review.

Thank you, Instructors! You dedicated your day to members of Division 14 and the boating public. The knowledge you shared will enhance members' performances, and therefore aid in the education and safety of the boating public. Auxiliary operations will not only be performed with a fresh view this summer, but with fervor! ⚓

*Article and photos by Alba D. Thorn ADSO-PB (W)
Dover, PA*



Henry Reeser, (14-2) instructor for the Operations segment gives lots of information to his students. See how busy they are taking notes!



Participants in the Vessel Examiner seminar pay close attention to their instructors.



SO-VE Ron Thorn and PDCO Bob Wecker hold court with Division 14 Vessel Examiners.



Ed Ross, (left) and Bob Wecker, experts in operations and most Auxiliary duties attend the operations seminar. A refresher course, for sure, for these two

AROUND THE DISTRICT

Division 15
Frontier, PA

DIVISION 15 AUXILIARIST OF THE YEAR



Division 15 Auxiliarist of the Year Christopher Shaffer, Flotilla 15-4 Commander (FC 15-4) with his wife, Karen. The presentation took place at the Division's annual change of watch ceremony held in Pittston, PA.

*Photo by CDR Stephen J. Minutolo,
Director of Auxiliary D5-NR*

NEW MEMBERS FETED AT BANQUET



DCO Bob Perrone administers oath of membership to three new members. More and more, new members to the Auxiliary are given the introduction and recognition at annual events such as the Division 15 change of watch. This is a wonderful method to welcome new members

*Photo by CDR Stephen J. Minutolo,
Director of Auxiliary D5-NR*

CANDID VIEWS FROM DIVISION 15'S CHANGE OF WATCH

Photos by CDR Stephen J. Minutolo, Director of Auxiliary, D5-NR



Division 15

AROUND THE DISTRICT

Division 15
Frontier, PA

CHARLES H. MATHEWS SWORN IN AS DIVISION CAPTAIN



Division Captain Mathews (L) with
Division 15 Auxiliariist of the Year Christopher A. Shaffer

Charles H. Mathews was sworn in as Division Captain, Division 15, at the change of watch ceremonies on March 9, 2002. Charlie is also District Staff Officer for Personnel Services for D5-NR. He has held the top positions for Flotilla 15-4 and Division 15. He is a qualified coxswain, vessel examiner, and instructor, and has completed five of the seven specialty courses. He is a rapacious recruiter and has brought on board, on average, 10 people a year since becoming an Auxiliariist in 1995. All of which may account for the approximately 700 hours per year devoted to work with the Auxiliary.

Charlie spent 24 years with the U.S. Army where he came up through the ranks before retiring with the rank of Major, and a degree in Civil Engineering; but not before doing 3 tours of duty in Viet Nam: Two as a helicopter pilot and one as a Ranger.

Charlie lives in Scranton, PA with his wife, Eileen, a registered nurse. He is currently Supervisor of Bridges and Roads for the City of Scranton. ❀

*Submitted by: Tom Sheehan, SO-PB 15
Dalton, PA*

TCT TRAINING IN DIVISION 15



A Team Coordination Training (TCT) workshop was held at Lewisburg, PA on Saturday, April 6, with 42 in attendance. The instructors were Dave Becker, PDCP 10 and Ivan Levin, PDCP 13.

*Submitted by Lee Borzell, FSO-PB, 15-3
Photo by Jack and Dominic Borzell, Falls, PA*

NEW COXSWAINS PINNED



↑ Kathleen and Eric Michaeltree, Flotilla 15-5 and ↓ (center) Leonard Soderberg receiving his qualification award from Division Vice Captain H. Miller and Captain C. Mathews. *photos by Jim Gotthelf, VFC 15-5*



Enjoying a lighter moment at the Flotilla 15-6 change of watch. (l to r) Fredric Vespe, Vice Commander, Astrida V. Miller, Commander, Harold N. Miller, Division Captain and Russ Hawn, Past Commander.
photo by Astrida Miller



AROUND THE DISTRICT

Division 15
Frontier, PA

GO WITH WHAT YOU'VE GOT!

12 hours is pretty short notice to assemble materials and personnel for a Public Affairs (PA) booth but, when a, "you're welcome, if it's not too late" telephone call came from the sponsor of a large outdoor sports show, "Thank you" and "yes" were the only proper answers.

The only questions were, what are in the PA inventory, and can anyone make it on such short notice? Fortunately, our unit had invested in a Flotilla banner and a set of ceremonial flags. Also, Auxiliarist Rich Simmons, a very talented photographer, made up several eye catching panels. Each a collage of various safety, recruiting, and National Safe Boating Week posters with several enlargements of actual Flotilla operations photos.



FC Les Reed & VFC Jim Gotthelf.

Into the truck went some ½" boat line, Personal Flotation Devices (PFD), and plenty of pamphlets, lots of duct tape, bailing wire, and notions with "Semper Paratus" imprints. Fortunately Flotilla Commander Lester and Secretary Diane Reed, Eric and Kathy Mitcheltree, and Joseph Orsini were able to set aside their commitments for the task.

Kids and adults alike really enjoyed the knot tying sessions and several youngsters loved trying on the PFDs. Lots of the boating hunters and fisherman were grateful for the safety advice and literature. Many boaters left the booth with vessel safety checklists and boating safety class schedules. Scanning through our Flotilla action photos and some time paging through a copy of "Topside" were enough for one visitor (now new member Michael Wagner) to fill out a prospective member form right then and there. Oh yes, a gentleman stopped by and remarked, as he pointed to the Coast Guard poster, how his son is always talking about the Coast Guard, and how he does a lot of volunteer work.



Later, a follow up call and several visits by FSO-CC Rik Paulsen Jr., brought us new member and soon to be vessel examiner, Michael Martin. Michael also just received notification of acceptance in the Academy Introduction Mission (AIM) program, so as it turned out, I guess we had plenty to go with after all. ☼

*James Gotthelf, VFC/FSO-PA 15-5
Herndon, PA*

30 YEARS OF AUXILIARY SERVICE



Rev. L. C. Gross, Flotilla 15-5 receiving his 30 year service award.
This and the following photos by Jim Gotthelf, VFC 15-5

600 OPERATIONAL HOURS RECOGNIZED



Anthony T. Fimowicz, Flotilla 15-3, receiving recognition of his 600 hours of operational patrols on the waters of Pennsylvania from Mr. Walter Dietz of the PA Fish & Game Commission..

WESTERN STAFF OFFICERS MEET



Attending the PA Officers session of the Western Area Staff Officers Conference are (l to r) Paul Vanada (94), Ruth Mitchell (91), Cecilia VanZile (SO-PA 15) and Carla Kiwior (15-4).

AROUND THE DISTRICT

Division 16
Northern Jersey Shore

HAPPENINGS IN DIVISION 16

2002 began with the following members having been elected to lead Division 16 this year..

Frank D'Antonio, Division Captain
Jack Witemeyer, Vice Captain

Division 16 has been very active during the beginning of the year with flotilla's providing public education courses. Flotillas have been teaching courses throughout the Division.

All vessel examination stations and locations have been established for the 2002 boating season with 100% participation from all Flotillas in Division 16.

Coast Guard Station Shark River and Flotilla 16-8 marked its 50th Anniversary on March 11, 2002. Flotilla 16-8 was founded March 11, 1952, and is the oldest in Division 16. Plans are in the works for a celebration.

At the 5th Northern District Spring Conference in York, Pennsylvania March 15-17, Division 16 members and Flotillas were presented with awards. John Ignozza (FC 16-7), Ted Hall (VFC 16-7), and Frank Schmidt (FSO-AN 16-7) were presented with Coxswain awards and certificates. The New Jersey State Police Awarded Flotilla 16-6 a plaque for outstanding performance in vessel examination. The New Jersey State Police also awarded Flotilla 16-7 with two plaques, one for outstanding performance in surface operations and one for outstanding performance in public education. Congratulations to all for a job well done.

On April 27, 2002 Tom Egizi, Division Operations Officer (SO-OP) presented an operations workshop to the

Inlet Coast Guard Station was in attendance and reviewed additional operational and support requests for the upcoming patrol season.

Additional Division 16 activities and events are planned throughout the upcoming boating season.



Tom Egizi (SO-OP) conducting the Division 16 Operations Workshop



(L-R) Jack Witemeyer Vice Captain, Division 16, with new Coxswains, Ted Hall (16-7), John Ignozza (16-7), and Frank Schmidt (16-7).

Division. Heightened security measures and situational awareness issues were discussed. A detailed operational plan was presented for the upcoming patrol season that will begin on May 15, 2002. Petty Officer Ashley from the Manasquan

* An IS workshop will be presented by Jon Burdack Information Services Officer (SO-IS) on Saturday May 4, 2002 to review the new forms and their proper usage.

* A "Blessing of the Fleet" is planned in July. A division "Fellowship Picnic" will also be held in July.

* An "Open House" will be held at Coast Guard Station Manasquan Inlet on Saturday August 3rd.

* A memorial service will be held at 1300 hours on the 8th of September at the Manasquan Inlet Coast Guard Station. ☼

*Submitted by Ted Hall, SO-PA 16
Allenwood, NJ*

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AROUND THE DISTRICT

Division 16
Northern Jersey Shore

DOINGS IN FLOTILLA 16-8

HAPPY ANNIVERSARY STATION SHARK RIVER, 16-8!

Station Shark River, Flotilla 16-8, marked its 50th Anniversary. Our Flotilla was founded March 11, 1952, and is the oldest in the Division. Plans are in the works for a celebratory function.

TRAINING

On Thursday evening, April 25, Shark River Station held a "Flare Training Session" on the Avon Beach, which was conducted by (PFC) Past Flotilla Commander Walter Rapka. We had a healthy turnout of members and Auxiliarists utilized expired flares for the training session. Verbal and hands-on safety instruction were given prior to launch by PFC Walter Rapka, Vice Commander John Fencer, Public Education Officer Fred Choppy, John and Theresa Morrone and other members. Lessons were learned and lessons certainly were gained. KNOWLEDGE IS POWER!

PUBLIC EDUCATION

Since January 2002, Station Shark River/Flotilla 16-8 has successfully conducted two BS&S courses. Under the direction of FSO-PE Fred Choppy, Station Shark River's Public Education courses proved to be an astoundingly successful due to the efforts and relentless dedication of fellow Flotilla members: William H. "Red" McGrath, and John & Theresa Morrone. Our next BS&S course is scheduled Fall 2002.

HONORED GUEST

A belated "THANK YOU!!" to Frank D'Antonio, Division 16 Captain, for his attendance at our January Flotilla meeting. Good to see you, Frank!

CHANGE OF COMMAND

for Chief Wyco, Commanding Officer of USCG Station Manasquan is set for this July 17th at 11 AM, at the station.

COMMUNICATIONS

Thanks and Congratulations to Dona Turner, our newly appointed Flotilla Communications Officer.

THREE CHEERS

to Information Services Assistant, Phillip Licetti. Phil has graciously accepted the arduous responsibility and will be helping Information Services Officer Dona Turner with her duties. Phil's excellent computer skills are an asset to Flotilla 16-8, and his expertise will undoubtedly expeditiously track all actions in a timely and accurate manner. Phil's dedication & devotion are awe inspiring. The Angels will sing your praises, Phil!

CONGRATULATIONS

are also in order for Tony Bubadias for annual service performance, John Morrone for VE qualification, Walter Earls for 25 years membership in the Auxiliary.

BLESSING OF THE FLEET

What could be better than a July Raft-Up and picnic at Silver Bay? Well, that is what Flotilla 16-8 has planned for the "Blessing Of The Fleet," to be held either on a Saturday or Sunday. Designated date yet to be determined.

*Kathleen G. S'fer, FSO-PA 16-8
Forked River, NJ*

There is a new consumer application of Global Positioning System (GPS) hitting the equipment market.....GPS compasses.

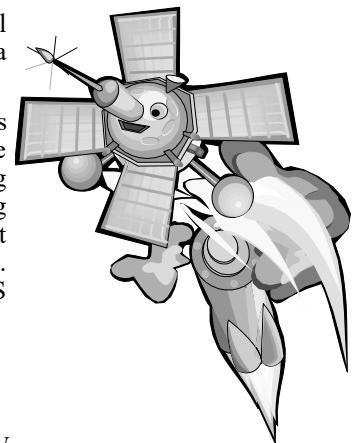
Single GPS receivers cannot determine direction. They calculate direction of travel using multiple fixes, not measure orientation (although some hiking models do include a fluxgate compass).

Using two GPS receivers in tandem, aligned along the fore-aft line of the vessel, it is possible to measure direction instantly. New GPS compass units from several marine electronics companies are aimed at replacing gyrocompasses at a much lower price. Using GPS measurement techniques that come from the surveying and aviation industry along with two or more antennas, these units determine vessel orientation with high accuracy at any speed, and without any local effects (deviation) from affecting their measurements. They also, of course, provide all of the navigation information we expect from single GPS receivers.

While these early models are still very pricey for recreational boats, the inherent technologies are not expensive; look for integration in high end GPS plotters with external antennas in the future. ☼






Written by Edwin Kroeker, BC-OEN

Reprinted from "UP TOP IN OPERATIONS", February 2002



United States Coast Guard Auxiliary

Fifth Northern District - 2002 Calendar of Events

JUL	AUG	SEP	OCT
4 INDEPENDENCE DAY  8 EXCOM Meeting 12-14 International Search & Rescue (ISAR) Competition Preliminaries at TRACEN Cape May 13 Western Area EXCOM 15 Unit Meeting Reports Due 20 AIM Week Begins 26 AIM Week Ends	2 Central Area EXCOM 5 EXCOM Meeting 9 Eastern Area EXCOM 15 Unit Meeting Reports Due 29 - Sep 1 NACON 2002 Orlando, FL 31 Fall topside Deadline	2 LABOR DAY  7 ROSH HASHANA  9 EXCOM 15 Unit Meeting Reports Due 16 YOM KIPPUR <div style="border: 2px dotted black; padding: 5px; text-align: center;"> SEP 20-22 FALL CONFERENCE CHERRY HILL, NJ </div>	4-6 International Search & Rescue Competition, Milwaukee, WI 7 EXCOM 12 COLUMBUS DAY  15 Unit Meeting Reports Due 24 UNITED NATIONS DAY 27 Eastern Standard Time Starts 31 HALLOWEEN 



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