

# t pside

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

**Vol. 102, No. 3 Winter 2002**



in this issue.... Auxiliary Monument Dedicated

**5NR Elects It's New Bridge for 2003**

Fall Conference 2002—A Photo Essay



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**USCG Auxiliary**  
**Fifth Coast Guard District (NR)**  
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topside winter issue  
**NEXT DEADLINE**  
**31 December 2002**

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**UNITED STATES COAST GUARD**

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**On the Cover:** This past June, a monument to the men and women of the USCG Auxiliary was unveiled on the grounds of the Training Center in Cape May, NJ. Individuals pictured in the photo are identified in the story featured in this issue.

*photo by Mel Borofsky, DSO-PB 5NR*

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# Congratulations

to the



## District 5-NR 2003 Bridge

District Commodore  
Eugene A. Bentley, Jr.

District Vice Commodore  
Leon Kehr

District Rear Commodore—East  
Melvyn A. Borofsky

District Rear Commodore—Central  
Robert P. Amort

District Rear Commodore—West  
Henry L. Reeser

# DIRECTOR OF AUXILIARY

Though you're reading this article well after September, it was written at the start of that month. Funny how September's meaning for us used to be highlighted by things like the end of our region's recreational boating season, the end of the fiscal year, the National Conference and our region's Fall conference. Now it includes the anniversary of the darkest day in our nation's history. But with the typical fortitude and determination that has characterized our service from its inception, we must recognize such an anniversary as a valuable waypoint that's worth revisiting year after year.



It was about a year ago that Operations *Noble Eagle* and *Patriot Readiness* kicked in. They are not over – far from it. While *Noble Eagle* provides the umbrella for Coast Guard homeland security efforts, *Patriot Readiness* remains the Auxiliary-specific framework for raising Auxiliary readiness and capacity to respond to any call. D5-NR capacity to respond was recently tested when various Coast Guard units within the region called upon Auxiliary support to raise their security postures during the 9/11 anniversary week. The very nature of such calls is typified by minimal advance notice while calling for timely response – as was true in this case...and as will probably be true in the future. Auxiliarists answered the calls and the support was provided...and some valuable lessons were learned. Most importantly, the value of having completed individual member audit forms on file was underscored. The information obtained from these forms is periodically summarized and distributed from our office to Coast Guard units in our region to facilitate their ability to call on Auxiliary support when they need it. In this case, the information was used by both the units and their respective Auxiliary Liaison Officers (ALO) to coordinate and arrange security support. But our region still has only received forms from about 40 percent of its members, so there is plenty of room to increase this simple form of participation and communication. If you have not done so already, please fill out a form and send it in!

And speaking of communication, just as important a lesson learned was that you can never say enough about having a well-oiled chain of communication. Many Coast Guard cutters have “calling trees” for the express purpose of quickly disseminating information among the crew's families while the cutter is underway. A calling tree is most commonly used to relay the exact time a cutter will arrive in homeport shortly before it actually returns, but there are many other constructive applications for a calling tree among Auxiliary units. If your Flotilla or Division does not have a calling tree, please consider establishing one...and test it at least once a year. All you need is a sheet of paper...and a telephone.

Using ALOs, making your Auxiliary interests and availabilities known through member audit forms, and calling trees – what do they all mean? They mean that today's Coast Guard needs all of its elements (active duty, civilian, reserve and Auxiliary units) to not only work together well, but to know their own inner workings even better. Within the next year, Auxiliary units will be integrated into the Coast Guard's Readiness Management System (RMS) – a computer system that is already operating and that reflects readiness status down to the Coast Guard's lowest organizational levels.

Consider that the Coast Guard within D5-NR's boundaries needs its Auxiliary units to be ready and able to respond quickly whenever called – and the calls keep coming. Expansion of Auxiliary involvement in all mission areas continues, with particular emphasis on Auxiliary support of all types of unit needs (e.g. – administrative, operational, physical security) and participation in marine safety, environmental protection and port security mission areas. Combine all of these considerations together and it becomes imperative that your units know themselves well and that they can quickly communicate among themselves. It is from that kind of self-awareness, knowledge and competence that the strength of the entire service will be maximized so as to enable it to serve our country best. That's simply more important now than ever before – and September has become the landmark month to remember it.

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

## 5NR BRIDGE & DIRAUX AT NACON 2002



(l to r) COMO Robert J. Perrone, Sr., DCO; CDR Stephen J. Minutolo, USCG, Director of Auxiliary D5-NR; Dr. Eugene A. Bentley, Jr., VCO; CWO4 Joseph S. Hartline, USCG, Asst. Director of Auxiliary D5-NR.

*photo by Mel Borofsky, DSO-PB*

## DISTRICT COMMODORE

This will be the last issue of *Topside* that will be published before the end of my term as your District Commodore. With that in mind, I first want to express my appreciation and thanks to the Bridge, District Board, District Staff and especially to the members who have supported our programs so enthusiastically over the past two years.

I have tried to represent the District to the best of my ability and I hope that I have fulfilled your expectations; I can assure all of you that you have fulfilled mine and the success of the District is a tribute to your efforts, dedication and perseverance.

These two years have certainly not been without challenges. The events of September 11 tested our metal and the watchword became “sustainability”. It didn’t take long for our members to prove that my assurance to National that we could sustain our increased tasking was not just wishful thinking. We did perform and we performed well, accomplishing, with confidence, determination and excellence, every task that was asked of us.

The assignment and performance of those members assigned as Auxiliary Liaison to each of the thirty-four active duty Coast Guard units/commands within our District have given new meaning to the “Team Coast Guard” concept. We continually receive praise and thanks for the many services that we provide to these units and those services are certainly many and varied.

The new AUXDATA system did not come on line as quickly or as smoothly as was expected (I think that deep down inside all of us knew that it probably wouldn’t but we all hoped for the best). However, each week brings us closer to a viable reporting system as is apparent from the reports generated. I ask that we continue to address the system with a positive attitude recognizing that in many cases, information will have to be corrected. Yes, corrections can be made and we must not just throw our hands in the air and walk away. Reports must be reviewed with the individual members for accuracy. Nothing destroys morale and initiative faster than performing a mission and not getting credit. When this happens, everyone loses – the member, the Flotilla, the Division, the District and the Auxiliary.

The Marine Safety / Marine Environmental Protection programs are finally beginning to take root and we will all be hearing much more about them and how the Auxiliary can and will be involved throughout the District. With the increased demands on the Active Duty units, this is an



area where the members can once again prove their effectiveness and ability to perform. If there has been one area of disappointment during my term of office, it has been the response to the Member Audit Form (or should I say “the lack of response”). At this writing, our response has been 37% of our members. Other Districts are reporting in excess of 85%. Quite frankly, I cannot understand the reluctance on completing the form and submitting it. The completion of the form does not require a commitment for service on your part – there is a place to identify that you do not wish to participate in the “Operation Patriot Readiness” program and many of those responding have done just that. The form is intended to capture particular and many times unique skills possessed by our members. I can assure you that the information provided by those members who completed their response and were willing to participate was welcomed and the Coast Guard units have extensively utilized their skills. I again ask that those members, who have not completed their response, do so at the earliest opportunity.

In closing, I ask that each of our members continue to participate fully and take advantage of the many opportunities available in the program of your choice whether it be operations, vessel safety checks, public education or simply furthering your knowledge through member training. Remember, the ***Fifth Northern – First and Foremost.***

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



DCO Robert J. Perrone, Sr., presiding over the general assembly business meeting at the 2002 Fall Conference, Cherry Hill, NJ

photo by  
Mel Borofsky DSO  
-PB

## VICE COMMODORE

Did you read the summer 2002 issue of "The Navigator"? If not, be sure to read the article by William Setzer on page 2 entitled "Sea Scouts Train at Group Hampton Roads". The article describes how the Coast Guard Auxiliary in D5SR provides assistance to the Sea Scouts, which are an arm of the Boy Scouts of America, in the area of public education and hands-on training in seamanship and boating skills.



On the other side of the coin the Sea Scouts can be a source of new Auxiliary members when they become 17 years old. The Auxiliary certainly needs young new members. An advantage to recruiting a Sea Scout who has received training from the Auxiliary is obvious; the new member is partially trained at the outset.

The program described was in the Fifth Southern in the Hampton Roads area. Why could the same not be done at MSO Philadelphia, Long Level, PA, Cape May, NJ, Atlantic City, NJ, Indian River, DE or at any of the Auxiliary sites in D5NR?

Some of you know that we have attempted to develop programs with the Sea Scouts in D5NR during the last 18 months. Sadly, our Auxiliarists have not supported this, even though our SPO Sea Scout Liaison, Bill Schmitz, has attempted to get support from the divisions and flotillas in 5NR.

We believe in this program and this fall we will again attempt to develop a working relationship with the local Sea Scout ships. We do need your help with this project; one or two persons cannot do the job alone. Please invest some time in this venture because the results are well worth the effort.

*Eugene A. Bentley, Jr., VCO D5-NR  
Newtown Square, PA*



## REAR COMMODORE-WEST

### *The "withering" Flotilla*

When reviewing the end of the year Auxiliary data (AUXDATA) reports, Division Captains will quickly identify the "weak" flotillas requiring special assistance before the downward spiral leads to disestablishment. A new Flotilla Commander with talent and vision can reverse this trend, such as occurred in Flotilla 15-4 in 1998. In the next 4 years the Flotilla membership grew from 8 to 58. Members of the Past Captains Association, adjacent Flotillas, Division 9, 14 and 15 Captains and the Rear Commodore West have teamed up to create 4 new Flotillas (15-6, 15-7, 15-8 and 96) to serve several lakes in a 12,000 square mile area. A fifth new flotilla will be ready for chartering at Raystown Lake this winter.



Here is our recipe to prevent disestablishing flotillas....

1. Appraise the local situation.... preserve or move to a new site?
2. Schedule two Boating Safety and Seamanship (BS&S, seven lesson) and eight Boating Safety Courses (BSC) over a 12 month period. Mobilize the best Division instructors to assist in this project. Advertise the year's schedule in advance, and update monthly.
3. Plan and staff public affair booths at all community events, fairs, parades, sportsman shows, boat shows, high school careers' day, and represent the USCG at patriotic events.
4. Publish monthly articles on Auxiliary programs in newspapers and newsletters, with emphasis on opportunities for service. Place the names of your best presenters on the list of the local speakers bureau.
5. Recruit at boat ramps and marinas while performing vessel safety checks.
6. Ask each new member to recruit his or her friends.
7. Provide top rate mentoring and membership training for the new members
8. Make this a Division project to "Save a Flotilla"-it may also save the Division!

This will take a lot of time, effort and perseverance. If divisions and flotillas are dedicated to helping their distressed neighboring units, this goal can be achieved.

*Don Bowes RCO-W  
Lewisburg, PA*



## REAR COMMODORE-CENTRAL

Last time we talked about the pledge and oath for new members. Continuing our scenario, our new member has diligently applied himself by becoming an Instructor, Crew Member and Vessel Examiner. They have accepted staff responsibilities in the Flotilla and are now ready to move up. And sure enough, the Flotilla elects him or her Flotilla Commander. They realize he or she is ready to assume an "office of greater responsibility" with its deadlines and problem solving chores.



*"I do solemnly and sincerely pledge myself, to support the United States Coast Guard Auxiliary, and its purposes, to promote its authorized activities, to properly discharge the duties of my office, and to abide by the governing policies established by the Commandant, of the United States Coast Guard."*

Here's their big chance - a chance to select a staff that will work with them as a team, to make meetings more "user friendly" while encouraging all to wear their uniforms.

"How about we have previous Flotilla Commanders and Vice Flotilla Commanders take turns doing a uniform inspection at each meeting?" We'll have the FSO-PS be the "back-up authority." What a member-training program! Out come the Auxiliary manuals -ribbons are checked for correct sequence on members, inspectors and FSO-PS alike. Sounds like a WIN WIN WIN situation.

Now we've got a Flotilla of uniform "experts" who look pretty sharp when they visit the PE classes. Pride in their unit is contagious. Enthusiasm will get you new members every time.

Pride in the uniform helps promote a closer liaison with the local Coast Guard unit who appreciate the fact that your actions reflect on THEM AND THE AUXILIARY. As this closer knit Flotilla progresses through the year, good things happen. Programs are maximized, membership grows, and a good time is had by all.

An innovative leader does promote Auxiliary programs, closer relations within the Flotilla and with the Coast Guard itself. All the promises you made when you raised your hand and took the OATH of office.

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

## REAR COMMODORE-EAST

Recently, a special District meeting convened at Group Philadelphia to address the frustrating issue of Auxiliary COMMUNICATIONS. Emphasis on the word evokes the same time-worn sentiments. However, the issue of COMMUNICATIONS remains and, collectively, we must solve it



Back to the drawing board.... COMMUNICATION.... seeks to make known.... to spread.... to transfer.... to impart.... to be connected.

Effective management in our organization requires that Flotilla, Division, District and National make known, spread, transfer, impart and be connected to each other both "up and down" the chain of command.

That proverbial chain is only as strong as its weakest link. Could your unit be a portion of that weakest link? Focus on your unit meeting.... are staff officers required to impart current information regarding their program to the members? Are reports given audibly, i.e., standing and facing the group? Or are reports mumbled from a seated position, heard only by those in closest proximity? Following an FSO (Flotilla Staff Officer) report, is a copy given to the VFC (Vice Flotilla Commander) with a copy forwarded to the respective SO (Division Staff Officer)?

Do SO reports follow the above procedure with the obligation that the SO compiles FSO reports and sends that information up the chain to the DSO (District Staff Officer)?

Monthly Reports to the DSO make known concerns and needs and elicit appropriate response to the Division. If the DSO or an ADSO (Assistant District Staff Officer) schedule a visit to a Division Meeting, the SO and all FSOs being present, the program will be personalized and more viable in that Division. Remember.... be connected.

Elected Officers are pledged, "to promote authorized Auxiliary activities." Unit leaders therefore, are the catalysts for the level of unit participation. That degree of enthusiasm, co-operation, achievement of goals, etc., is affected either positively or negatively by COMMUNICATION.

Relevant and timely information comes directly to all members via our National and District magazines, Director's Notes of General Interest (NOGI), program specialty memos, plus excellent Division and Flotilla publications. Internet access attracts an increasing number of Auxiliarists.

Information is proffered. It comes from the chain or is  
(Continued on page 8)

## PUBLICATIONS

A neat statistic recently crossed my desk.... I issued TOPSIDE press card number 340. Currently the membership rolls of D5-NR number over 3200. Simple math reveals that approx 10% of our membership has contributed either articles or photos to our publication. I have often said that TOPSIDE is the heart and soul of 5NR, this statistic proves it!

Back to basics.... any program, even a successful program such as our unit publications in 5NR, runs into a snag every once in a while. As DSO-PB I get to read most of our newsletters, after they are published and distributed. The responsibility of review prior to publication rests with the highest elected officer of the unit, the Flotilla Commander or Division Captain.

There is a guide for both of these officers on the web at [www.cgaux.org](http://www.cgaux.org). Click on the "Manuals" link and print out the 29 page manual. This is a good guide but, I must add, a considerable amount of common sense must also be used when reviewing the publication. Some areas that require closer scrutiny include no-no's such as copywrite infringement, over abundance of non-Auxiliary features, editorializing, and basic format errors.

In a nutshell, our publications must *inform* not indict, *educate* not editorialize. We have forums for sensitive matters, our meeting rooms and panel discussions.... not the public forum that our newsletters occupy.

Nuff' said.... we have some of the most professional and energetic editors publishing some of the finest newsletters in the nation. Keep up the great work.

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

*(Continued from page 7)*

internal within each unit. It is here, within the Auxiliary! We have the vehicles for disseminating information inherent in our structure. What will be your personal overt contribution toward.... making known... spreading.... transferring.... imparting information from "up or down" the chain? Your resolution, not just from a few, but from many.... even all, will surely resolve this issue as our entire Auxiliary will be in COMMUNICATION.

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

## AVIATION

The aviation program is progressing at a slow but steady pace. Almost on a weekly basis, it seems, several calls are received expressing interest in the program. Because of the length of time involved in finally getting a person qualified into the program, the program sometimes seems to move at a snail's pace.

Thanks to the efforts of the folks at DIRAUX, there are now three locations where required safety equipment is maintained. We have equipment at Atlantic City, Reading and Harrisburg. This equipment includes a life raft, life vests, EPIRB, and an FM radio. All this equipment is required by the Coast Guard, but is not normally carried nor is it required in general aviation aircraft. The time savings involved in locating equipment strategically amounts to about 3 hour as a minimum. That includes at least one hour of aircraft time and two hours of manpower. Also, because of the time savings, pilots and observers who could not take time during the week to fly are now able to do so. Only a few hours in the afternoon is involved rather than the whole day.

We are still having a problem getting pilots from the New Jersey and Delaware area. Most of our increase in aircraft has been in Pennsylvania. The program could use at least five or six airplanes in the NJ/DE area.

On August 17, the first monthly meeting of aviation personnel was held in Reading, PA. There were 18 attendees. Most were pilots. As stated, this is a monthly meeting and does not require attendance, only a come if you can. The purpose is to discuss aviation problems related to Auxiliary flying and just to get together for good fellowship.

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

# DID YOU NOTICE?

As requested,  
topside  
is now easier to read!

We have increased our type size from  
10 point type  
to  
larger size, 11 point type..



# AIDS TO NAVIGATION

My assistant in the western area, Boots Wright, has topographic maps of some of the Pennsylvania waterways that have been made available to the western Aid to Navigation (ATON) staff officers. These are to be used by Aids Verifiers to report the position of these aids on these waterways. Only Aids Verifiers may report and verify aid positions. Any Auxiliarist may report to the PA Fish & Boat Commission that they have checked the aids on these waterways and are encouraged to do so. Every Auxiliarist will receive AUXDATA credit for every discrepancy that has a written report submitted. Only Aids Verifiers will receive AUXDATA credit for a verification and only if requested to do so by the DSO-AN 5NR. No credit will be given in AUXDATA for aids that have been checked as okay. We now have five Aids Verifiers in the western area.

There were 11 students that attended the Aids Verifier School. We had two from the western, four from the eastern and five from the central areas. Two from western and four from eastern areas have completed their qualifications.

Division ATON and Member Training Officers are encouraged to promote and train their units about the Aids To Navigation, Chart Updating, Bridge, NE, Adopt-A-Lighthouse and Adopt-A-Chart Programs. Every Auxiliarist on patrol and recreational activities should be participating in these programs. Many discrepancies are reported to the Coast Guard, but not everyone sends in written reports to receive AUXDATA credit. These reports indicate how much the Auxiliary really supports the Coast Guard. Please encourage everyone to submit a written report for everything.

The ATON/PATON & Bridge 5NR databases have been updated for the new member numbers. Members are encouraged to include their flotilla number below their member number in order to expedite the return of the report form to the proper flotilla by way of the Division Information Systems Officer (SO-IS). What the Flotilla Information Systems Officer (FSO-IS) does with the report is up to the flotilla. These returned reports are excellent training sources because they have been edited for proper submission to the responsible agencies.



Unit leaders are responsible to forward their national reports, district reports and information to their staff officers. Likewise, their officers are responsible to report monthly up and down the staff chain of communications. Aids To Navigation Division and Flotilla Staff Officers are bypassed of the actual ATON report forms. They should be communicating with an activity report and ensuring that the activity is finding its way to the SO-IS, via the District Aids to Navigation Officer (DSO-AN). They can do this by checking the division and flotilla monthly information system activity reports, if they receive and review them. I will survey both of the staff officers to ensure that they are receiving communications. I have checked the AUXDATA e-mail directory to determine how many ATON officers have e-mail. I will be sending monthly e-mail reports to the Division Aids to Navigation Officers (SO-AN) and will send them to any other interested parties. Anyone who

desires these reports should send an e-mail request to me. I have been reporting monthly what SO-ANs are reporting to me.



Each year I see more and more people participating in the program. Some have been discouraged by the lack of swift corrections or actions to their reports. We have no control over the response time of the responsible parties. Private aid owners are solely responsible for the establishment and maintenance of their aids. The CG District Aids To Navigation Office is responsible for making sure that these corrections are made. Progress takes time.

**WANTED:  
ACTIVE PARTICIPANTS IN THE AIDS TO  
NAVIGATION PROGRAM.  
APPLY TO DSO-AN 5NR**

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

## FINANCE

Now is a good time for Flotilla Commanders to check the monthly rosters to insure that disenrolled members are being shown as disenrolled. This will save all of us a lot of time and effort when it comes to collecting annual dues. It is part of the job of a Flotilla Commander to make sure that the proper paper work goes up the chain and successfully comes back down.

Because of the arduous task dues collections from the members can be, Flotilla Commanders should think of starting the process early. At the end of the year when we're all busy with holidays, elections, change of officers and all the other paperwork due at this time, dues collection is just another issue that we scramble to complete, often times missing serious deadlines which can cost the flotilla money. Why not start the process early... mail your dues notices to your members in July or August with a September or October final deadline. This will give you ample time to prepare the appropriate disenrollment forms correctly and process them in a timely fashion. Just a reminder: please keep copies of these disenrollment forms that you send to DIRAUX and follow-up on their being processed. As with all "input forms", your job is not complete when you drop the envelope in the mail but when you receive confirmation of its process.

Also, it's not too early to order your ANSC #7025 (CGAUX-23) *Financial Report of an Auxiliary Unit* for your end of year reporting. Let's be Semper Paratus.

*Linda Unger, DSO-FN  
Reading, PA*

## NATIONAL SAFE BOATING WEEK

It is a little early to predict the success of the 2002 National Safe Boating Week (NSBW) event. I trust that everyone had a successful program, and that your reports have been sent to the National Safe Boating Council.

One of the biggest "draws" has been the addition of "Coastie", the robot safety boat. Unfortunately, not everyone was able to have "Coastie" because he did not become available until early in the year. We are hoping to have him for the NSBW in 2003. Also included among the top draws was PFD Panda, who made a big hit wherever he went.

Your accomplishments have been noteworthy. From what I've heard, you have had some very successful events. Now is the time to sit back and critique your efforts. What part of your program was great? What most impressed the people who walked by? Did you have enough literature, handouts, class schedules, etc.? It is not too early to make plans, and get a good start for next year.

National Safe Boating Week is very important, especially in these times. Not only are we making the public aware of safety on the water, but we are reaching a large section of people who are truly learning what the Coast Guard and the Auxiliary are doing to improve the overall safety of the country.

**Good luck for NSBW 2003!**

*Muriel Lewis, SPO-National Safe Boating Week  
Haverford, PA*

### Captain Gregory F. Adams Retires from the U.S. Coast Guard

Captain Adams has been the Captain of the Port of Philadelphia from July 1998 through June 2002, responsible for the nation's second largest oil/chemical port and a region contributing \$3.5 billion annually to the national economy. During Captain Adams' tenure, MSO/Group Philadelphia responded to several incidents of national attention and media interest, including the collapse of Philadelphia's Pier 34, Hurricane Floyd, Y2K, OPSAIL 2000, TALLSHIPS DELAWARE, the 2000 Republican National convention, the events of September 11, 2001, subsequent recall of Coast Guard reservists and the new Coast Guard Sea Marshal program.

Captain Adams is married to the former Susan Elizabeth Grubbs of Parma, Ohio. They have two children: Elizabeth and Timothy. Captain Adams and family reside in Drexel Hill, PA.

It was an honor and privilege to have worked with Captain Adams, and we wish Captain Adams and his family fair winds and following seas.

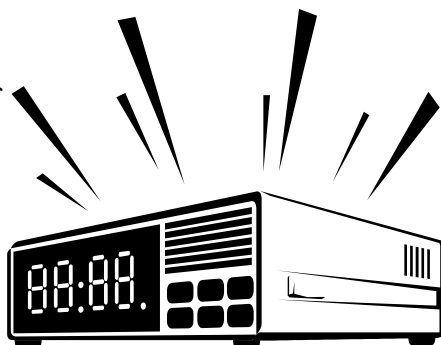


## COMMUNICATION

Since the last conference we have added an Operational Radio Facility at the Delaware County Emergency Operations Center (911 Center). The call sign is "DELCO EOC". The purpose of the facility is to have direct communications with the 911 centers in case of a River incident, which would require a large response. Qualified Auxiliary personnel will man the station and it is located in the ARES/RACES room.

I was asked by the Director to initiate a "qualifications program" for watchstanders. I used the Coast Guard Station/Group Watchstander's Qualification Manual for reference. The manual has been completed approved and now in the field for use.

I was also asked to create a set of Operating Procedures for the Search and Rescue Detachments (SARDET). I instituted directives called Communication Standing Orders (CSO's). They also have been completed, approved and issued.



Monthly radio nets are still continuing. The nets in the Eastern Area are attended by many of Operational Radio Facilities in the area. The Central Area nets are not well attended and we would like to see that change. There are no Western Area nets due to vast area, however one member is planning to add an HF station at his home in October.

A reminder to all Communications Inspector's, when completing the Offer For Use Form to use the new member number and complete all the required fields. I suggest you go to the District 7 web site and download the fill-in version of the Offer For Use Form and use it for submissions. Once you check the appropriate type of station it blanks out the areas that are not required.

While monitoring the working frequency of Group Philadelphia I notice a lot of unauthorized transmissions by Operations Vessel Facilities while on patrol. Please review the Seamanship and AUXCOM manuals for the proper pro-words and phonetic spelling to be used. I recently heard someone trying to spell "NJ" as Norma Jane and "AF" as Adam From! We are professionals and let's sound like it.

73's

Joseph A. Rzucidlo, DSO-CM  
Trainor, PA

## INFORMATION SYSTEMS

The Auxiliary Data System (AUXDATA), which replaced AUXMIS II this past March, is still experiencing growing pains but nonetheless is improving as each month goes by. One of our biggest concerns has been the availability of AUXDATA reports, both in the reports and their content and the time it takes to produce them. Even though we've seen much improvement since AUXDATA was introduced, we still have a long way to go to achieve the expectations we had for this new system.

Dan Hartman, my assistant in the East, in his additional role of our AUXDATA expert, has worked hard, along with Ms. Betty Kain in the Auxiliary Director's Office, to identify AUXDATA errors and get them corrected. As a result of their efforts, and counterparts across the country, the Unit Summary Report (AUXMIS Report 1) is now fairly accurate.

One of the reports lacking in AUXDATA, and which is sorely missed, is a report by Flotilla showing each member's summary of activity. AUXMIS II presented this mission and hour information in the old Report 4.

Another report available in AUXMIS, but not AUXDATA, was the Member Profile, details of the activity of a single member. I hope to see this restored sometime in the future. Without it, it would be very difficult for members to verify, or contest, details of what is contained in the system.

Until then, there is always CGINFO, which was introduced over a year ago. CGINFO (also known as AUXINFO) is summary of AUXDATA data compiled once each week. It allows every member the ability to view their hours and counts by mission group. There are still some issues with the accuracy of the mission count data, but the hours appear to be correct. We are sure that the count data will be fixed very soon, possibly before you read this. CGINFO can be accessed at: <http://www.auxinfo.uscg.gov>.



The Auxiliary's National Email Directory will soon be replaced with a new version that receives its data directly from AUXDATA. It will no longer be necessary to maintain your current email address in both AUXDATA and the Email Directory. We expect the number of available email addresses to double from the current 6,500 to over 13,000. Just as it is now, the list will be available only to Auxiliarists. Now would be an excellent time to have each member in your unit update his or her email address in AUXDATA.

Jan Robert Munroe, DSO-IS  
Wayne, PA

# MATERIALS

## NOTICE

The District Store will close on December 1<sup>st</sup> for inventory and move to the new location and DSO-MA. All orders (except Educational Materials) received after that date will be held and will not be processed and/or shipped until after January 1, 2003.

Since educational materials orders are sent from AUXCEN, we will process these orders, but they **must** be prepaid. Any educational material orders not prepaid will be held and will be processed after January 1, 2003.

Effective January 1, 2003, the new DSO-MA and ADSO-MA will be:



**Art Titus, DSO-MA**  
**Pat Titus, ADSO-MA**

FAX (302) 349-5640

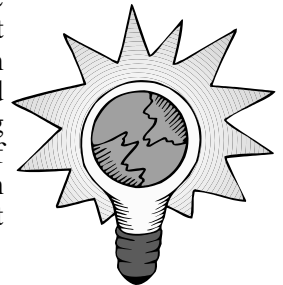
email Art – [DEREVART@aol.com](mailto:DEREVART@aol.com)

email Pat – [Mpattyanne@aol.com](mailto:Mpattyanne@aol.com)

# MEMBER TRAINING

Two years ago, we undertook an effort to change our district MT effort from one that depended on bringing students from all over the district to a single location to a system that carried the training to the members in their own locality. The old system was very expensive in that it required overnight stays and provisions for meals. The decision to change came at just the right time. We were beginning to feel a real financial crunch.

We appointed eight (8) ADSOs-MT, an unheard of number at that time, to work closely with two (2) or three (3) divisions each to encourage cooperative efforts at the conduct of common courses at a location convenient to all. This eliminated the overnight stays, permitting students to return to the comforts of home and cut the meal problem from two or three meals to just lunch.



The program has, for the most part, been successful. We are training more members at a substantially lower cost and the quality of training has not suffered. The Assistant District Staff Officers (ADSOs), Division Captains and their Flotilla Commanders all deserve a WELL DONE for their hard work and willingness to "break the mold" and try something new. Most areas have conducted Boat Crew Schools, Elected Officer Training for Flotilla Commanders and Division Captains, Staff Officer Training and New Member Workshops. Vessel Examiner and Instructor Training is also being done in this manner in some locations.

Looking ahead, two additional major efforts will be completed. The first will be the distribution of the "Leadership Academy" program. This series of five one day workshops will provide an excellent leadership training program for elected officers and staff at all levels.

The second effort will be a folder of class outlines to be used by anyone as a basis or starting point for subjects from a New Member Workshop to one day refreshers on Navigation, SAR or the Boat Crew Program. Only an active and reliable staff could have accomplished all this. I wish to extend a very special WELL DONE to these very professional Auxiliarists. It's called DEDICATION.

Now all that remains is for the individual units to take advantage of this effort. Remember that MEMBER TRAINING is the glue that keeps all of us together and interested, working as a team.

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

## VESSEL EXAMINATION

At this time I am sorry to report that we in 5NR District are not even close to our vessel safety check (VSC) goal of 23,712 VSC's for the year. We are less than 50%, but with your help, we can still make it. I know that some of you have and are doing an outstanding job in the VE program, and I THANK YOU, but we need to get more VE's up to speed. I know it is not because we didn't have enough VSC Decals because we have enough decals in our District to more than cover our goal.

It could be that the VE's who have a lot of decals are not producing results and these decals need to be put in the hands of the VE's that need them.

This is the time to get our Facility Inspections completed. Don't wait until spring, when we can get them done now. Let's have our facilities ready to go when needed. This will also help DIRAUX so they will not have a last minute rush that a facility is needed on the water tomorrow or this weekend. It takes time to process the paperwork to protect you and your crew, so let's help them by getting our facilities inspected now. Thanks.

There is a new program "VE's, WE NEED YOUR HELP". This is a program where qualified vessel examiners (VEs) can enter their name, address, phone number, ZIP Code and e-mail address into the National "I Want A VSC" web site. When doing so, and a boater in your area wants a VSC, all they have to do is request one from you. To add your name to the data base, go to:

"<http://safetyscal.net/getvsc/enternewexaminer.asp>"

When the VSC requester finds a VE close to their location, the VE will receive the name, phone number, address and e-mail address of the requester. The VE's e-mail address is not listed on the NET where the requester can see it. The request is returned to the data base and then the information will be sent to you. This way it keeps the VE's e-mail address CONFIDENTIAL from the general public.

As of this report, I received a total of 63 "I Want A Vessel Safety Check" from National which I forward to the ADSO/VE in that area. They in turn forward the request to one of their Divisions. Then it goes to a flotilla, then to a VE to take care of. This new procedure will cut down the time, in days, before the requester is contacted. Currently only 40% of those vessel owners who request a VSC from the National VSC web site receive a contact. I am happy to report to you that approximately 98 - 99% of the requests I receive from National are taken care of. The other 1 - 2 % are because the requester has a bad phone number, e-mail address or they are at another locale without a phone number or a way to contact them. THANK YOU 5th Northern.

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There is a change to the AUX 204 Form. The new form, which is dated Jun 02, ANSC #7012, has been

## MARINE VISITOR

The Assistant District Staff Officer for Marine Visits-East (ADSO-MV-E) is projecting quarterly visits to all Divisions within the Eastern Area with plans on special visits to flotillas. Short training seminars are being conducted. This effort has been met with good enthusiasm and has helped greatly in the Eastern Area.

Participation at boat shows is encouraged strongly. This activity affords the Marine Dealer Visitor (MDV) an opportunity to meet and talk to Marine Dealers.

New printed materials from certain marine manufacturers are now adding comments such as: "Take a Boating Safety Course; Contact the Coast Guard Auxiliary in your area."

Commendable efforts have been made by the visitors to get out information to dealers about the Naval Protection Zone regulations.

A total of 29 *Commodores Certificates of Appreciation* were awarded to members of the 5TH Northern for exceeding 35 visits during the year 2001.

Marine Visitors have helped greatly advance "Operation BoatSmart" initiatives in the past year and a half. Literature on boater safety and environmental issues has become available and is showing up at dealer displays.

*Russell M. Galson, DSO-MV  
Turnersville, NJ*

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changed to add a statement the United States Power Squadron, who also use this form, requires to be signed by the boater. This statement is NOT required to be signed by a boater who receives a VSC from a VE of the Coast Guard Auxiliary. The current 204 form that you, Coast Guard Auxiliary, have will be used until the supply of this form is used up. If you receive copies of the new form, you, as VE's of the Coast Guard Auxiliary, are still not required to have this statement signed by the boater. This statement only applies to the USPS, but if you want, you can ask the boater to sign this statement.

At the present time, I don't know when or how many of the VSC Decals for next year will be issued. As soon as I know I will get this information out through your ADSO/VE's.

Let's Make 5th Northern District NUMBER ONE (1) in our Country. With your help, it will happen.

*Alfred O. Grimminger, DSO/VE, 5NR  
Middletown, DE*

# PERSONNEL SERVICES

Personnel Services has, thus far, turned out to be a successful program in which, as of this date, has shown a net membership increase that is two and a half times the number of new members and net increases over 2001. Last year, we accomplished two and a half times the numbers as well over 2000 so the trend continues.

In the past, the "super recruiters" (members who had brought in at least 7 new members during the calendar year) seemed to prevail. In 2000, there were five of them; in 2001, there were 13. However, so far this year, there is



only one. What this shows is that there are more people getting involved in recruiting, more people making contacts and bringing in new members.

Another thing worthy of note is that this year, we find Flotillas, which had not brought in a new member in the previous year,

doing so this year. There are also more Flotillas who have brought in 5 or more new members. And, more Divisions which have met their goals for this year. Unfortunately, I have heard from Flotilla Commanders who tell me they were never aware of the Recruiting Pins that were offered to any Auxiliary member who brought in one new member during the year. Incidentally, that program ends on 31 December of this year.

However, the year is not yet over. End of year disenrollments are a factor with which we have yet to deal with as we approach the end of the year. The secret to retention is involvement. For the most part, members who are involved tend to remain members. It is not difficult to stimulate involvement - it just takes the time to contact those we have not seen for a while and rekindle interest.

Last year, several Flotilla Commanders placed a lot of effort into keeping down the number of disenrollments - personally contacting members who might have otherwise let their membership expire. I am hopeful that we shall see that involvement continue this year.

Charles H. Mathews, DSO-PS  
Scranton, PA

# PUBLIC EDUCATION

A large volume of public education (PE) information has been released in the past month. The best that I can do, without filling TOPSIDE, is to summarize the information and give the reader a source in which details may be pursued.

You are aware that the Coast Guard is implementing and enforcing the children under 13 wearing a PFD as of 23 December, 2003. A reminder of this has recently (June 26) been released in the form of **Media Advisory**.

**SpeedGram 2002-05.** A new sailing course has been prepared and is available thru MA. It is an 89-page book published by the American Sailing Association. This SpeedGram contains the Instructor Guide and the final examination for the course.

**SpeedGram 2002-06.** Quick Reference Cards, letter-size laminated references available thru MA, contain valuable information on navigation, radio, and more. These are being replaced by 3"x4" laminated and punched cards. Six cards are in a pack and cover 12 topics. Topics include a Pre-Departure Checklist along with 11 other topics.

**SpeedGram 2002-07.** 12<sup>th</sup> Edition BS&S additions and corrections. There are only six, fortunately. The unfortunate part is that two errors are in the final exam.

**SpeedGram 2002-08.** PowerPoint (PP) presentations are now available for ALL PE courses and can be downloaded from the Education Department's Instructor Library web site. A CD is available from DC-Ed if a request is made. Presentations will be automatically updated. The "powers" consider this to be the "most effective, efficient and professional" method of enhancing instruction. The Director has new PP support-equipment available.

**SpeedGram 2002-09.** The Electronic Projection Division of the Department of Education is opening a new library to better assist instructors in planning and delivering PE courses.

**SpeedGram 2002-10.** ACN/BCN (and all that controversy) have been merged into one course, in three segments, in the 4<sup>th</sup> Edition of the Advanced Coastal Navigation textbook. All three segments ( BCN, AUXACN part I, and AUXACN part II ) can be taken or just one or two segments can be taken. There is no chart work examination until segment three, AUXACN part II.

Your Division Education Officer has been emailed copies of these seven publications on 18 August.

**This has been a Challenging two years.**

David O. Becker, DSO-PE  
Boyertown, PA



# DIVERSITY

## DIVERSITY.... Here's that word again!

Understanding diversity is knowing that we don't all look or sound alike and that, probably, we are not from the same neighborhood. Do we ever ask ourselves; "What makes us different and are we really different?" Asking ourselves that question is good first step in starting that understanding process.

We can begin practicing diversity in our local units by actively reaching out beyond our traditional boundaries. Some more questions to ponder... Do you continue to teach in the same location without ever thinking about new (satellite) locales? Do you only advertise your classes in the same newspapers? Maybe it might be a good idea to expand your vistas.

We have made considerable progress incorporating



diversity into our operating practices. Men and women share full responsibilities and have equal leadership opportunities in the Auxiliary. But, do you inadvertently target one gender over another in your recruiting?

It's a known fact that the Auxiliary membership is "graying". Are you actively attempting to recruit younger members?

At the recent Diversity Summit II, the topic "Harnessing the Energy of the .com Generation" was explored. Today's youth are "drastically different" from former generations. What makes this generation different? What are their values? What are their thoughts about the future? By finding the answers to these questions you might be able to harness some of their enthusiasm and excitement and offer activities that would encourage their joining our ranks.

We are an equal opportunity organization with minimum membership requirements (US citizen, minimum age and lack of criminal history). Have you made an honest effort to recruit folks from different

ethnic backgrounds; folks with non-traditional skills; folks from different cultures, races and religions?

Diversity is the link that unites us all. If we are to better serve an increasingly diverse public, we must value the contributions of all people and, at the same time, profit from the enthusiasm brought into our mission.

I urge, encourage and invite each reader to consider what he or she will do to bring success to our District Diversity Program. Ideally, a team composed of representatives from every Flotilla and Division is needed. You are invited to join. Reading material and background information are available to all who would consider joining our team.

Change comes slowly. It comes from within. Every day the old barriers between races and groups are disappearing and an ever-widening circle of cooperation and fellowship are enriching our organization.

*Sue Wade, District Diversity Advisor  
Brigantine, NJ*

## *Join the D5-NR Diversity Team*

***WANTED.....Energetic and  
Innovative Volunteers who are:***

*Committed to valuing diversity.*

*Eager to implement change.*

*Willing to step-up recruitment.*

*Anxious to recognize and utilize many  
new faces and talents.*

*Applicants needed from the East, Central  
and Western Areas.*

**CONTACT:**

Sue Wade, DDA

e-mail: CeaAngels@aol.com

# A MONUMENT IS UNVEILED

“Welcome to our friends and fellow members of Team Coast Guard, The US Coast Guard Auxiliary.” With these few words Captain Douglas J. Wisniewski started a day of celebration and honor for the men and women of the Auxiliary.



Auxiliarists fill the bleachers.

Captain Wisniewski, Commanding Officer of the USCG Training Center, Cape May, NJ, then dedicated the graduating class of recruits, Battalion Delta, to the Auxiliary, in honor of our 63<sup>rd</sup> birthday. “These civilian volunteers stand side by side with us in our mission to secure the shores of our country,” said Captain Wisniewski. “They have been our staunch partners since 1939 and their presence since September 11, has allowed us to fulfill our expanded mission.”

Over 100 Auxiliarists filled the bleachers and were honored with a rousing round of applause at the mention of their attendance. Rear Admiral Sally Brice-O’Hara traveled from her post in Washington, DC, just to honor the Auxiliary. In her graduation ceremony remarks she said, “today is a well-deserved tribute to those special people we call shipmates, especially on the occasion of their 63<sup>rd</sup> birthday.”



Auxiliarist Dan Hartman, ADSO-IS, D5-NR, receiving his AUXOP award from CAPT Wisniewski during the graduation ceremonies.

Joining Admiral O’Hara on the reviewing stand were District Commodores Robert J. Perrone, D5-NR, William V. Huling, D1-SR, and H. Edward MacKenzie, D1-NR. Immediate Past Commodore E. Lee Ward, D1-SR, also traveled to Cape May to be part of the festivities. COMO MacKenzie mentioned, “it is almost 50 years to the day when I stood out on these same parade grounds as a raw recruit. Who could have imagined my sitting up here (on the reviewing stand) those many years ago?”



Visiting Commodores on the reviewing stand.

Although dedicating the graduating class of recruits would have sufficed in the rendering of honors, the day of celebration was just getting underway. Following a quick jaunt to the center’s mess hall for lunch, the silver and gold sides reconvened at the site of a new monument. Located on the base’s Munro Avenue, the location of the site in itself is a distinctive honor. Munro Avenue is named after the sole Coast Guardsman to receive the Medal of Honor.

The words on the monument, dedicated to the men and women of the Auxiliary are: **“The Coast Guard Auxiliary is the civilian volunteer arm of the United States Coast Guard.”**



RADM O’Hara addressing the graduating recruits.

**Brave men and women who donate their time and expertise**

*(Continued on page 17)*

# A MONUMENT IS UNVEILED

(Continued from page 16)



RADM O'Hara, CAPT Wisniewski and COMO Perrone receiving honors from the graduating recruits.

## to support the Coast Guard and improve boating safety."

Admiral O'Hara, in her dedicating address said, "Two simple, yet powerful sentences. Auxiliarists don't seek acclaim or accolades for themselves, despite giving an extraordinary measure of devoted service to our Nation. Like the granite foundation of this (monument), Auxiliarists are unyielding in their endurance and steadfast in their commitment to the safety of those on the water."



USCG Auxiliary monument at TRACEN Cape May.

enthusiastic, versatile, mature and wise, youthful and fun loving, so proud to wear the Coast Guard blue," said Admiral O'Hara.

Admiral O'Hara said, "Placement of the (monument) was of utmost importance; the selected spot is peaceful, yet visible. Encircled by a garden of plantings, there's a natural beauty that soothes the spirit. Those traveling along Munro Avenue may choose to stop for a moment of quiet contemplation, or simply draw strength from a passing glance at the prominent marker."

She said, "Take a seat on the benches, or walk the path and then look around; the view from this setting is ideal. The (monument) is in direct site of Cape May's operational units, where we usually find Auxiliarists hard at work, integral members of Team Coast Guard."

Continuing, she said, "The eastern perspective, to your backs, is equally relevant. Nearly 5000 young people (a year) begin their Coast Guard careers here, at boot camp. These recruits, though green novices, are the future of our Service. What better role models than our Auxiliary to provide a moral compass to these newest members of the Coast Guard family? Just look at an Auxiliarist if you're ever in need of an example of our core values of Honor, Respect, and Devotion to Duty."

In conclusion, Admiral O'Hara said, "I hope that company commanders will use this as a learning station, where they will bring their companies to tell them about the contributions of the men and women who wear the silver insignia on their sleeves. The oral history of Auxiliarists' accomplishments-how appropriate for instilling an understanding of a sense of belonging... of contributing to something larger than yourself... of the nobility of Coast Guard service. A foundation for tomorrow, based on knowledge of the past and present."

Long-time Auxiliarist, Muriel Lewis, prominent in the creation of the monument, summed up the day very nicely by saying, "This is a very special day, a culmination of many years of careful thought and planning. The setting is beautiful and the monument represents us, those who have gone on before us and the many who will follow."

*Article and photos  
by Mel Borofsky  
BC-ADG, Editor,  
SITREP*



COMO Perrone addresses the group at the dedication.



RADM O'Hara dedicating the monument.

# ISAR — INTERNATIONAL SEARCH & RESCUE

**I**SAR 2002 (International Search and Rescue Competition) in Milwaukee is just around the corner. This is the third year that the US and Canadian Coast Guard Auxiliaries have competed in on-the-water competitions. Each country is invited to send six teams to the competition, the US sending two teams from each national area, Atlantic East, Atlantic West and Pacific.



We in 5NR are part of Atlantic East.

D5-NR agreed to host the Atlantic East competition this year. Teams from D1-NR, D1-SR, D5-NR, D5-SR and D7 gathered at the USCG Station Cape May on July 13, eagerly awaiting the competitions.

Remembering that D5NR had not competed in the previous two meets, Vice Commodore Gene Bentley put out a District-wide call for teams. It wouldn't look that good for the host not fielding a team. Division 14 answered the call. And off to Cape May they went.

The events are traditional to the boat crew program;



Search and Rescue (SAR) planning, search patterns, pump operations, heaving line and a mystery event. It was neat meeting Auxiliarists from areas outside of D5-NR. We struck up a conversation with some folks from "Division 12" and it wasn't until we got deep into conversation did we realized they were from Division 12, D5-SR. We couldn't squeeze any secrets out of them.



After dinner and bunk assignments, we attended our first meeting. We received the rules and an outline of the procedures we would follow. The events and scoring were laid out for us, points for 1<sup>st</sup> through 4<sup>th</sup> place.

The D5-NR team was composed of Jason Flynn (14-5), Ken Brown (14-5), Fred Reck (14-4), and Rick Brown (14-4). Three members from each team would compete in the events; the teams had the option to choose their participants. This did not always work out-the judges, at times, made the selections.

Commodore Jim Anderson of D1-NR, an old hand at ISAR, was a font of information and was the lead judge.



He surprised me by choosing me as one of the judges. I chose to judge the "running search pattern" event. For the event, we had a milk carton painted orange which we placed



at a predetermined spot, about six miles off shore. The event was played out in a "man overboard" mode. The competing teams were given a man overboard message that included a heading and speed to be followed. We were in contact with the team's coxswain and gave him heading and speed updates as they went along. It was the responsibility of the coxswain to direct the boat operator

*(Continued on page 19)*

# ISAR

(Continued from page 18)

towards the man overboard.



District 7 was first up and they looked very good. They found the man overboard in 12 ½ minutes. District 5-SR did not fare so well, they never found the man overboard. Now it was D5-NR's attempt. The man overboard message was sent and D5-NR took off. Crewman Ken Brown spotted the orange marker right off and they headed immediately to pluck the man overboard out of the water in a record 1.32 minutes, best in show.

By the way, our team was truly a multi-Division team. The boat we used belonged to Bruce Long, Vice Captain of Division 8.

The scoring of the events was pretty close.

First Place	D5-SR	237 points
Second Place	D7	236 points
Third Place	D1-NR	227 points
Fourth Place	D5-NR	213 points
Fifth Place	D1-SR	208 points

As you can see, nobody ran away with the competition. An emphasis on communication, first aid and navigation training is in order. I also believe that if we had more teams from our District we would have fared much better.

It's time to think about ISAR 2003, time to train, time to organize. We would like to be one of the teams competing in St. John, Newfoundland.



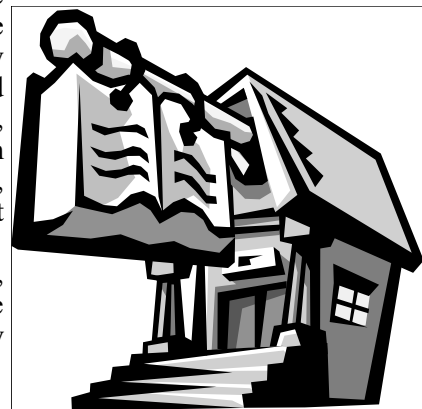
Division 8's Sue Wade. Thanks to all that were there, we sure had a great time.

My thanks to CDR Minutolo for his photography contribution. Our cheering section was loud and enthusiastic composed of Vice Commodore Gene Bentley, Rear Commodore East Jeanne Stretch and

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

# INSTRUCTOR LIBRARY

The Electronic Projection Division of the Department of Education is pleased to announce the opening of this new library. The goal of this library is to better assist Flotillas (Instructors) in successfully planning and delivering public education courses by providing descriptions, including pictures, of ALL materials that may be used in approved courses. This would include materials available from the Auxiliary Center, ANSC and outside organizations, complete with ordering directions, and items (PowerPoint presentations, Instructor Guides, etc.) that may be downloaded directly from the library.



The library is located at the Education Department's web site and is accessed by choosing the PowerPoint "button". The site will publish an e-mail address to facilitate contact with the Librarian for specific assistance. (The Librarian tells us there will be no library cards or late fees!!)

Initially, the library will be limited to PowerPoint presentations, SpeedGrams, and a few course descriptions. The library will rapidly expand throughout the balance of 2002, with full implementation early in 2003. In addition, the library site will undergo further development during 2002 to aid in functionality and usefulness.



The library will have a password-protected "room" that will house such things as public education tests, answers, and other secure information. This feature will be communicated to flotillas by their District Staff Officers-Public Education as soon as it is on-line.

We hope this new initiative will enable instructors to more efficiently plan, organize, and deliver quality public education courses.

*John VanOsdol, DC-E  
DEPARTMENT OF EDUCATION  
ON LINE! SpeedGram*

# CAPE MAY FERRY TERMINAL EXHIBIT

## U.S. Coast Guard's "Lifesaving Legacy" Lands at Cape May Ferry Terminal

(North Cape May, NJ) On Friday, June 14, 2002, a free, public exhibit of U.S. Coast Guard artifacts, flags, models, artwork and audio-visual presentations opened to the public in the Gallery showroom of the Cape May Terminal. Following a brief ribbon-cutting ceremony at 10:00 a.m. that morning, the public was allowed to visit every day from 10:00 a.m. to 8:00 p.m. throughout the summer.

The exhibit, entitled "A Lifesaving Legacy: The U.S. Coast Guard & The Delaware Bay," featured hundreds of items on-loan from the USCG Headquarters in Washington, D.C., USCG Training Center in Cape May, USCG Group Air Station in



Accepting the citation for their respective units are (l) CWO Bill Carson and Jake Lincoln, Historian and key member of the exhibit team.

Atlantic City, USCG Auxiliary, USCG Aids to Navigation Team Cape May, USCG Station Cape May, and private collections. The free summer-long exhibit was an opportunity for the public to learn about the Coast Guard missions and core values, along with viewing historic artifacts and images from its storied past.

"Their lifesaving legacy dates back many generations," remarked Glenn Cox, Director of Ferry Operations. "But they also patrol our borders for illegal immigrants and drug smugglers, investigate polluters, assist ships that are entering and leaving our ports, and perform countless other invaluable tasks."



The Exhibit

Delaware River & Bay Authority, which operates the Ferry system between New Jersey and Delaware, has daily contact with several U.S. Coast Guard commands, including personnel licensing, vessel inspections and safety, emergency preparedness, port security and daily patrols of Delaware Bay.

More than 1.5 million anticipated ferry passengers between New Jersey and Delaware this summer will find

*(Continued on page 21)*

## THE COMMANDANT OF THE UNITED STATES COAST GUARD WASHINGTON 20593

July 1, 2002 The Commandant of the Coast Guard takes pleasure in presenting the **COAST GUARD MERITORIOUS TEAM COMMENDATION** to: U.S. COAST GUARD - DELAWARE BAY EXHIBIT TEAM for service as set forth in the following CITATION:

"For meritorious service from 29 April 2002 through 7 June 2002 while serving on the U.S. Coast Guard Delaware Bay Exhibit Team, a well coordinated team that installed a superb educational exhibit in the Cape May Ferry Terminal. The exhibit, entitled "A Lifesaving Legacy: The U.S. Coast Guard and The Delaware Bay," informs and educates the public about the Coast Guard's history, missions and current operations. Active duty, civilian and Auxiliary personnel from Training Center Cape May, Aids to Navigation Team Cape May, Group/Air Station Atlantic City, Station Cape May and the Public Affairs Staff at headquarters-planned, researched and installed displays for the Cape May - Lewes Ferry Terminal that depict the Coast Guard's presence in the Delaware Bay. Although most projects of this magnitude take several months to complete, the team coordinated and assembled a meaningful and well-designed display in five weeks. The innumerable tasks of specific team members involved: exhibit planning; selecting artifacts and photos to interpret the region; producing multimedia and video presentations; providing flags, models, uniforms, display items and mannequins; and providing the delicate crating, uncrating and handling of a lighthouse 4" order lens. The items collectively assembled provide superb tools to tell the Coast Guard's long and rich history. The exhibit will be seen by the 1.5 million passengers who pass through the terminal during the summer months. It provides an excellent opportunity for public outreach. The team has done an exceptional job of helping to raise the visibility of the Service, at a time when telling Americans the Coast Guard story and letting them know its role in homeland security have never been more important. The dedication, pride and professionalism displayed by the members of the U.S. Coast Guard Delaware Bay Exhibit team reflect great credit upon themselves, their team, and the United States Coast Guard."

For the Commandant, K. Eldridge  
Rear Admiral, U.S. Coast Guard

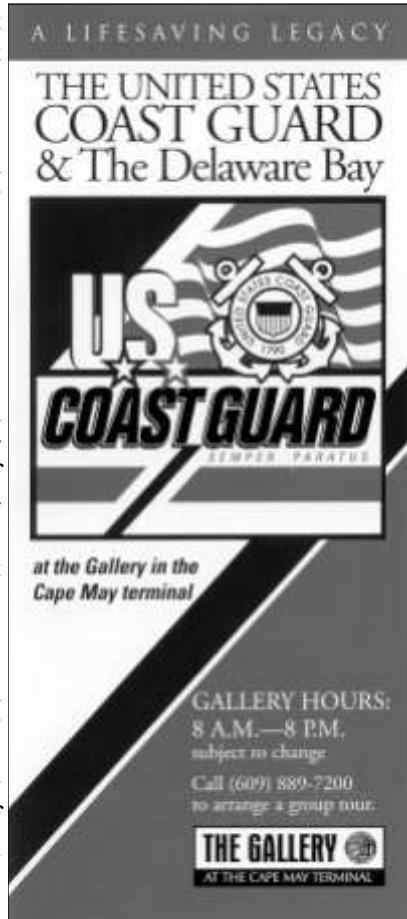


# CAPE MAY FERRY TERMINAL EXHIBIT

(Continued from page 20)

The Gallery exhibit at Cape May Terminal near the passenger walkway, immediately next to the elevator. Cape May Terminal, which opened to the public this time last year, is barrier-free and welcomes visitors throughout the year to enjoy exhibits, food court, Sunset Lounge and retail gift shops.

USCG Curator Gail Fuller and Coast Guard Registrar Don Canney designed the exhibit, with primary assistance from Public Affairs Officer CWO Bill Carson of the USCG Training Center at Cape May, H65 Pilot and Public Affairs Officer Lt. John B. Hall of USCG Group-Air Station Atlantic City. Also assisting exhibit set-up were Aids to Navigation Team Cape May Officer in Charge Dennis Dever and Station Cape May Commanding Officer LT Mike DaPonte. Ferry Director of Administration J. Fred Coidren coordinated the exhibit with assistance from several DRBA and CMLF departments.



Last year, DRBA presented a popular "Heroes & Hellcats" free exhibit to recognize the 60th Anniversary of World War II. The 2001 exhibit was extended through October to accommodate-school classes, veterans' groups, and other visitors.

Off-duty Coast Guard personnel, members of the USCG Auxiliary and veterans volunteered to serve as exhibit guides for scheduled group tours.



Award of Merit presented to Jake Lincoln by the Cape May-Lewis Ferry Terminal Assn.

The Delaware River & Bay Authority is a bi-state governmental agency created by Compact in 1962. It owns and operates the Delaware Memorial Bridge, the Cape May. Lewes Ferry, the Three Forts Ferry Crossing and the Business Center in Salem, NJ. The Delaware River & Bay Authority manages corporate and aviation properties through its economic development powers- two airports in New Jersey (Millville Airport and Cape May Airport) and three in Delaware (New Castle Airport, Civil Air Terminal and Delaware Airpark). All DRBA operating revenues are generated through the bridge, ferry and airport facilities.

## CLEAN BOATING TIP SHEET Fish Scraps

For safety reasons, marinas are often located in sheltered areas-areas that will protect boats from wind and waves during a storm. The same features that protect boats during a storm, however, also limit the exchange of water. Poor exchange, or flushing, means that any waste that is discharged into the water may stay in the same general area for an extended length of time.

Fish cleaning may pose a problem if the guts are discarded into a poorly flushed marina basin. Fish waste is

smelly and unsightly. Also, life-sustaining oxygen is removed from the water column as bacteria decompose the innards. Avoid problems by following these tips.

- Do not discard fish waste in poorly flushed areas.
- Find out what your marina's disposal policy is.
- Bag waste and dispose at home or in a dumpster.
- Dispose over deep water.



# NEW CAPTAIN OF THE PORT

## Captain Jonathan D. Sarubbi assumes duties as Captain of the Port, Philadelphia

Captain Sarubbi graduated from the New York Maritime College in 1974 with a Bachelor of Science degree in Maritime Transportation and a license as a U.S. Merchant Marine Officer. Upon graduation from college, he served as a deck officer aboard break bulk cargo vessels for American Export Lines and Farrell Lines.



In 1979, he was commissioned as an officer in the U.S. Coast Guard. From 1979 to 1985, Captain Sarubbi served as a marine inspector at Marine Inspection Office, Kobe, Japan and as chief of the Investigation Department and Chief of the Regional Examination Center at Marine Safety Office, Honolulu, Hawaii. From 1985 to 1989, he served as a marine inspector and Chief of the Investigation Department at Marine Safety Office/Group Los Angeles/Long Beach California. From 1989 to 1991, he was Chief of the Commercial Vessel Safety Branch at the Eleventh Coast Guard District, Long Beach California. In 1993, Captain Sarubbi received a Master of Marine Affairs degree from the University of Rhode Island. In 1993, he was assigned to the office of Marine Safety, Security and Environmental Protection, Coast Guard Headquarters, Washington, DC, where he served in a variety of assignments in port safety and security and marine personnel qualifications. From 1996 to 1999,

Captain Sarubbi was Executive Officer of Marine Safety Office, Corpus Christi, Texas, where he also served as Alternate Captain of the Port.

In 1999, he returned to Coast Guard Headquarters as Chief of the International Compliance and Outreach Division in the Office of Compliance, Field Activities Directorate, where he managed the Coast Guard's Port State Control Program. In that job, he directed the Coast Guard's marine safety and facility inspection program guidance for forty-eight marine safety field offices in the United States and abroad. Captain Sarubbi also served as Executive Director of the Commercial Fishing Industry Vessel Advisory Committee, and as a member of the U.S. delegation to the International Maritime Organization Flag State Implementation Subcommittee.

Captain Sarubbi's personal decorations include the Department of Transportation Gold Medal, the Coast Guard Commendation Medal with Second Gold Star, Coast Guard Achievement Medal with Gold Star, and the Commandant's Letter of Commendation Ribbon with Gold Star.

Captain Sarubbi is a native of Orlando, Florida. He and his wife, Ajen of Kaohsiung, Taiwan, have one son, David.

Welcome aboard Captain Sarubbi. It is our honor to have you as a member of Team Coast Guard, Philadelphia.

### Waste Contamination and Disposal

Trash is ugly and may be dangerous - dangerous to humans and to wildlife. For example, plastic may snare propellers and choke sea turtles. Congress passed a law in 1987 to protect our waterways from garbage. The Marine Plastic Pollution Research and Control Act (Title II of Public Law 100-220) regulates the disposal of garbage at sea according to how far a vessel is from shore:

- Within U.S. lakes, rivers, bays, sounds, and within 3 nautical miles from the ocean shore, it is illegal to dump anything other than fish guts.
- Between 3 and 12 nautical miles from shore, it is illegal to dump plastic and any other garbage that is greater than one inch in size.
- Between 12 and 25 nautical miles from shore, it is illegal to dump plastic and dunnage, i.e., lining and packing material, nets, lines, etc.
- Beyond 25 nautical miles, it is illegal to dump plastic.

#### Meeting the law is easy. Just follow these tips!

- Contain trash. Don't let trash get thrown or blown overboard. If trash blows overboard, retrieve it. Consider it "crew -overboard" practice.
- Pack food in reusable containers. Purchase refreshments in recyclable containers and recycle them.
- Buy products without plastic or excessive packaging.
- Don't toss cigarette butts overboard. They are made of plastic (cellulose acetate).
- Properly dispose of all trash on-shore, e.g., bring home or leave in a dumpster at the marina.

# CGC WILLIAM TATE CRUISE

On 18 June, Coast Guard Cutter (CGC) WILLIAM TATE (WLM 560) took approximately 40 Auxiliarists and crew family members on a cruise of the Delaware River from the Delaware Memorial Bridge up to Philadelphia. This cruise, and another scheduled for the following day, were provided by CGC WILLIAM TATE as an opportunity to allow members of the Coast Guard family to see how their ship functions and expose them to life on a coastal buoy tender.

Before getting underway, a presentation of the D5-NR Award of Appreciation (coffee mug with D5-NR emblem) was made to Auxiliarist Steve Roth (FSO-MT 35) in recognition of his 1.5 years of service to CGC WILLIAM TATE during which he has provided extensive direct administrative and training support as well as qualified in multiple shipboard watch stations.

*Article by CDR Stephen J. Minutolo,, USCG, Director of Auxiliary (DIRAUX) D5-NR*



Auxiliarists climbing to the buoy deck control room.

*Photo by DIRAUX*



Commanding Officer CGC WILLIAM TATE, LT Kathryn Dunbar, addresses visitors before getting underway.

*Photo by Kathleen deFerrari, DCP-7*



Auxiliarist Steve Roth (right) standing by for presentation.

*Photo by Kathleen deFerrari, DCP-7*



Waiting to get underway.

*Photo by DIRAUX*



Standing by as the lines are taken in.

*Photo by DIRAUX*

## "TCT" MEETS "RM" - THE NEW KID ON THE BLOCK

A new course has been designed and approved to meet the Team Coordination Training (TCT) requirements for members participating in the Auxiliary Boat Crew Program. The new program, Risk Management in the USCG Auxiliary, will be available in the near future. The course is designed to be facilitated at the flotilla level by a qualified Auxiliary Instructor who is active in the operations program. The workshop takes approximately 2 1/2 to 3 hours to complete. It will be required every five years - just like TCT. Completing either TCT or Risk Management in the Auxiliary will meet the requirement for coxswain, crewmembers and PWC operators. Qualification examiners (QEs) and members who are conducting operational support missions at Coast Guard units (i.e.. - communications watch standers, crew members on CG small boats, qualified watch standers on CG cutters) must continue to meet the biennial TCT requirements.

### Risk Management in the USCG Auxiliary

*Facilitator's Guide*



*Reprinted from D5-NR NOGI 06-2002*

# A JOINT VENTURE

An opportunity presented itself for two flotillas to present the safe boating message under very unique circumstances!



In the Team Coast Guard spirit, members from Flotilla 15-5, Northumberland, PA and Flotilla 54, Millersburg, PA, with enthusiastic endorsement and cooperation from the Millersburg Ferryboat Association, shared with many children and their parents the “Operation Boat Smart” life jacket message and other pertinent boating safety instruction. This all took place on August 3<sup>rd</sup> while underway on the “Roaring Bull”!



The “Roaring Bull” is one of the two last known wooden double stern wheel paddleboats operating in this country. These historically significant ferryboats, inspected by the Coast Guard Marine Safety Office – Philadelphia, are owned by the nonprofit Millersburg Ferryboat Association. The association has enjoyed a longstanding relationship with Flotilla 54

Flotilla public affairs officers Jim Gotthelf and Dave

Savidge were hoping for an opportunity to do a cooperative public affairs presentation in their adjoining areas. The notion of a life jacket presentation, on the ferries, to all the vacationing children seemed to be a worthy project.

Association manager Diane Hammaker enthusiastically supported the project and offered free rides to all children, all afternoon. So back and forth, on the scenic one mile voyage, PFD Panda, Jim (Gee I’m glad it’s only 104 degrees today) Gotthelf, Dave Savidge, Dave Kapp (15-5), and Don Bowes Rear Commodore-West presented the children and their parents lifejacket and other boating safety instructions.

The children received “PFD Panda Award”



certificates, Operation Boat Smart posters, and PFD pamphlets. Captain Don Lebo, a 12 year veteran of the ferryboat service and First Mate Jeremy Arnold enthusiastically accommodated the Panda Crew with the necessary logistical support. Captain Lebo’s routine safety dissertation to the passengers on each trip and his rendition of the history of the ferry service was both informative and entertaining.

The 15-5 patrol boat and the 54 parade float gave visual support to the onboard presentations. An unexpected opportunity resulted from all this Auxiliary activity when a local resident requested a vessel safety check of his airboat. This was performed by Dave Kapp. The exam did not result in a decal award, but the airboat skipper was very appreciative of the attention he received, and quite impressed with the Auxiliary presence. The final bonus was the coverage we received from the local newspaper, front page pictures and articles.

*Article and photos by:*

*Dave Savidge, FSO-PA, Millersburg Flotilla 5-4  
Jim Gotthelf, FSO-PA, Northumberland Flotilla 15-5*

# OPERATION BOAT SMART

Exactly what is Operation Boat Smart, (OBS)? Some of our Auxiliarists may be unfamiliar with this program and its goals. I would like to share some information with you that will not only enlighten, but also detail the importance of this effort.

The mission of Operation Boat Smart is to prevent boating fatalities by changing boater behavior through targeted education, outreach, and law enforcement developed in partnership with boating safety related agencies, organizations, and stakeholders.

Some of the partners in the OBS effort are the National Association of State Boating Law Administrators (NASBLA), and its state partners, the National Safe Boating Council (NSBC), the U.S. Coast Guard and U.S. Coast Guard Auxiliary, the U.S. Power Squadrons (USPS), and the National Water Safety Congress (NWSC). All of these partners have agreed to work together as a coalition to promote a common boating safety message, a greater presence with the boating public. A concerted effort is underway to reach other stakeholders in industry, business, recreation, and government to make boating safer.

The goal is to have a measurable positive change in boating behavior over the four-year effort. These changes include increased personal flotation device (PFD) wear, an increase in the number of boaters taking boating safety classes, an increase in the number of boaters receiving vessel safety checks and a decrease in the number of alcohol related accidents. All of these factors will result in fewer boating deaths both now and in the near future.

How do you fit into this picture? The Coast Guard Auxiliary has a lot to offer here.

1. PE - Our public education efforts must reach as many boaters as possible. Especially the first time boater and recreational sportsman both fishing and hunting, and those considered being at high risk.

2. MV - Our marine dealer visitor program gets safety, regulatory, and environmental information to the public through the co-operation of the marine dealer locations.

3. VSC - Our vessel safety check program gives the boater the assurance that the vessel they are using has all the necessary safety equipment and meets state and federal requirements. This also provides an opportunity to speak to the boat owners and promote educational opportunities and share other safety and environmental information. We cannot underestimate the value of this one on one opportunity.

4. PA - Our public affairs and marketing program offers opportunities to promote boating safety through the media and special projects. We can develop a local speakers bureau.

5. ATON - Aids to navigation programs assist the Coast Guard and help keep the waterways safe.

Virtually everything we do in our operations and marine safety, member services, and recreational boating safety programs has a place in Operation BoatSmart.

Every year we set goals in our flotillas and divisions. We do this so we can measure our progress. Operation BoatSmart has set a goal to reduce boating death and injuries. The OBS program will measure several areas to determine its performance as well. Some of these performance measures will be:

1. A significant increase in the observed PFD wearable rates of boaters, particularly among those boaters considered most at risk.

2. A significant increase in PFD sales across the country.

3. A significant increase in public education courses, particularly among those boaters considered most at risk.

4. A significant increase in vessel safety checks, particularly among those boaters considered most at risk.

5. A significant decrease in fatalities due to poor boat maintenance, particularly among those boaters considered most at risk.

6. A significant decrease in the number of fatalities involving alcohol use.

Operation BoatSmart is a local, state and national effort. Take some time to reflect on how you can contribute to this effort. I want to thank you for all you are doing to support the program and would like to hear from all of you whom are working hard to promote these efforts. Feel free to write to me and share some of your success. I can be reached at [galsonrm@aaahawk.com](mailto:galsonrm@aaahawk.com)

*Russell M. Galson, DCP-3, OBS-D5NR  
Turnersville NJ*



# 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*

Christopher S. Abbott 81	Sandra S. Enochs 49	Barry M. Kyper 11-9	10
Douglas Abbott 16-1	Kenneth O. Enochs 49	Michael D. La Nave 81	Matthew L. Sentz 14-2
Steven E. Allison 94	Robert I. Fenkel 16-7	Joseph K. Lallier 35	Thomas J. Shelley 15
Thomas W. Ambrose 15-3	Vito Ferrera 16-3	D R. Latourette Jr. 36	Michael C. Simpson 14-5
Charlotte L. Anderson 12-2	Sandra Fischer 2-76	Francis X. Lawler 12-2	Robert J. Sites 11-9
Arthur A. Arena 61	Nevin W. Fisher, II 14-5	Susan A. Lawler 12-2	Judith E. Skinner 12-3
Thomas P. Ash, Jr. 91	Sandra J. Foreback 56	James E. Leone 14	R. H. Smalfus, Jr. 16-7
John W. Atkinson 85	William R. Francen 16-5	John P. Lindner 12-2	C W. Smith 11
Mathew D. Atwood 51	Peter J. Franey 11-9	Cynthia A Luce 47	Michael A. Sowers 11-9
Bruce W. Baumann 10-8	Billy Frasch 85	Craig B. Mackley 14-5	Anthony C. Stamos 16-7
Joseph F. Bayard 24	James R. Fraser 12-1	Michael R. Martin 15-5	J. T. Stephens, Sr. 19
Alan D. Bimey 19	Daniel J. Fuchs 16-7	D. J. McClennen 10-6	G J. Strekal 13-10
Carol E. Bisgrove 14-4	Rachael L. Gamsh 4-11	Bill M. McClennen 10-6	Lawrence J. Sullivan 14
Chad A. Bisgrove 14-4	R. J. Ganish, Jr. 4-11	C. McCutcheon 36	K. V. Superak, Jr. 7-10
Darn S. Black 14-5	William F. Gaudet 85	M. B. McElwee 11-2	Hugh D. Sweeney 21
Melinda R. Bollinger 14-5	David M. Getz 15-4	C. W. McGinty 74	Krista Tinney 35
Allen F. Bollinger 14-5	George G. Gilch 13-3	T J. McNichol 23	Daniel H. Tinney 35
Breanna L. Brown 14-5	A. Owen Glasson 79	Frank C. McNivens 74	Angelina J. Torres 85
Stephanie M. Brown 14-5	Larry J. Gooding 10-5	Thomas M. Melnick 42	Steven D. Troncone 56
Stuart J. Brown 66	Michael T. Greene 16-8	W. F. Memel, Jr. 14-2	Linda T. Uniatowski 14
Janet L. Brown 14-5	T. J. Grothe, III 51	Deborah A. Murphy 12-2	William J. Valichka 38
Stanley G. Brown 12-2	William C. Guerreri 14-5	Michael J. Naim 11-9	Alfred P. Vitarelli 13-3
Marcus H. Brumbach 15-3	Raymond G. Haber 74	James E. Noe, Jr. 12-9	Anthony J. Vraim 43
Patrick C. Bull 15-2	C. N. Handley 49	Raymond Novack 15-3	Brenda S. Walp 15-3
David S. Burlew 12-3	Timothy F. Hasson 10-6	Archie R. Oller 14-4	Jay R. Walp 15-3
Robert M. Canick 2-10	Earl E. Heizog 49	Roy D. Orr 13-3	Robert W. Whyland 14-4
Emil Chaky, Jr. 7-11	Richard G. Heller 11-9	Lolita B. Pace 11-9	Jeffley W. Wilber 14
David A. Christie, Jr. 16-8	David A. Herrmann 11-9	K. C. Pierce, Jr. 19	Kenneth R. Wilde 81
Raymond W. Clark 12-2	Richard J. Hewitt 7-10	Mark C. Potts 11-2	C. K. Winans 82
Enrique Claudio 14-2	Mary M. Hibberd 47	Joseph H. Povey 48	Daniel J. Woellner 11-9
Kenneth S. Cleveland 2-76	Bill Hickman 49	Cyril P. Quesenberry 12-2	Neil G. Xenos 12-2
Richard J. Collinson 85	Alicia L. Hill 11-2	Alvert M. Ricciardi 11-9	Paula S. Xenos 12-2
Christine C. Crispino 42	J. A. Hippensteel 52	Gerold E. Roberts 61	Robert J. Yerke 15-4
Robert A. Crispino 42	Ernest Holley 15-6	Robert G. Rosenberg 12-1	Linda R. Zettlemoyer 10-5
David P. Cucchi 11	Dennis Homiak 12-4	Alan W. Rudnick 16-1	E. James Zettlemoyer 10-5
Bruce E. D'Alfonsi 84	Susan M. Homiak 12-4	David E. Saul 11	Nick E. Zimmennan 15-5
Kevin M. Danielsen 42	David M. Hood 15-5	Mark A. Schader 10-2	Robert V. Zoppel 11-9
Cosmo J. DeFazio 16-8	Richard E. Huber 11-9	Nevin C. Schappell 11-2	
Glenn F. Delmonico 16-7	Joyce A. Hudanish 16-8	Jay B. Schiner 12-1	
E. J. Demarest, Jr. 10-9	Gerald R. Hutter 11-2	John D. Scoblick 15-4	
Thomas A. Dixon 84	Robert R. Kalinoski 24	Richard G. Sebring 91	
Richard A. Dixon 96	William A. Kalke 15-6	Peter L. Segarra 7-	
Alan L. Dlugoss 12-1	David C. Keller 10-6		
Rodney L. Drabert 15-6	George W. King 12-2		
Brandee F. East 12-2	Donald R. Knowles 11-9		
Todd A. East 12-2			

Prepared by Linda Unger, DSO-FN, as of 1 April through 31 August 2002



## CONFERENCE COORDINATOR

The Fifth Northern District is always ahead of the curve...always thinking ahead. That is why our Spring 2003 Awards' Conference will be held before Spring actually rolls around (21 March). Nothing like getting a good head start!

For our 2003 Awards' Conference (14-16 March 2003), we are returning to the Heritage Hills Golf Resort & Conference Center in York, Pennsylvania. Those who attended last year's conference will recall that this is a relatively new facility with first class accommodations at a \$55 room rate. Anticipating a turnout similar to last year, some attendees will have accommodations at a nearby hotel. Transportation and program schedule arrangements have been made to minimize any inconvenience.

Event activity at the Spring 2003 Conference will be interesting and informative. For 2003, Operations is a mandatory workshop. To accommodate anticipated attendance at this workshop we have added a new "wrinkle"; a Friday afternoon session. This will also provide an activity for the large numbers of members that check in on Friday afternoon. In addition to the awards for the hard work of our members, there will also be seminars on Auxiliary Communications, Auxiliary Uniform Guide (with models), Vessel Safety Checks for special vessels and Damage Control and Vessel Stability Simulators (which will get you very wet). The latter three are outdoor set ups and will be weather dependent.

Processing registration forms is always an "exciting" activity for the conference coordinators. To ease our work load a bit, please make sure that you **note your division number in the space provided**. When you check off the activities you plan to attend, remember that you cannot be in two places at the same time. It is important that we have accurate attendance counts to ensure proper meeting room size. Also if you have email, put your address in the appropriate box. This greatly facilitates contacting you in the event there are any questions about your form or last minute changes in the program. And, most importantly, please note that **the conference registration deadline is 15 February 2003. Registrations postmarked after that date will be returned**. Conference and hotel registration forms are always available on Fifth Northern's Web Site: [www.5nr.org](http://www.5nr.org)

Kevin Hurst, Arline & Ira Dolich  
Conference Coordinator Team



## SCHEDULE OF EVENTS

### 2003 SPRING CONFERENCE

14-16 March 2003  
Heritage Hills Golf Resort  
York, PA 17402

#### Friday, 14 March 2003

- |           |  |
|-----------|--|
| 1500-2000 | Registration Desk Open (Lobby)             |
| 1600-2100 | <b>Hospitality Room for Early Arrivals</b> |
| 1600-2100 | <b>Operations Workshop</b>                 |
| 1800-2000 | Members' Dinner                            |
| 2000-2100 | Division Captains' Caucus                  |
| 2000-2100 | District Staff Officers' Meeting           |
| 1900-2300 | District Materials Center Open             |
| 2100-2330 | <b>"Welcome Aboard" Party</b>              |



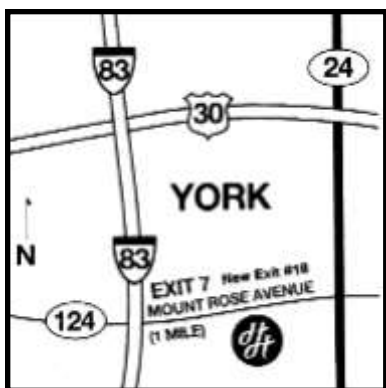
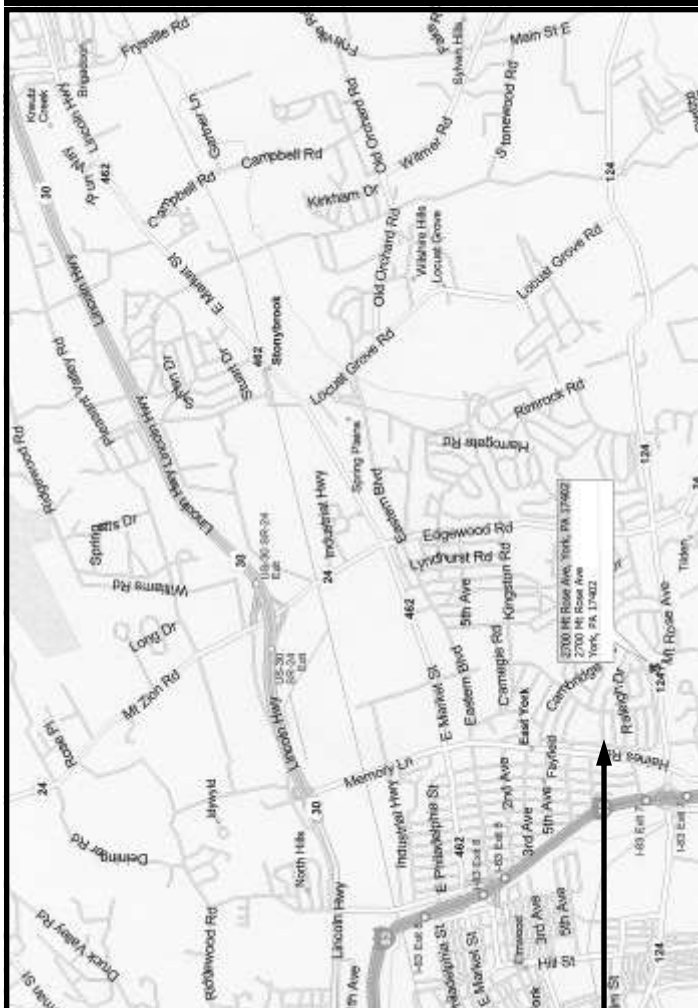
#### Saturday, 15 March 2003

- |           |  |
|-----------|--|
| 0630-0800 | Members' Buffet Breakfast  |
| 0730-1145 | Registration Desk Open   |
| 0800-1600 | District Materials Center Open   |
| 0800-1200 | District Board Meeting   |
| 0800-1000 | AUXCOM Workshop  |
| 0900-1200 | Damage Control & Stability Trainers (Outside, Weather Permitting)        |
| 0900-1200 | Vessel Safety Checks: Canoes, Kayaks, etc. (Outside, Weather Permitting) |
| 0900-1500 | Coastie (Lobby & Hotel Public Areas)                                     |
| 0900-1130 | Spouse/Guest Program   |
| 0900-1200 | Training Aids/Trade Show   |
| 1215-1330 | <b>Awards' Luncheon</b>  |
| 1330-1530 | Operations Workshop (repeat)   |
| 1330-1600 | Spouse/Guest Program   |
| 1330-1530 | Damage Control & Stability Trainers (Outside, Weather Permitting)        |
| 1330-1530 | Vessel Safety Checks: Canoes, Kayaks, etc. (Outside, Weather Permitting) |
| 1430-1530 | Uniform Guide Show   |
| 1730-1830 | <b>Cocktail Hour</b>   |
| 1830-2200 | <b>COMMODORE'S BANQUET</b>   |
| 2200-     | <b>Hospitality Room</b>  |

#### Sunday, 16 March 2003

- |           |                          |
|-----------|--------------------------|
| 0800-0930 | Members' Breakfast       |
| 0830-1000 | Past Captains' Breakfast |
| 1000-1200 | EXCOM Meeting            |

# SPRING 2003 CONFERENCE HOTEL RESERVATION



## HOTEL ROOM RESERVATION FORM\*

**Heritage Hills Golf Resort  
and Conference Center**  
2700 Mt. Rose Avenue (PA Rte. 124)  
York, PA 17402

Phone: Toll Free (877) STAY-PLAY  
Fax: (717) 757-5708

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

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

City: \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_

Please reserve ☐ Single ☐ Double ☐ Non Smoking

☐ **I have HANDICAP requirements.**

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

**Rate: \$55.00 Single or Double**  
**Check in time: 1500**

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

**Deadline for reservations: 15 February 2003**

*One night's deposit required to guarantee room.*

Make checks payable and mail to the  
Heritage Hills Golf Resort, **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**

### UNIFORM OF THE DAY

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

# SPRING 2003 CONFERENCE REGISTRATION

## SPRING 2003 AWARDS CONFERENCE REGISTRATION FORM NON-FUNDED ATTENDEES 14 - 16 MARCH 2003

Heritage Hills Golf Resort & Conf. Center, 2700 Mt. Rose Avenue, York, PA  
Toll Free (877) STAY-PLAY

Use this form to make your conference and meal reservations.

**REGISTRATION DEADLINE: 15 FEBRUARY 2003**  
**FORMS RECEIVED BEYOND THIS POSTMARK DATE WILL BE RETURNED**

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

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

⇒ **Mail to: Kevin Hurst, 1 Washington Ave., Philadelphia, PA 19147** ⇐

Division Number:

	#1	#2	Amount \$
Name			
E-mail Address			
Registration fee for each person 17 years of age & over @ \$5.00			
Friday Night Buffet @ \$20.00			
Saturday Buffet Breakfast @ \$12.00			
Saturday Awards Luncheon @ \$13.00			
Saturday Commodore's Banquet			
Fillet Mignon @ \$22.00			
New Orleans Chicken @ \$22.00 (Chicken with Shrimp)			
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)			
<b>Check made out to USCG AUX 5NR for the TOTAL AMOUNT:</b>			

### Workshop/Event Selection

Operations: Friday Afternoon			
Operations: Saturday Afternoon			
Spouse/Guest Program: Morning			
Spouse/Guest Program: Afternoon			
AUXCOM Specialty Course			
Uniform Show			

# FALL CONFERENCE 2002 - CHERRY HILL, NJ

Over 260 Auxiliarists, spouses and guests from every corner of our District converged on Cherry Hill, NJ for our annual Fall Conference. There was something for everyone as planned and ably carried out by our Conference team of Arline and Ira Dolich and PO Kevin Hurst.



For starters, the Friday night elections were tense and exciting as one of the votes took four ballots before a victor was declared. As with all elections, there are winners and losers, but in the Auxiliary, no one ever truly loses. To prove it, following the elections, we gathered in the hospitality room for our Friday night fellowship. The room rang with good cheer, delicious food and drink and very warm fellowship.



Commodore Perrone promised that the business meeting would

be efficient and it ended with enough time for the board members to attend the workshops that were running all day.

The spouse program in the morning featured a trip to the battleship USS New Jersey in Camden. The women who partook of this excursion said it was very interesting and worthwhile. It was overheard that someone, "wished they had an extra pair of feet for the latter hours of the tour."



The facilities of the hotel and the accommodating staff made our stay that much more enjoyable. The food and service was excellent. Our Saturday evening banquet allowed us to primp and powder and show off our finery. The room was a sea of white dinner jackets and formal dress blue uniforms. The speeches were very interesting and kept moderately short (Admiral Smith's and Commodore Perrone's addresses are reproduced in this issue).



If you didn't join us in Cherry Hill, now is the time to make plans for the Spring Conference in York, PA. We are promised more of the same endless activity and excitement. The registration forms and schedule of activity are to be found in this issue.

BRAVO ZULU to Arline, Ira and Kevin.

Mel Borofsky, DSO  
-PB

Little Egg Harbor,  
NJ

Photos from the Spouse Trip to the Battleship New Jersey by: Marilyn

Woolson and Joanne Emery



## ATLANTIC STRIKE TEAM

CDR Gail Kulisch, USCG, Commanding Officer, Atlantic Strike Team, gave an interesting and informative review of the unit's recent activities as part of the National Strike Force (NFS).

Included in the presentation was an overview of the NFS command structure and how the three Strike Teams interface with numerous governmental agencies and each other.

Slide highlights depicted some responses to a train tunnel fire - Baltimore, Refinery acid fire and explosion - Delaware City, DE, World Trade Center & Freshkill Landfill, NY and the Anthrax Response in Washington, DC.



CDR Gail Kulisch, USCG

An equipment display of level "A" hazardous materials (HAZMAT) suit - self contained breathing apparatus (SCBA) and mask, and various air monitoring equipment utilized in detecting chemicals and weapons of mass destruction supplemented the program.

CDR Kulisch was assisted by Auxiliarists Larry Volz and Thomas Murray, certified AST Watchstanders from Flotilla 7-11, Bayville, New Jersey.

Larry Volz, FSO-PA  
Watchstander Atlantic Strike Team  
Seaside Park, NJ

# FALL CONFERENCE 2002 - CHERRY HILL, NJ

**S**AR refresher sessions were presented at the Fall Conference by CWO2 Geoff Pagel, Assistant Surface Operations Officer, Group / Air Station Atlantic City. A total of over eighty (80) persons attended the morning and afternoon sessions.

Mr. Pagel provided a review of the SAR system, its components and stages and the SAR organization including the SAR Chain of Command and the duties of those included.



CWO2 Geoff Pagel, USCG

Other areas of interest to Auxiliary boat crews discussed were the Search and Rescue Unit (SRU) briefing and the information that should be obtained including details of the incident, occupants and the vessel and how this information could provide clues to any special equipment that may be required on scene and actions to take en route and upon arrival at the scene.



Harry Petersen, the "techie" in charge!

Search patterns and rescue planning were also reviewed. An extensive hand out package was distributed that provided excellent

insight and review of the SAR activity.

Mr. Pagel's extensive experience and knowledge of the SAR mission, an excellent presentation and his very positive attitude and support of the Auxiliary was obvious and appreciated by all present.

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



"Class in session"

## DISTRICT COMMODORE ROBERT PERRONE ADDRESS TO THE CONFERENCE

Admiral Smith, Capt. Sarubbi, Fellow Auxiliarists, Distinguished Guests, Ladies and Gentlemen.

I first want to congratulate your newly elected officers and thank those other members who entered their names into nomination. We have no losers in our elections; we have choices and I continually encourage members to become involved and seek the elected leadership positions.



A short eighteen months ago I stood at a podium similar to this one at the Hershey Conference Center and outlined my vision and goals for the Fifth Northern as I accepted the responsibility of representing you as your Commodore.

At that time I indicated that I would concentrate on three things - to represent the members of the District to the best of my ability, to provide better and varied programs and to be brief in my remarks. I believe that I have done those and tonight will be but a slight exception.

Little did any of us realize in late March 2001 that less than six months later our Country would sustain the terrorist attack of September 11 and that we would be faced with challenges that most of us had never even dreamed possible; let alone ever experienced. While certainly not on my mind as I outlined my vision and goals, these challenges have undoubtedly better defined the District and the Coast Guard Auxiliary.

We were called upon to sustain an effort that had never before been expected or asked of us, and the members responded to "Operation Patriot Readiness" with complete confidence, experience, professionalism and willingness. They performed every additional task assigned during this surge operation but they never wavered or diminished in the completion of our core missions of Recreational Boating Safety; namely "Operation Boat Smart", Vessel Safety Checks, Public Education and "Operation Safe Catch".

Member involvement in all areas continues to

*(Continued on page 32)*

# FALL CONFERENCE 2002 - CHERRY HILL, NJ

*(Continued from page 31)*

increase. We have sustained positive membership growth for four consecutive years. Vessel safety checks, while lagging slightly this year, have increased significantly in the past two years. More members are participating in the Boat Crew Programs. Public education continues to flourish as we get the safe boating message to the public and especially the non-traditional boater.



The marine safety program is beginning to take root and flourish with the multi-mission patrols and other programs that have been and are being developed. This is the one area in which we can take a more active role in augmenting Coast Guard resources.

Post 9-11, we have almost single handedly sustained the commercial fishing vessel examination program and "Operation Safe Catch" while the Coast Guard diverted their resources to other efforts. This year alone we have recorded 73 commercial fishing vessel examinations.

We were able to perform all of these activities only as a result of the dedication, willingness and involvement of the members. The success of the District rests not with the Bridge but with you the members. It is the responsibility of the elected and appointed leaders to provide the guidance and the programs to sustain member interest and promote involvement. While we believe that this has been done to some extent, much more is needed.

Our future looks bright. It is expected that Congress will approve the new Department of Homeland Security and that the Coast Guard together with the Auxiliary will move from the Department of Transportation to the new department effective 1 January 2003.

What effect will this have on the Auxiliary? Basically none. While our missions will undoubtedly increase in numbers, we expect that they will only be an extension of the many and varied missions we currently complete. There will be an increased focus on homeland security but we are currently doing this with our multi-mission patrols and other activities.

There will be increased reliance on the Auxiliary by the Coast Guard in SAR operations as well as marine safety and aviation missions.

As a direct response to Auxiliary performance following the events of 9/11, the District Budget Model will be fully funded in fiscal year 03 to provide the funds necessary to complete the training and performance of the increased mission tasking. In addition, the Auxiliary,

nationwide, has received an additional \$2 million in the current year -- \$1 million going to the support of operations and \$1 million of recurring funds for Personal Protective Equipment.

It is readily apparent from comments made by the Active Duty Coast Guard, including the Commandant at the National Conference, that the efforts of the Auxiliary have been noted and appreciated.

This brings me to the point of expressing acknowledgments and thanks. We have all sat through individual acknowledgments to the point of exhaustion and even then someone will be missed. I will not do that. I have already expressed my thanks and grateful appreciation to the District Board and Staff so I will not repeat that here tonight.

I want to especially thank our Director, Commander Steve Minutolo whose cooperation and untiring efforts and dedication have brought the District to new heights. He and the entire DIRAUX staff are to be commended for their cooperation.

I would also like to thank the Vice Commodore, Gene Bentley and Rear Commodores Regina Stretch, Leon Kehr and Donald Bowes for their support and guidance the past two years. The level of cooperation on the Bridge has never been better and I am convinced that the new Bridge will continue in that vein.

Most of all, I want to especially congratulate and thank you, the members, who have contributed so much to the success of the District during these two years. As I have continually noted, the success of the District rests not with the District Commodore or the EXCOM. It rests with you the members who respond and participate when called upon and you accomplish your missions with willingness, professionalism and experience. I applaud you and I sincerely thank you!



There is one individual that I want to publicly acknowledge. This individual has exhibited the utmost support for me and the District. Without this continuous support, I would not have been able to complete the things that I have.

She has been involved with our hospitality and the spouse/guest program for the past six years. Every visitor to one of our conferences can tell you that the hospitality program of the Fifth Northern is the best in the Nation -- a perfect complement to the Best District in the Nation.

*(Continued on page 33)*

# FALL CONFERENCE 2002 - CHERRY HILL, NJ

(Continued from page 32)

She has put up with the many hours I have spent behind the computer screen reviewing and responding to the unending stream of e-mail messages received on a daily basis.

She has spent many long and tiring hours beside me as we traveled around the District to not only Changes of Watch but also to Division meetings and Flotilla meetings. She has provided encouragement to all that I have done last two years.

Today is also a special day for us - it's our 39th Wedding Anniversary so, if I may, I would ask her to join me here and accept a small token of appreciation.

(COMO Perrone then presented his wife Joanne a lovely bouquet of roses to the rousing acclaim of the assemblage.)



COMO Robert Perrone and First Lady Joanne show off their wedding anniversary cake.  
photos by Mel Borofsky, DSO-PB and M. Phillip Stamm, DCP-10

## KEYNOTE ADDRESS Rear Admiral Duncan Smith Deputy Area Commander Mobilization for Reserve Affairs Atlantic Area

Commodore Perrone and Vice Commodore Bentley and to all our other honored guests, family, and friends here today: I bring you a warm and heartfelt greeting from VADM Hull, the new Atlantic Area Commander.

I have the privilege to serve as Admiral Hull's deputy for both the Area and the Fifth Coast Guard District. For that reason, it is an honor to be here today with you as you meet to discuss the issues facing the Auxiliary on the occasion of the 2002 D5 Northern Auxiliary Region Conference in Cherry Hill, NJ.



Rear Admiral Duncan Smith, USCG

Some of you may be aware that I have many connections with NJ:

- grew up in Northern New Jersey in the Town of Dover.
- attended Drew University in Madison, NJ.
- enlisted in the Coast Guard in 1970 and went to boot camp at Cape May. I also feel a real connection to the Auxiliary as my first command assignment in the Reserve was at Station Annapolis on the Chesapeake Bay, where the Auxiliary was essential to us performing our duties and I experienced this several times over in subsequent assignments.

As I prepared to take over this watch earlier this year, I have had to reflect upon and think about what being in the Coast Guard and public service is all about. This is what settled in my mind:

Each and every thing that each and every one of us does each and every minute of each and every day is important to each and every citizen of America.

This statement suggests that all of us are imbued with, but more importantly, are agents to foster and continue what I like to call the Spirit of America. As successors to a long line of public servants, those of us in leadership positions and public service are challenged to remember those principles upon which our country was founded by

(Continued on page 34)



# FALL CONFERENCE 2002 - CHERRY HILL, NJ

(Continued from page 33)

going back and revisiting and reexamining those founding principles. Those principles are as relevant today as then. Of course we all know that these principles include those God-given inalienable rights of life, liberty, and pursuit of happiness placed on paper just a short distance from here across the river. But I also count peace, justice, mercy, faith, freedom, and love of one another as included in those principles.

As a 32-year member of the Coast Guard and a lawyer, I can certainly lay out for you all those laws and regulations that have been developed over the years and that guide us in our service. But I suggest to you that all those laws and regulations are meaningless without these core principles and values. For whatever reason, after being selected for promotion and assigned to this position, my thoughts were preoccupied with those first patriots at Concord. They had no laws and regulations, as we know them. No Constitution. No U.S. Code. No United States. But somehow there was something deep inside of them that inspired them to act that fateful day and put everything on the line for these principles. What came over them is the Spirit of America. When the call came they were willing to, and paid, the ultimate sacrifice without any guarantee or assurance of the result.

The experience of these patriots reminds me of the account in the Old Testament Book of Genesis about God's call to Abraham. There was no Bible. No Qu'ran. No Torah. No Ten Commandments. No prescribed confession of faith. There was just the covenant of a higher power and love of one another.

Over the history of mankind we see time and time again that it is core principles and values that prevail and are important. So for me, and I suggest for all of us, serving as an agent to foster and continue the Spirit of America is what our public service is all about.

We all have stories that relate to this. I look to my experience as an illustration. There were many of my family members who served in the Armed Forces, as well as neighbors and friends. They too were surrounded by the Spirit of America. They too continued the Spirit of America.

Needless to say I am bombarded with the Spirit of America as I travel around in my everyday life in Washington, DC. But, you too through your own service and your experience with family, friends, and neighbors, know that it is through adherence to core values and committed public service that carries this Spirit forward. Gen-

eration to generation the Spirit of America is fostered and carried on. As I look to the future, my hope for my grandson, Braden, and my granddaughters, Sophia and Meghan, is that the Spirit of America is alive and vibrant when their turn comes. If we are faithful servants it will be so.

Admiral Collins and Vice Admiral Hull have set the sail plan for the Coast Guard with the watchwords of readiness, people, and stewardship to build on our core values of honor, respect, and devotion to duty. The Auxiliary is in the forefront of making these watchwords into reality:

**READINESS:** The new senior leadership of the Coast Guard has asked us to "take affirmative steps to improve current and future readiness." Over the decades the Auxiliary has historically "been there" or ready for the CG whenever needed. We recognize that we may need to allow for more advance notice and the Auxiliary to continue to exercise its exceptional expertise in recreational boating safety ... and newer role in security. Whether through harbor patrols, boating education, or safety checks, the volunteer nature of the service rendered by the Auxiliary is alone a notable example of engendering

public trust and frees up, or more accurately allows, other Coast Guard resources to perform other equally valuable functions for the American public.

The 13 years of service by **Auxiliarist Judy Dodd** of the Eastern Area is an example of stewardship. Judy's exceptional teamwork and professionalism as she routinely stands day-long watches every weekend in the confines of the Station Small Fortesque, New Jersey's radio room provides a confident and ever-present voice over Group Atlantic City's working frequencies for northern Delaware Bay. While I am sure that the several hundred hours of service each year is important, I am told that it is her great down-home cooking she always brings with her for those on watch that is key.

Thus, the Auxiliary is in the forefront of implementing the watchwords of readiness, people, and stewardship in support of our core values of honor, respect, and devotion to duty. The patriots who fell at Concord, if here today, would say it is principles and values like these that moved the spirit deep inside them those many years ago. Today those of us who are Coast Guard people must be ready through good stewardship to carry out those missions we have been entrusted with for the sake of our country and fellow citizens.

(Continued on page 35)



RADM Smith and COMO Perrone

# FALL CONFERENCE 2002 - CHERRY HILL, NJ

(Continued from page 34)

**PEOPLE:** The Commandant and Area Commander have also placed "renewed emphasis on the growth, development, and well being of Coast Guard people." The Auxiliary has always excelled in training and development as witnessed by the schedule of this regional conference. The Coast Guard can learn from this model of life long learning that is a tradition for the Auxiliary. Our Active and reserve personnel need to be more aware about the Auxiliary. As you may know, in a recent meeting with the two Area National Vice Commodores, VADM Hull committed to continuously educating the active duty on the Auxiliary, its accomplishments, their missions and resources. And I will do so for the Reserve. Members of the Auxiliary have an important role to play in educating members of the Coast Guard on our recreational boating safety mission, specifically Operation BoatSmart (OBS) and in recruiting, mentoring, and retaining young Coasties.

Here's an example of what I mean: In less than three years, Western Area **Auxiliarist Stacy Cooper** has qualified as a vessel examiner, a marine dealer visitor, a boat crewman, an instructor's aide, and an air observer. She has consistently provided the Coast Guard with several hundred hours of service each year and is a mainstay in personnel and operations program management.

**STEWARDSHIP:** Finally, our new leadership has asked that we "aggressively reinforce our stewardship of the public trust." I know of no better way to implement this aspect of the Commandant's Direction than by relying on the planning when calling in Auxiliary crews and facilities. We also recognize that what you are called upon to do may seem boring or unnecessary if nothing happens. Nevertheless, you should know that when called on for a contingency the Coast Guard perceives that each and everything that you do is a necessary and important activity. As part of the forces you must continue to remain alert at all times, not lapsing into complacency that is normal for when things don't happen. Just because each and every thing you do isn't "exciting", we ask you to recognize that a lot of times the best thing that can happen is that "nothing happens." When the Area Commander needs to surge, he calls on the appropriate force providers and tasks them with missions based on specific circumstances. Those of us in the Reserve experience this. Given the national focus on homeland security, the Auxiliary also may be viewed more and more as a "force provider" and maintaining readiness is key. Your participation in Operation Noble Eagle and Operation Patriot Readiness are examples, and our readiness or contingency plans are mecha-

nisms to accomplish this goal.

On the first anniversary of 9/11 when the call came, **Auxiliarist Bob Tully** in the Central Area joined in with a group of volunteers to answer the call for nighttime Auxiliary security support at Marine Safety Office/Group Philadelphia during the heightening of security postures. His enthusiasm in this and his other Auxiliary duties is certainly an example of readiness.

In reality it is up to all of us together to foster and continue the Spirit of America because: Each and every thing that each and every one of us does each and every minute of each and every day is important to each and every citizen of America.

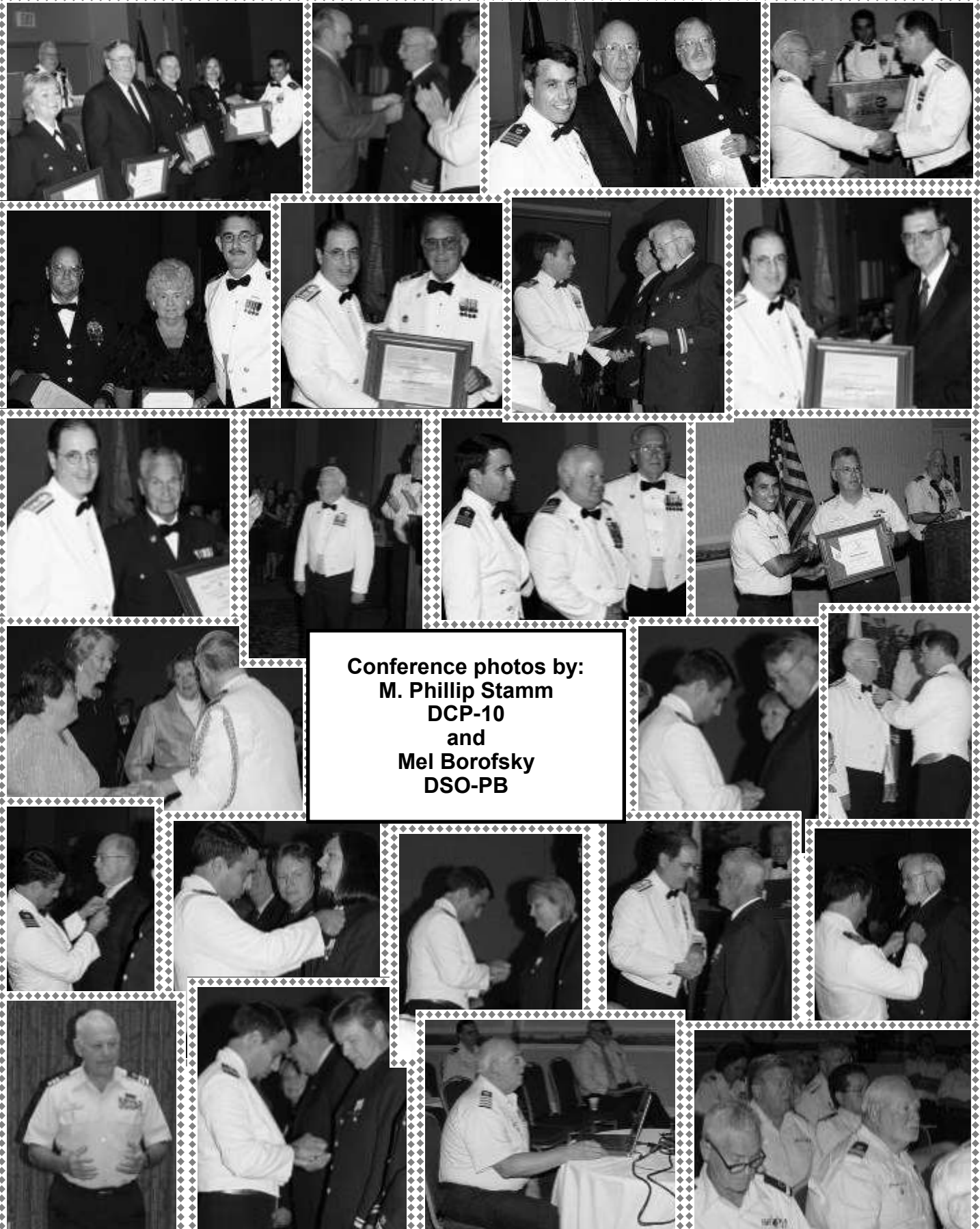
Lets us all join in and continue to do our part together for the Spirit of America. God bless America and each of you. Semper Paratus.



RADM Smith congratulating DCO (elect) Gene Bentley

Make your reservation today....  
Spring Conference - 2003  
Heritage Hills Golf Resort  
York, PA  
14 - 16 March 2003  
forms in this issue

# FALL CONFERENCE 2002 - CHERRY HILL, NJ



# FALL CONFERENCE 2002 - CHERRY HILL, NJ



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# FALL CONFERENCE 2002 - CHERRY HILL, NJ



# FALL CONFERENCE 2002 - CHERRY HILL, NJ





# COMMERCIAL FISHING VESSEL EXAMINER CITED

## CITATION TO ACCOMPANY THE COAST GUARD AUXILIARY MERITORIOUS SERVICE AWARD TO

LEO E. DALEY

### UNITED STATES COAST GUARD AUXILIARY

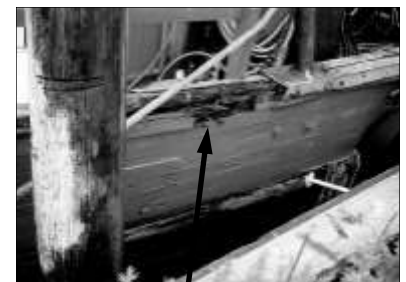


Auxiliarist Leo E. DALEY is cited for meritorious service in the performance of duties as a Commercial Fishing Vessel Safety Examiner and Marine Dealer Visitor for the Fifth Coast Guard District - Northern Region (D5-NR) from May 1994 through August 2002. During this time, Auxiliarist DALEY forged an outstanding reputation for high-quality commercial fishing vessel exams, proficiency in training others and exceptional devotion to program objectives. With deep commitment and dedication, Auxiliarist DALEY directly supported Marine Safety Office Philadelphia, two Coast Guard Groups and many stations and cutters by dutifully performing over 375 commercial fishing vessel exams, more than 2,000 recreational vessel safety checks and over 2,800 marine dealer visits throughout the coastal New Jersey region. Fully embracing the objectives of Atlantic Area's Operation Safe Catch, Auxiliarist DALEY examined more than 100 fishing vessels in 2000, significantly helping to lower prior-year fishing vessel accident rates. In the months following the tragic events of September 2001, Auxiliarist DALEY again rose to the occasion to assist operational commanders focus their personnel on maritime homeland security missions by performing nearly 90% of the regional fishing vessel exams. Over the past eight years, Auxiliarist DALEY drove thousands of miles and dedicated over 15,000 hours of his time to provide Coast Guard vessel safety services to America's boaters and fishermen. Auxiliarist DALEY's dedication and devotion to duty are most heartily commended and are in keeping with the highest traditions of the United States Coast Guard Auxiliary and the United States Coast Guard.

For the Commandant  
Rear Admiral Duncan Smith, USCG

The above citation is self explanatory. In the photo above, Auxiliarist Leo Daley is receiving the AUXILIARY MERITORIOUS SERVICE AWARD from Mr. Robert Garrott, USCG 5th District Commercial Fishing Vessel Coordinator while Captain John Sarubbi looks on. Auxiliarist Daley is one of the thousands of members who perform their dedicated service without fanfare or flash. Through Mr. Daley's efforts many fishing vessel disasters most probably were prevented. The photos below are prime examples of the faults found on commercial fishing vessels that were getting ready to put out to sea. These are actual photos taken during recent exams performed by Leo.

BRAVO ZULU



Rotten timbers, chafed  
deck work, dangerous  
footings

*photos supplied by Bob Garrott*

# 5NR AT NACON 2002 - ORLANDO, FL

The Bridge and Officers of D5-NR represented the District's membership at the 2002 National Conference, Orlando, FL. A lot of business was conducted, and looking at the photos, a lot of fellowship was shared by all.

*photos by Mel Borofsky, DSO-PB*



# RESCUE AT SEA

Dear TOPSIDE,

My husband, Rick and I are members of Flotilla 4-11. We recently attended the Central Area Boat Crew School and received our Boat Crew qualification. While you hope you never come upon a situation such as the one that follows, the lessons learned were invaluable. Rick has also used this experience to stress boating safety and share the Coast Guard Auxiliary with others.

To follow is an account of the rescue at sea Rick was involved with a few weeks ago and a re-print of a letter written by Earl Mulligan, the captain of the overturned vessel, to CDR (Stephen) Minutolo (Director of Auxiliary D5-NR). I spoke to Vice Commodore (Gene) Bentley at our last Division meeting and he encouraged me to send this along to you. It should be noted the three people rescued did NOT have PFD.

I attached a file containing two pictures of the vessel, one of it capsized and the other after it was returned to the dock. If you look closely at the railing you can see where it was bent from the weight of the two people holding on to it. There is a picture of CG Cutter 41334 deployed out of Cape May and of Rick's boat, the *Hap-P-Nest*.

Thank you,

Rachael Garrish, Flotilla 4-11

The incident occurred on the last drift of the *HAP-P-NEST*, a 27' Sea Ray Amberjack owned by Rick Garrish. Rick and his crew were out fishing the Cape May artificial reef located approximately 10 miles offshore the afternoon of August 16, 2002.

Conditions were windy, rough current, 2 to 4 foot seas with 5-foot swells. Around 2 p.m. Rick spotted someone on what appeared to be a small vessel waving their arms in distress and informed his crew. As they



approached they saw three people clinging to the bow of an overturned vessel. The situation was assessed and Coast Guard was notified. The nearest cutter was 10 minutes away. The boat had already been capsized for 90 minutes.



The overturned vessel was circled and a tethered life ring deployed. The first person rescued was an 18-year-old young lady followed by

her 20-year-old brother. The last to be rescued was the children's grandfather. After three failed attempts to reach this last person Rick instructed a member of his crew to retrieve the ring and toss it over the overturned boat so as not to hit the gentleman in the water. His first toss was perfect, and the rescue could be completed. All three survivors were given PFD's, blankets and coats. The 20-year-old grandson said to one of the crew

members that when they saw a boat circling with the name *HAP-P-NEST* he knew that this would turn out to be a happy occasion.

27 August 2002

Dear Commander Minutolo,

Now that things are getting back to normal I am sending this thank you letter to Mr. Rick Garrish for the great job he did in rescuing my granddaughter Tara and my grandson Michael and myself when my boat sank and capsized 16 Aug 02. The incident occurred while we were fishing approx. 10 miles out off of Cape May NJ by the Cape May Reef.



Our feet got wet, I looked down and saw was taking on water. I went to the controls to switch the bilge pumps to manual and before I knew it the boat had sank. Tara and I were in the cabin. I found an air pocket and we got straightened and swam from under the boat. Michael and I hung onto the bow pulpit and we got Tara on top. We hung on to the boat approximately one and a half hours, which felt like a life time.

I saw Mr. Garrish's boat heading toward us when I saw the wake building I knew he spotted us. He got the three of us aboard his boat, the *Hap-P-Nest* and believe me, it was a happy nest.



Mr. Garrish got Tara covered and gave us fresh water. He radioed the Coast Guard and told them we were all aboard and no major injuries. He circled my boat until the Coast Guard arrived at which time we were transferred to the Coast Guard cutter.

I know I can never find the words to express my thanks to Mr. Garrish and friends aboard his boat and the members of the Coast Guard for saving our lives and the care we received while aboard the vessels.

I've looked at the Coast Guard and the Coast Guard Auxiliary boats on the ocean for over fifty years or more and I just took them for granted. After this experience I know I won't feel that way now.

I would like to say thank you very very much. May God bless you and watch over you always.

Earl C. Mulligan, Jr.

# BOAT CREW SCHOOL - TRAINING THAT PAID OFF

My husband and I have been married for 9 years. Shortly after we married, he wanted to take up a favorite hobby of his, boating. So off we went to a boating class. Since I had never been a boater, I learned lots! Shortly after that class, we bought our first boat. It's now 9 years and 5 boats later.

About a year and a half ago, my husband thought that he might want to study for a captain's license, he decided another boating class would be a good start as a refresher. This lead him back to the same Auxiliary instructor, Dave Becker (Past Captain Division 10). Also, time now afforded us the opportunity to join the Auxiliary, mostly for current boating news. Then 9/11 happened. Following that, our President said we all should all do more volunteering! So, since we were already members, we decided that the Auxiliary would be our way to do "something."

Last March we went to the new members workshop in York, PA. There we met many of the Division Staff officers and got a basic understanding of the whole Auxiliary! Our next goal was to become vessel examiners (VE). We drove 4 hours each way to Bald Eagle Lake in PA and spent the day at a VE course. This was our 2nd training experience with the Auxiliary and we realized that we were getting a lot out of it!

Our last training goal for this year was to become boat crew qualified! This past June we attended the boat crew school, conducted by Ron Boice (Captain Division 4), at the Coast Guard Station in Philadelphia. We discovered that we've been rewarded with a return of 10 times over what we have been putting into the Auxiliary! In my opinion, this course should be taken by each Auxiliarist who owns a boat, even if you don't plan to go out on patrol! The people we met in the class were fascinating! The mentors there were terrific as well. The Auxiliary is chock full of people with interesting backgrounds, careers, and experiences. Both my husband and I had served in the military and we naturally feel comfortable in the Auxiliary. We find it the best of all possible worlds; a way to represent our country, a way to partake in the whole boating experience, educational and travel opportunities, a chance to volunteer and do some good, and finally, enjoy fellowship with others who share our same interests.

As our crew class began, I soon realized that we have been doing a lot things wrong with our own boat and even made safety mistakes! After the first full day, the reality that I had learned more there than what I had learned in my whole 9 years of boating soon became evident. These instructors/mentors were hand picked and obviously for good reason. To simply put it, they were the best! The coxswain on my crew had exceptional skills and experience in boating and teaching, not to mention, patience, and the other 2 crew members were also the best!



Since our course, we have in fact been both better and safer boaters. It has been just over 2 months since I started this article, and now I have even more reason to write it! Since I last visited this page, my husband and I have been out on patrol, with a gentleman whom we met in Team Coordination (TCT) training. On my 3rd patrol I was involved in a medical emergency in which what could have been a tragic incident, our patient survived and did well. So, now I'd would recommend that every Auxiliarist try to get involved in a boat crew school and do some patrols.

In our 3 patrols;

- we have found a shallow area in a channel, reported it to the Coast Guard, who then added an additional channel marker, which no doubt has helped other boaters.
- Helped to mark another channel marker that had been run over by a boater.
- thanked kids for having their life preservers on.
- went to the aid of a beached boater.
- warned other boaters of a newly placed "no wake" area.
- and just created a lot of good will with other boaters, the State marine police and the Coast Guard

If you are not able to help on patrol, operational assistance in radio communications is another great way to help out! It's a great way to meet other boaters and Auxiliarists. And it's a way we can help each other when boating!

*Kate Taylor Flotilla 10-5*

## **THE TRAINING PAID OFF**

*Editor's note, the following narrative is an e-mail from Kate Taylor, the author of the above and a trauma nurse, to Bill Reimer relating the experience of the previous day's patrol. It should also be noted that when Kate refers to "you" she is referring to Bill Reimer, the Auxiliary vessel's coxswain.*

As you asked, I'm sending you my experience, as I see it, of our patrol yesterday. It has been over one whole day and I have now had enough time to reflect over the events as it happened. As you can recall, I was at the helm when I saw a man waving to us for help, one of the 17 distress signals, I waved back to him and suggested to you that you take over so I go up front to find out what his trouble was, You said OK, it's probably engine trouble. As we got closer I called over to him and asked him what was the problem, he said his father was down and unresponsive. You didn't hear that, but as we went along side you saw the body laying there in the back of his boat.

*(Continued on page 45)*

# BOAT CREW SCHOOL - TRAINING THAT PAID OFF

*(Continued from page 44)*

I asked you to call in for permission for me to board their boat, hearing that, the patient's son, a very young dentist, said please come aboard and help me.

We pulled up to the front of his boat and with your and his son's help I got on and went right to the patient. I saw a man laying there, motionless and blue (cyanotic). As I approached him, I was told by his son that they were clamming and his Dad just "collapsed." He got him in the boat and was now on the phone with 911. I quickly saw that he was cyanotic, warm to the touch and clammy (from being in the water).

I believed, at this point, it was heat exhaustion going to heat stroke, a more serious and potentially fatal illness if not treated in a hurry. I assumed this because he was not red and NOT sweating, which a normal person would do in 95 degree heat. He appeared to be wet only from having been in the water. I asked his son for help in getting him to the middle of the boat where there was some shade under the roof. We elevated his feet, in hopes of getting more blood to his brain and treat his shock. His son asked me if he should put cool, wet compresses on him and I said yes. I tried to talk to "Bob," the patient, he was lethargic, but somewhat responsive. However, his color was horrible, blue and gray, and, when I was finally able to locate it, his pulse extremely weak and thready (not palpable at the wrist and barely palpable at his neck, his carotid). At the same time I was observing his respirations, or almost lack of, and contemplating the need to give him assisted respirations. They were very shallow and in the 30's, and he was showing some signs of airway obstruction, a faint snoring sound on expiration and increased neck and chest movement upon inspiration. Very common with unconscious patients when their tongue falls back. I found it necessary to move to his head and wedge myself in between the seat and against a door to the cabin, (I am guessing that a door was what I was up against) and open his airway by the simple tilting back of his head and extending his neck. With this, the snoring sound stopped, the increased effort on inspiration stopped and I now saw him beginning to take somewhat deeper breaths, yet not the greatest. With this help he was getting more air in and thus more oxygen. At the same time his son continued to put cool damp rags on his body. I could hear you on both the radio and his son's cell phone, relaying questions, asking me for his vital signs.

I continued to get a history from his son, in which he said his father is 56 years old, has no allergies, no serious medical conditions, except high blood pressure (which he takes 3 medications for, but didn't take it that day). They had been there since about 7:30, it was now after 10:00, he was not diabetic, had no cardiac history, had no history

of trauma, no surgeries except for the removal of a cyst on his lower jaw 2 years ago, and that he had 2 beers and a bagel to eat that day. As I continued to get all this information, the patient began to arouse more and even started to talk to me and try to answer my questions.

This was a great relief to me because he was now getting more oxygen to his brain and was being stimulated enough to talk to me and answer my questions. By talking to me, he was now beginning to take deeper breaths as well. I now observed his color going from blue to gray, which actually was a good sign to see. I asked his son to stay right there with him and talk to him so I could get back to you and relay the vital signs and help formulate our plan of evacuation for this man.

His son had told me he was a dentist and said he thought he'd be OK for a couple minutes until I could get back to his fathers side. As you know, his son did not have a radio on his boat, so I had to get back to the Auxiliary vessel to get to his son's cell phone and the radio to speak with both 911 and the Coast Guard, to whom you had been relaying some of the information.

I must tell you now, that I did feel very comfortable knowing that you were there on the radio and coordinating the 911 call with the Coast Guard, and our efforts on the boat. You again helped me get back on your facility vessel.

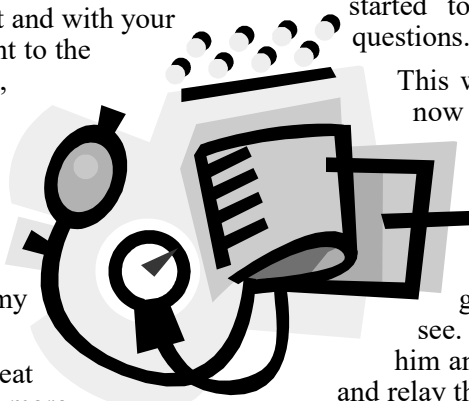
I first spoke on the cell phone to 911 and gave them a report, I told them that you had the Coast Guard on the way. They asked from where and their estimated time of arrival (ETA). I told them Station Barnegat Light and said they would have an ambulance at the station to meet us upon our arrival, and if there were any changes as to the drop off site for our patient to update them so they could have the ambulance meet us where ever. I then spoke to the Coast Guard on the radio and again relayed the information about our patient. I asked them what their ETA would be and if they wanted us to meet them.

I had already asked the patient's son if his boat was operational, he said it was. While I was asking them this, I got a visual on the Coast Guard boat and told them we could see them and that we were off their starboard at about 90 degrees or so. You again held the boats together for me so I could get back to my patient.

I found him doing better. He was now oriented and just wanted to sleep. This was a good sign meaning we were making progress in getting oxygen to his brain. However his color was still poor. I began talking to him about anything and everything and in almost no time, the Coast Guard arrived.

A young Coastguardsman came aboard and I could

*(Continued on page 46)*



# BOAT CREW SCHOOL - TRAINING THAT PAID OFF

*(Continued from page 45)*

see the excitement in his eyes. I put my hand up to his and shook it and said "Hi, I'm Kate. I'm a trauma nurse and I'm here to help you". I then asked him if he had an oxygen tank with him. While he began to go through his equipment to get a mask out I gave him a brief report and we got the oxygen on the patient. I explained to "Bob" our patient that this was routine for all patients to get oxygen and then asked "Moss", the Coastguardsman, for a blood pressure cuff. He gave me a cuff and I got it on "Bob's" arm. At this point, it didn't work because the patient's pressure was still too low.

"Bob" started to get "rammy" and I explained that we would soon be underway and that we would be getting him off the boat shortly. His son looked at me and said, "yeah he's doing better, if he's complaining!"

The decision was made by the Coast Guard to leave "Bob" where he was, leave me and the Coastguardsmen there with him and have his son drive the boat. We were to follow the Coast Guard boat to a marina where an ambulance would meet us. I remember calling over to you and asking you to notify 911 of the change and somebody told me that it would all be taken care of.

At this time, "Bob's" color came back to a nice pink, he was now able to use a roll of paper towels for a pillow and was breathing much deeper and slower, his pulse was now finally palpable in his wrist, yet still very weak. I continued to talk to him and keep him stimulated, I found out that he is a truck driver, did not smoke, his wife was at work, he has 3 children.

Both he and his son go clamming fairly often, about once or twice a month. He lives in Newark, but left that day from Forked River, and, what I believe to be important to his history, was that his brother, who lived in Georgia, had just died last week from lung cancer. As a result he admitted that he had not been sleeping too well, not eating as usual and that he was deeply hurt by his brother's passing.

We then discussed the possibility of a baseball strike and anything and everything I could think of to keep him alert. And finally, after what seemed an eternity, we arrived at the marina. I turned his care over to a paramedic and got onto the dock.

I then said good bye to "Bob" as they loaded him in the ambulance and I joined you so we could finish our patrol. The rest of the patrol was busy as well. We met up with another Auxiliary vessel and did our annual currency maintenance training procedures.

Just after completion of that drill, we were summoned by a passing vessel to go to the aid of a grounded vessel at the entrance to the channel. We headed in that direction

only to find them passing us. They flagged us down to report that someone had knocked over a day marker and as a result they were grounded. I told them we were aware and were coming to their aid. To this they were surprised and pleased and thanked us.

We then saw the day marker and saw that it was only sticking up about 1 or 2 inches out of the water. You brought us along side and I pulled it up some and tied a jug onto it... so at least there was some sort of marker.

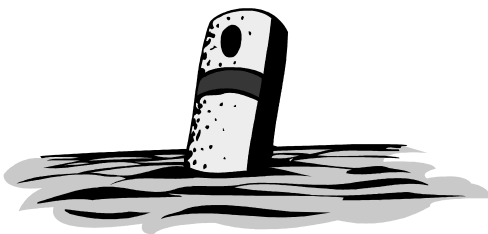
As I was leaning over and tying the jug I saw a Marine police vessel, with lights on, come along side of us. I told him someone ran over the marker and another boat ran aground as a result. He thanked us for doing what we

could and complimented us for taking the initiative to do something. We then went to the Coast Guard Station and met the personnel and Auxiliarists who had been working there that day. They summed up our medical emergency/rescue by saying "it's good to know that we do some good!"

You said to me that you thought I may have or probably did save his life. As I said to you then, I believe that God didn't want him that day and that it is God's way of telling "Bob" to take some time for himself and grieve the loss of his brother, learn to take better care of himself, and learn some boating safety. I am certain it was a team effort that saved "Bob"! Thank you for making it a rewarding and personally satisfying day!

Your crew member, with much gratitude,

*Kate Taylor Flotilla 10-5  
Pottstown, PA*



# CAPE MAY NIPS CAPE MAY POINT

## CAPE MAY NIPS CAPE MAY POINT AS SOUTHERNMOST BEACH

by Richard Degener, Staff Writer  
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Charles Elmer likes to look at maps and nautical charts. It's a hobby of sorts for the staff officer here at U.S. Coast Guard Auxiliary Flotilla 82.

Pouring over the charts is usually uneventful, but one day almost a decade ago Elmer was very surprised at what he saw. He was looking at a chart of southern Cape May County. He noticed that the lighthouse out toward Cape May Point was not as far south as a section of beach between Cape May Convention Hall and the city's Beach Patrol headquarters.

"I said, 'By golly, the lighthouse isn't the southernmost point. It's here,'" Ellner recalled.

Ellner's discovery might not have gone very far, except - as Ellner will tell you with a wink he also is sort of "an instigator." He immediately took the hot news flash to Division 8 Captain Kenneth DeSoo.

The rest, as they say, is history. The latest global positioning system, or GPS, technology proved Ellner was right. Cape May Point had been the southern tip of New Jersey on all the original maps of the peninsula.

It was a distinction of which town was very proud. For years people referred the New Jersey as running from High Point, in Sussex County, to Cape May Point.

But sometime in recent decades, the borough suffered enough coastal erosion to give the distinction to Cape May. A massive federal beach-replenishment project in Cape May also helped.

City and Coast Guard officials assembled on the Promenade Wednesday morning to dedicate a new buoy marker that designates this new southern tip. There were speeches.

"Residents and visitors alike can enjoy it. I hope people come to get their pictures taken here. Maybe there will be weddings here," DeSoo said.

"It's a nice asset for the city," Mayor Jerry Inderwies said.

The red buoy was donated by the Cape May Coast Guard's Aids to Navigation team. The city's Public Works crew set up the marker, placing it in a decorative bed of rocks just west of Henry's Restaurant. A plaque on it lists the longitude and latitude. A sign says, "City of Cape May, Southernmost Point in New Jersey."

Right after the ceremony, people rushed to get their picture taken in front of the buoy. "It's just one more thing to brag about Cape May," said Cape May Avenue resident Carol Hartman.

The bragging rights, however, should come with a warning. DeSoo noted that one reason the buoy was placed on the Promenade and not on the beach itself - where the exact southern tip is located - is because the coast changes.

"Tides come and go. Beaches change," DeSoo said.



Flotilla 82 at the buoy. Charlie Elmer is at the far right.

Cape May Point is scheduled for a massive U.S. Army Corps of Engineers beach-replenishment project that would include 2.3 million cubic yards of sand the first year and another 650,000 cubic yards every four years for a half-century.

Cape May Point Mayor Malcolm Fraser said he could not argue with OPS technology. Fraser said it is "Cape May's day in the sun" and the town should enjoy it. The mayor,

however, may just be biding time.

"The erosion has hurt us and they got the beach replenishment. They can wear the crown for a few more years - and when we get our beach replenishment, we'll take the crown back," Fraser said.

But it may not be between just Cape May and Cape May Point. Much of the Army Corps sand is supposed to be pumped onto Lower Township beaches between the two towns. Lower Township, which spawned the towns of Cape May and Cape May Point, could get the last laugh.

Just how important is the distinction? Thom Weber, the flotilla's public affairs officer, said some local businesses were fighting to have the marker placed next to their establishments.

DeSoo said he would not even disclose the exact location of the southern tip because it would only "lead to more phone calls."

One thing is clear: People no longer can refer to New Jersey's north-south corridor as running from High Point to Cape May Point. High Point to Cape May is more accurate.

And Charles Ellner started it all. As he said, with a mischievous smile, *"I'm an instigator."*



# YOUTH EDUCATION

## Children's Boating Safety Education

In the spring, near boating safety week, my husband and I team up to do classroom boating safety programs for K-3. I am always looking for ways to make the information more relevant to children. I decided to take advantage of young children's imaginations, their love of "make believe", and the advantages of "hands on", rather than lecture type presentations.

So, I created a boat for the classroom. The first was quickly made from a large piece of kraft paper about 2 1/2 times as long as it is wide. I folded one end and cut a rounded point. The boat is rolled out on the floor and we use it to teach safety in boarding, weight distribution, wearing properly fitted life vests, being a spotter for traffic and/or a skier, and man overboard drill. It can also be used for learning parts of a vessel.

Since our initial boat, I have made another out of vinyl that is more durable. I used heavy, smooth table cloth vinyl that is readily available by the yard at fabric or discount stores. Upholstery vinyl would work as well.



After cutting the bow shape, turn over and use the unprinted, white side if it is not a solid color. Three yards is about the right length for the standard width of the material. Cut the shape with scissors the same way.

I decorated the boat shape with letters cut from contact paper. These can be color coded red and green for starboard and port. Our boat is named Coastie, the Safety

Boat. It even has running lights.

Every captain needs a steering wheel. Ours is made out of a bucket lid, trimmed with contact paper. I cut a circle slightly smaller and pasted it on the lid. Then I used strips of black electrical tape to create spokes. You should see the children turn that wheel to avoid on coming traffic, a log, or swimmer in the water.

Boating and water safety presentations are a hit thanks to our Coastie and role playing. We have used it successfully in the classroom and at public events. Look for our boat display at the spring conference.

If you have trouble cutting letters there is a workbook on freehand letter cutting I can recommend that simplifies the problem.

*Valerie Duperron, FSO-PB 15-6  
Ulysses, PA*

## "Coastie"

At the Fall Conference, "Coastie" was introduced to the Auxiliary members by DSO-PA Michael L. McGurl. Viewing the demonstration I came away with many ideas how "Coastie" could be used.



"Coastie" can be described as: Adorable, eye-catching, interest provoking, and certainly able to keep the interest of children. He has eyes that move, a siren, a bilge pump that pumps water, spotlight, CD player, air horn, navigation lights, voice synthesizer, and a remote that works at 200 feet and is able to drive "Coastie" and perform all the required tasks. "Coastie" has its own script, 2 wireless mikes, and a 1000 watt input system. "Coastie" is the same character found in the Auxiliary safe boating text, "Boating Fun" available from ANSC

"Coastie", made by Robotics Technology, is designed for use on smooth, level surfaces, such as found in schools and indoor boating shows. "Coastie" can be moved around easily in its own stand to be taken to the demonstration area. Parade use would be limited to being trailered since pebbles, grass and uneven surfaces are not compatible to its movements by remote control. The boat is also not made for use in the water.

Now the downside of "Coastie". The boat weighs 180 pounds, 170 pounds without the batteries which last for approximately 4 hours, but take 16 hours to charge. It has many small pieces which have to be assembled before use and disassembled after use. "Coastie" is a 2 person operation with 4 hours training required. The cost is a whopping \$9998.00, without a trailer, which would be additional plus the cost to outfit the trailer.

"Coastie" could be a real asset to teaching safe boating to children in schools and promoting interest in safe boating at boat shows. Children absolutely love what "Coastie" can do and the interaction it promotes between children and the safe boating concepts. "Coastie" is not a PFD Panda suit that can be borrowed, worn and returned for the next engagement. It requires a real commitment to learning how to set up and operate "Coastie" to achieve what the boat is intended to do, and that is to teach safe boating to children.

Money may be available through grants to purchase your own "Coastie".

*Astrida Miller, BC-EMY  
Covington, PA*

# BOAT CREW QUALIFICATION PROGRAM

All 3 of our District's areas conducted Boat Crew Qualification Program (BCQP) workshops this season. Classroom instruction combined with on the water and in the water training rounded out a very complete training program.

Area schools were held at the Training Center, Cape May, NJ (East), Marine Safety Office, Group Philadelphia (Central) and in Lancaster, PA and SARDET Long Level (West). Fully qualified and experienced instructors conducted seminars on boat handling, navigation, rules and regulations, team coordination training (TCT), risk management and other important matters that will set the new crew candidates on a safe and proficient course.

The following photos are representative of two of these schools, the East, and the West. The photos from the Central area school will be found on the Division 4 page of this issue.

The East photos were taken by Lisa M. Epright (Division 4), Mel Borofsky, DSO-PB, and Jack Witemeyer, VCP 16; the West photos were taken by Jim Gotthelf, VFC, 15-5.

## EASTERN AREA CREW SCHOOL



## WESTERN AREA CREW SCHOOL



# "DUMB KID" STORY

## The Dumbing Down of America, As Is Evident to the Boater

With the demise of Bill Maher's "Politically Incorrect" in favor of what will probably be another show featuring girls bouncing on trampolines, one has to wonder what the youth of today will grow up to be tomorrow. Take our recent excursion from Newburgh, New York to an area of southern Connecticut, during which we were trying to find a place to tie up for the night. It didn't even have to be a slip, just an unoccupied area into which we could quietly nudge our little boat and be on our way in the morning.

It never occurred to us that all the marinas here would actually be private clubs. And the nerve of us, to actually take a boat from Newburgh all the way to Connecticut - after all, you just don't DO this sort of thing on a 19-foot boat. At least that's the reaction we got from one marina where we stopped to request a slip for the night. "Mona" was subliminally berating us that we were not members of a club (even though I explained to her that we were from out-of-town) and therefore couldn't have a slip in her marina where gentlemen wear monogrammed sport jackets on their sailboats. Not that there's anything wrong with wearing a monogrammed sport jacket on your sailboat, it's just the inference that our boat wasn't big enough to even consider wearing something that had to be dry cleaned.

Finally, a very courteous man who appeared to be lurking in the shadows of the stuffy clubhouse called me over.

"You just want to tie up for the night?" he asked me, as if he were about to impart some secret information that would be fodder for the next X-Files screenplay. "Continue up this river under the highway bridge and you'll see a little gas dock on the left. That's (name deleted to protect the guilty) Marina. They're a public marina and they have transient slips. I'm sure they can put you somewhere for the night. There's also a very good Mexican restaurant within walking distance." He disappeared back into the shadows where Mona was still ranting about the regatta that was coming in that evening.

Well, there's nothing like food to motivate me, so we proceeded to the gas dock, where a stringy blonde-haired young man met us with enthusiasm. It was about 4:15 in the afternoon. The conversation went something like this:

"Hi there, the gentleman down the river said you have transient docks available for the night."

"Gee, I don't know. I think that guy with the sailboat just got the last one. You can walk up to the office and ask there."

So up to the office I went, where I was greeted by a locked door and just enough light coming in through the window to see that it was about as deserted as Gilligan's Island.

"There's no one there."

"Yeah, they usually leave around 4 or 4:30." Now he tells me.

"So do you have someplace where we can tie up for the night?"

"You have to get permission from someone at the office."

"But there's no one in the office."

"Yeah, I don't know what to tell you."

"You must have some area where we'd be out of the way."

"Gee, I can't authorize that."

"Well, can you call someone, like your boss, and ask?"

"No, not really."

"Is there another marina somewhere up the river here that might have transient slips?"

"I really don't know."

"Well, how far up this river is it navigable?"

"Gee, I don't know."

"Would we be better off going back out into the Sound and over another town to find a marina?"

"I'm really not familiar with those areas."

"The other man said there's a Mexican restaurant close by here." You could see where my mind was.

"Gee, I don't know; I think it's quite a way from here."

"Can't we tie up in back of that sailboat?" asked my husband, pointing to a long section of dock which was totally unoccupied.

"That's the work dock."

"It's 4:30 on Saturday and tomorrow's Sunday. Are they really going to be working there between now and tomorrow morning?"

"No, I guess not."

"So can we tie up there?"

"I don't know, sir, I just pump gas."

*(Continued on page 51)*



## “DUMB KID” STORY

(Continued from page 50)

Now let's think about this conversation for a minute. Here's a young man who obviously has to live in the area somewhere, working at a marina pumping gas, who has absolutely no idea about his surroundings. This is sad. Very sad. I was tempted to ask him if he knew the route number of the highway above us (we did). And this is the future of America.



If he at least would have said that he was new to the area, or new to the job, or that he had just been hit on the head with a piece of falling bridge, well that would have explained it somewhat. But to just answer, "Gee, I don't know, I only pump gas," well, if that isn't the all-around cat-ate-my-homework excuse, then I don't know what is.

By the way, the Mexican restaurant was just around the corner.

So there is probably an A.P.B. out on Long Island Sound for a 19-foot boat from Pennsylvania who tied up at the work dock when no one was working. But in case you hear of one, gee, I don't know who it was...

By Carla Kiwior, FSO-PA 15-4  
Dickson City, PA

## M.U.T.T.

### MOBILE UNIT TRAINING TEAM The best kept secret in the District!

As a Flotilla Commander or a Division Captain, have you ever struggled with trying to provide the training your unit needed or your members requested and you didn't have the local expertise? I know that I have and there is an answer. It really is quite simple, call your Area MUTT Coordinator and tell them what you need.

Each Area of the Fifth Northern has a M.U.T.T. headed by a coordinator assigned by the District Commodore and functions under the direct supervision of the District Vice Commodore (VCO). The purpose of these teams is to implement District training programs secondarily to assist Divisions and Flotillas in carrying out their training responsibilities.

The M.U.T.T. coordinators job is to select qualified "team member" to present the approved training programs utilizing the Local experts in order to minimize training costs. They can act as trainers, act as contact points, handle on-site arrangements for classrooms, meals, berthing and patrol vessels. They will also make arrangements with the Area Qualification Examiner (QE) Coordinator if QE's are required. Following the training, report back to the VCO on the number of students in attendance and the number of graduates.



Most members who are familiar with the M.U.T.T. think only in terms of Boat Crew training. Although that is one of the approved courses, the team can also provide instruction for *instructor, vessel examiner, marine dealer visitor and SARDET training*. Other courses such as *Auxiliary Leadership & Management (AUXLAM), Team Coordination Training (TCT), NavRules, Elected Officers Course (EOC) and the Operational Auxiliarist (AUXOP)* specialty courses may also be provided with the prior approval of the VCO. All of these courses have a minimum number of students required to conduct a class.

Now the secret is out! If you have a need in your area then by all means consider the use of M.U.T.T. Remember, all it takes is a phone call to your Area M.U.T.T. Coordinator to start the wheels in motion.

Rodney M. Miller, MUTT Coordinator (W)  
Chambersburg, PA

### DOES THIS LOOK FAMILIAR?



I'm looking for the history of this ?????? (the late 30's and 40's). If you have an idea, give our historian "Jake" Lincoln a shout.

# LOCAL LOOKOUTS

## Berks County pilots help the Coast Guard, volunteering to search for terrorist activity

*By Mike Urban, Reading Eagle  
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Five Berks County pilots are volunteering their time, expertise and planes to help America's fight against terrorism, searching the Atlantic Ocean and coastal waterways for terrorist activity.

"President Bush has asked everyone to do something to fight terrorism," said Susan Lincoln of Spring Township, "so we're doing this."

Lincoln and the other Berks pilots are volunteers with the Coast Guard Auxiliary Aviation Team.

The organization began in 1968 (actually, 1939), using civilians primarily to scout for distressed boats, but since Sept. 11 the pilots' duties include homeland security.

The local pilots fly their small planes from Virginia to New York, reporting to the Coast Guard any suspicious ships or boats they observe.

For example, Lincoln saw a small boat grounded near the base of the Statue of Liberty during a June 10 flight with partner Bill Newton, also of Spring Township.

"It turned out to be nothing, but that's the kind of thing we look for," Lincoln said.

Of the six active pilots from Pennsylvania, New Jersey and Delaware, three are from Berks County, including Wes Pace of Leesport.

Two of the District's four trainees are also county residents: Lee Kerschner of Lower Heidelberg Township and Gil Moran of Exeter Township.

All between 50 and 60 years old and all have full-time jobs.

Pace joined the Auxiliary about three years ago.

The Sept. 11 attacks motivated the others to join.

"September 11 left us all feeling so helpless, but we found something we could do to support the country," Lincoln said.

The Coast Guard trained the pilots who has to pass certification tests to qualify. None has previous Coast Guard experience.

When requested they fly from Reading, Pottstown or Kutztown (PA) airports to the Coast Guard Station in Atlantic City, NJ, where they embark on their missions



As members of the Coast Guard Auxiliary, Spring Township residents Bill Newton and Susan Lincoln help patrol the Atlantic Coast in their private planes.

*Reading Eagle: Mike Stanley*

with a certified volunteer observer.

The missions last two to three hours, and the pilots fly up to 10 miles from shore.

Security experts have warned that terrorists could use coastlines or waterways to launch another attack, so the Auxiliary is performing important work, Newton said.

"Pilots are always looking for an excuse to fly, but now we have a purpose," Kerschner said.

Pace has flown a dozen missions, Newton has flown 10 and Lincoln, five.

Because the military and government generally guard homeland security information, the pilots may never know whether they actually helped to prevent a terrorist attack, said District Officer Don Vaughn of Harrisburg, who manages the local Auxiliary program.

"We understand that they can only give us the information we absolutely need," Pace said.

The Auxiliary also searches for other things as an overturned boat, oil slick or debris in the water - signs a boater may need

help. They consider that job equally important, they said.

The Coast Guard was stretched thin even before Sept. 11, and since then its workload has increased greatly, Vaughn said. The 300 pilots serving the Auxiliary nationwide have helped ease that burden.

*(Continued on page 53)*



# LOCAL LOOKOUTS

(Continued from page 52)

"The Auxiliary is valuable because it frees up the Coast Guard to perform other duties," he said.

The local Auxiliary members hope more Berks County residents volunteer as pilots or observers. Vaughn believes the pilots soon will be able to fly their missions



from Reading (PA) Regional Airport.

"There are many general aviation pilots in the area, and we're hoping to spark more of them into doing this," Lincoln said.

The Coast Guard pays for the pilot's fuel, but that is all.

"We would do it even if they didn't reimburse us at all," Lincoln said.

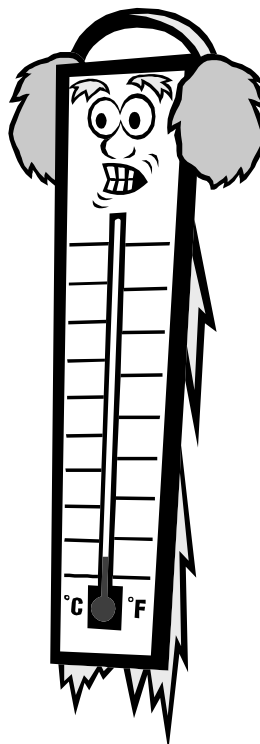
All the Berks pilots said they would continue to fly the security missions as long as they are able.

"Being 53 years old, it's one of the few things I can do to help this country protect its freedom," Pace said.



# COLD WEATHER SURVIVAL FOR BOAT OPERATIONS

## RESCUE AND SURVIVAL SYSTEM MANUAL, COMDTINST M10470.10D



1. IN MANY LOCATIONS THROUGHOUT THE NATION, WATER TEMPERATURES ARE SLOWLY DROPPING AS FALL GIVES WAY TO THE ONSET OF WINTER. COLD WATER TEMPERATURES POSE A DISTINCT THREAT TO OUR CREWS IN THE EVENT OF A MISHAP.

EARLIER THIS YEAR, TWO COAST GUARDSMEN LOST THEIR LIVES FOLLOWING A CAPSIZING IN 36 DEGREE WATER TEMPERATURE. THE INTENT OF THIS MESSAGE IS TO REEMPHASIZE THE NEED FOR USING PROPER PPE FOR COLD WEATHER OPERATIONS AND REITERATE SURVIVAL TECHNIQUES IN THE EVENT OF A MISHAP.

2. CERTAINLY ONE OF THE MOST IMPORTANT FACTORS IN SURVIVING A COLD WATER MISHAP IS PROPER PPE. IT IS CRUCIAL THAT DRY SUITS, WHICH DEPEND ON UNDERGARMENTS FOR THEIR INSULATION, REMAIN DRY INSIDE. ANY INTRUSION OF WATER CAN SIGNIFICANTLY DEGRADE THERMAL RETENTION CAPABILITIES. NECK COMFORT RINGS SHALL NOT BE USED AS THEY CAN ALLOW THE RAPID ENTRY OF WATER INTO A DRY SUIT. REFERENCE A DIRECTED THAT NECK RINGS AND OTHER O-RING COMFORT DEVICES BE DISCARDED. THE CHOICE OF UNDERGARMENTS IS ALSO IMPORTANT. IN PARTICULAR COTTON UNDERGARMENTS PROVIDE NOTORIOUSLY POOR INSULATION AND CAN ACTUALLY ACCELERATE BODY HEAT LOSS WHEN WET. THEREFORE, COTTON UNDERGARMENTS SHALL NOT BE USED FOR OPERATIONAL MISSIONS IN COLD WATER ENVIRONMENTS. THE UNDERGARMENT OF CHOICE IS THE FLEECE OR FLEECE-LINED STYLE AS PRESCRIBED IN REFERENCE B. ADDITIONALLY, THE WEARING OF AN ADEQUATE PROTECTIVE HEAD COVERING IS CRITICAL TO REDUCING BODY HEAT LOSS AND DELAYING THE ONSET OF HYPOTHERMIA.

3. IN THE EVENT OF A CAPSIZING, A PERSON IS ALWAYS BETTER OFF OUT OF THE WATER RATHER THAN IN THE WATER, REGARDLESS OF

(Continued on page 54)

## COLD WEATHER SURVIVAL FOR BOAT OPERATIONS

(Continued from page 53)

THE AIR TEMPERATURE AND WIND CONDITION. IN FACT, SURVIVAL STUDIES INDICATE THAT BY



GETTING OUT OF THE WATER, INDIVIDUAL SURVIVAL TIME CAN INCREASE BY THREE TO SEVEN TIMES AS OPPOSED TO REMAINING IN THE WATER. THEREFORE, IT IS CRITICAL THAT THE BOAT CREW EGRESS FROM THE WATER AS QUICKLY AS POSSIBLE WITH A MINIMAL AMOUNT OF PHYSICAL EXERTION. THIS IS TYPICALLY ACCOMPLISHED BY CLIMBING ABOARD THE CAPSIZED VESSEL.

4. COLD WATER SURVIVAL IS ALSO A MENTAL CHALLENGE. EVIDENCE FROM MANY COLD-WATER SURVIVAL INCIDENTS DEMONSTRATES THAT PESSIMISTIC ATTITUDES ARE FREQUENTLY ASSOCIATED WITH DEATH OR SIGNIFICANTLY REDUCED SURVIVAL TIMES. MAINTAINING THE WILL TO LIVE CAN POSSIBLY BE THE DIFFERENCE IN BEING A SURVIVOR OR BECOMING A VICTIM.

5. IN ADDITION TO THESE TIPS, IT IS ALSO CRITICAL THAT STANDARD OPERATIONAL RISK MANAGEMENT PRINCIPLES BE APPLIED IN MISSION PLANNING AND EXECUTION. ROUTINE DOES NOT ALWAYS MEAN LOW RISK, EVEN FOR THOSE UNITS THAT FREQUENTLY OPERATE IN COOLER WATERS.

IN FACT, COLD WATER TEMPERATURES RAISES THE INHERENT RISK OF EVEN THE MOST ROUTINE EVOLUTION AND SHOULD STIMULATE THE REVIEW OF MISSION EXECUTION TO PREVENT OUR BOAT CREWS AND SUPERVISORS, AT ALL LEVELS, FROM GETTING LULLED INTO A FALSE SENSE OF SECURITY.

## PERSONAL WATERCRAFT SPEED CAPS

### Coast Guard Service Issue

Executive Overview: Over the last several years the CG has noticed a growing trend towards faster Personal Watercraft (PWC). Because PWC's continued to be involved in a disproportionate number of accidents, in April 1999 the Chief, Office of Boating Safety consulted with the PWC manufacturers and developed a voluntary industry speed cap on production model PWC's.



Objective: The CG supports the PWC industry's initiative to voluntarily cap the speed capabilities of their products at 65 mph.

Background: Nationally, PWC's make up 10% of registered boats, but are involved in 40% of the accidents. Operating a PWC is analogous to riding a motorcycle. Maneuverability, acceleration and top speed contribute to the exhilaration of owning one. Declining PWC sales and increased competition among the major manufacturers led to marketing wars to determine which company manufactured the PWC that went the fastest. An unfortunate side effect of increased speed is reduced reaction time and greater risk of collisions. Therefore, through negotiation with the industry, the PWC manufacturers voluntarily imposed a 65-mph limit on the speed capabilities of its products.

#### Points:

- Operator error is the major cause of PWC accidents, but so is a lack of education. The owner of a high performance car or motorcycle usually won't let someone borrow it without first determining their fitness to operate it; but PWC owners think nothing of letting friends and even children operate a PWC without any prior education or experience.
- As increasing numbers of States require mandatory boating education, PWC speed and numbers of collisions will probably be less of a boating safety issue.
- Sales trends are moving away from speed capability towards three and four seat models.
- Christy Carlson, 6-time National PWC champion and a member of the CG Auxiliary, spearheads the Auxiliary's efforts to improve PWC safety

#### Proposed Action/The Course Ahead:

Expect the industry to continue efforts to improve the safety of its products. The CG will continue to monitor accident data to determine whether regulatory action is appropriate.



## 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.

Wayne Appel

Robert. D. Himmel

Anthony T. Battalia

Robert E. Lewis

Daniel Beall

Horace Mathis

Joseph Cherichella

Elmer Pastor

Jules P. Compagnucci

Albert Root

Jim L. Dolphin

Leonard E. Shuffstal

Lawrence T. Donia

Eugene M. Snyder

Anthony Femowicz

Mary F. Talarico

Sailors Rest Your Oars

*Listing provided by Charles Mathews, DSO-PS, through 31 August 2002*

# AROUND THE DISTRICT

Division 1  
Northern Delaware

## TEAM COAST GUARD A POEM

Team Coast Guard, Coast Guard, Coast Guard  
Is what we hear them say.  
With training, pride, and teamwork,  
Our boats are underway.

Mayday is the reason,  
We send our people out.  
To save, to help the boatman,  
Even when in doubt.

Especially when the weather,  
Looks bleak and dark and dim.  
We always have Team Coast Guard,  
To bring that Mayday in.

*by August Muzzi, VFC 18, 5NR  
Wilmington, DE*

*Submitted by Paul Rhein, FC 18, 5NR  
Wilmington, DE*

# AROUND THE DISTRICT

Division 2  
Philadelphia

## 45 YEARS OF SERVICE



Rosa Neff and Alice Drew, Flotilla 24, received congratulations and certificates for actively serving in the Auxiliary for 45 years. Both Rosa and Alice are Coxswains and still run their boat on patrols on the Delaware River. Making the presentation is CWO Joe Hartline, Assistant Director of Auxiliary.

## NATIONAL SAFE BOATING WEEK ACTIVITY



Todd Gilday with PFD Panda

Flotilla 2-76 held their annual NSBW activities at Penns Landing, Philadelphia, on June 8th and 9th.  
*photos by Muriel Lewis, IPFC 2-76*

Come to  
Spring  
Conference  
York, PA  
14-16 March 2003  
Registration  
forms in this issue

# AROUND THE DISTRICT

Division 3  
West New Jersey

## NATIONAL SAFE BOATING ACTIVITIES FOR FLOTILLA 34

Flotilla 34 in Millville has been active in several presentations to promote safe boating during the past few months.

On May 7th Tom Morrissey and Paul Lamanteer made a presentation to the Pinelands School in Carmel, NJ. The object of the session was to stress summertime safety, including boating and the need to wear a personal flotation device "PFD" when on the water. The student participation was active with many questions asked on the Auxiliary and our involvement with the Coast Guard.

A Boating Safety demonstration was also made to the seventh grade students at the Port Norris School on May 9th. Members of the Coast Guard from Station Fortescue, NJ, supported this presentation. Boating safety issues were covered along with PFD use and the dangers of cold water and weather (hypothermia).

On June 1st the Flotilla participated in The Bay Day activities at Port Norris, which included establishing a communications network manned by Judy Dodd to coordinate the patrol activities with the US Coast Guard, which included helicopter rescues and life boat demonstrations.

Public Service Gas & Electric invited the flotilla to participate in its Annual Safety Day on June 21st at the nuclear power plant in Salem, which employs over 1,800 people. Tom Morrissey, Paul Lamanteer and Frank Creione manned the tables for the day. Boating safety was stressed, along with safety and navigation equipment required to comply with State and Federal Regulations. A vessel safety check (VSC) station was set up for employees wishing to have their boats inspected.

*Submitted by Thomas J. Morrissey, VFC 34  
Millville, NJ*



# AROUND THE DISTRICT

Division 4  
Southeast Pennsylvania

## CENTRAL AREA BOAT CREW SCHOOL



Jan Munroe, DSO-IS (4-11) and Robbie Robinson, FSO-PA (49)

The Central Area Boat Crew School was held during the second and third weekend of June at Group Philadelphia. Thirteen members from five different divisions took part and eleven members completed and passed their boat crew qualifications (five of which were from Division 4.)

The two weekends involved many long and intense hours of study and practice but the results were well worth the effort. The school was a true team effort with five instructors, six facilities, fifteen coxswain and crew members and tremendous amounts of patience. Many previously qualified crew members were also able to complete their currency maintenance while helping the trainees.

Division 4 members who were instrumental to the school's success were Ron and Linda Boice, Ross Lorup, Jim Lafferty, Dave Baues, John Bellenzeni -Flotilla 44; Vice Commodore Eugene Bentley-Flotilla 42; Mel Buckman, Kurt Danenhower-Flotilla 43; Joe Rzucidlo, George Matuszewski, Walt Porter, Jim Holefelder, Mary Clare Bowlus Flotilla 47; Jim Brennan, Joe Domalewski- Flotilla 48; Robbie Robinson, Harl Porter, Bob Fritz, Richard Stabler, Jamie Klube, John Stebbins (he sent his boat to play while he recovered from knee surgery) Flotilla 49; Bob Roetz, Jan Monroe- Flotilla 4-11.

Every flotilla in Division 4 was represented and it proved how much can be accomplished when everyone pulls together. Thank you one and all.

*Ronald J. Boice, DCP 4  
King of Prussia, PA*



↳ Linda Boice and Robbie Robinson providing classroom instruction to crew school students.

## CRUISE SHIP ESCORT



This past July, while in Maine on vacation, I paid a visit to USCG Group Southwest Harbor.

I was fortunate to receive a patrol assignment on one of their 41 footers. The assignment was to escort the SS Rotterdam from the harbor to the sea.

It was a great experience for me and the personnel at Southwest Harbor were excellent hosts.

*Article and photos by Martin Blumenthal, FSO-VE 44  
Chester Springs, PA*

## AUXILIARY COMMUNICATIONS TRAINING

One of the benefits of being an Auxiliary member is the access to an expanse of "member only" training. The Auxiliary Specialty Courses are a good example.

One of the requirements to qualify as an Operational Radio Facility is the completion of the AUXCOM (Auxiliary Communications) specialty course.

AUXCOM training is at a level higher than provided in the boat crew program. The course provides administrative, technical and operation foundations in VHF-FM and single sideband marine radio, radio repeater systems, direction finding, as well as solid grounding in the FCC regulations and current policies governing Auxiliarists when they are operating as government stations.

*by Bob Fritz, SO-CM 4  
Glen Mills, PA*



# AROUND THE DISTRICT

Division 5  
Harrisburg, PA

## FLOTILLA 56 GOES TO LOCAL ELEMENTARY SCHOOL

On Earth Day, 22 and 24 April 2002, the Flotilla 5-6 Marine Safety Team, Norman Montoy, Judy Dann, Ruth Shafer, Betty Argenbright, Ray Forrester, and Jane Turnau, presented a very successful Marine Safety and Environmental Protection program at the Falling Spring Elementary School, Chambersburg, Pa.

In an effort to educate the public concerning environmental protection, and how the public can help in this effort, it was decided that the public schools are a logical place to initiate this program.

The program was divided into three segments. In



Engrossed in their projects.



Norm Montoy and Judy Dann with bird feed experiment.

segment one, the video "The True Story of Inky the Whale" was used to introduce the subject to the fifth grade and second grade classes. Then the classes were



Jane Turnau and Betty Argenbright with PFD fittings.

split into small groups in order to facilitate the hands-on experiments. Segment two was used to discuss the video and do hands-on experiments; tug of war and bird feed experiments for the second grade; rubber band and oil spill for the fifth grade classes.

Segment three, the last segment, was spent reviewing safety on the water and the use of personal flotation devices (PFD). Using a wet towel and a dry towel clothing, the students learned the difficulty of putting on a PFD in the water. Selecting the proper size and wearing the proper size PFD was emphasized. The students were given the wrong size to make the point and then discussed the correct selection.

The students, two classes of fifth graders with 25 students each and two classes of second graders with 15 students each were enthusiastic.

The Parent-Teacher Organization members and the classroom teachers who helped were also enthusiastic. Some comments from the critiques by the classroom teachers: "the presenters and helpers were very well prepared and knowledgeable," "hands-on activities were fantastic," and "program suited to the age."

*Story by Jane W. Turnau, SO-MS 5  
Fayetteville, PA*

*Photos by Ruth Shafer, Flotilla 56*



Tug of war was a success.

# AROUND THE DISTRICT

Division 5  
Harrisburg, PA

**In Memory of Wayne Appel**  
**19 Oct 1921 - 4 Jun 2002**



Wayne, one of the original members of Flotilla 56, volunteered years to various missions within the Coast Guard Auxiliary. He spent many summers on the water performing safety patrols and winters in the classroom instructing Basic Skills & Seamanship (BS&S). My own personal memory is of Wayne as one of the instructors for my BS&S class. He had a way of explaining engines so that even I could understand. Another fond memory is seeing Wayne and his wife Dorothy (who was known to us as Peg) patrolling at Raystown Lake. You could always recognize Wayne by the big smile on his face, as he cruised around in his facility.

Wayne and Peg retired from the Auxiliary in 2000 and were honored that year at the Flotilla COW, where the photo above was taken. Though he's crossed the bar, our memories will live on. Peg still resides in their home in Chambersburg, Pa.

*Jeannie Brenner, FC 56*  
*Chambersburg, PA*

# AROUND THE DISTRICT

Division 6  
West Trenton, NJ

**USCGAUX SARDET Bordentown**  
**Currency Maintenance Training**

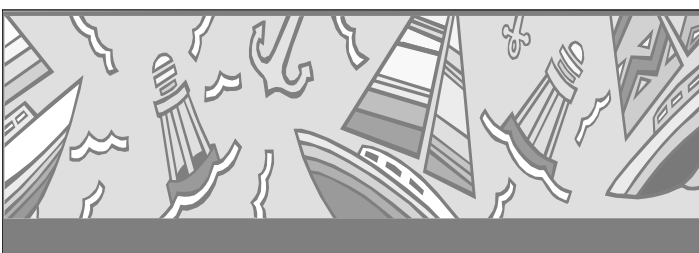


On Saturday, May 11, USCGAUX Search and Rescue Detachment (SARDET) Bordentown conducted currency maintenance training. All of the operations personnel involved were able to "knock off the rust", and prepare for the upcoming patrol season.

This annual event has grown in popularity, with 10 operational vessel facilities participating this year. USCG Auxiliary SARDET Bordentown looks forward to further growth in future years, with the hope that eventually all Division 6 operations personnel will participate.

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

*Photos by: Jerry Sowa, FSO-PA 69 and*  
*Maria Sinibaldi, Flotilla 69*  
*Hamilton Square, NJ*



# AROUND THE DISTRICT

Division 7  
Southern Ocean County, NJ

## STUDENTS SAY THANK YOU



PO Ron McCready, USCG Station Barnegat Light and Division 7 Captain Kathleen deFerrari displaying a giant sized coloring book custom made to thank them for their safe boating class presentation.

*photos by Mel Borofsky, DSO-PB*

## AUXILIARY AT TUCKERTON CLASSIC BOAT SHOW



Invited back for a second year, Flotilla 77 of Mystic Islands, NJ, added a boating safety booth to Tuckerton (NJ) Seaport's Classic Boat festival on August 17th and 18th. Pictured (l to r), are Auxiliarist Claire LoVoi, Seaport Executive Director Tom Gormley and Auxiliarist Vince Maciborka proudly displaying the flotilla banner on the front deck of the yacht club. One of the many historic buildings re-created at the seaport. In addition to delivering a message of safe boating to approximately 1800 people, Flotilla 77 added Tuckerton Seaport to its marine dealer visitor program.

While there, we were asked to perform a vessel safety check on one of the classic boats on display. Incidentally the boat did pass with flying colors.

*Article and photo by John Peterson VFC 77  
Little Egg Harbor, NJ*

## CAPTAIN MURPHY HONORED



Captain Peter L. Murphy, USCGR, Ret., center, was honored by the U.S. Coast Guard and its Auxiliary. Commander Ted Harrop of the Coast Guard Headquarters Commandant's Office of Boat Forces, Washington, DC presents Captain Murphy with the "Soul of Service" award for his outstanding contributions in the promotion and support of the Coast Guard and his efforts to increase public awareness of the lifesavers who serve locally.

Kathleen "Mickey" deFerrari, Captain of Auxiliary Division 7, U.S. Coast Guard Auxiliary, a group of volunteers serving in the central New Jersey area, presented him with a citation in appreciation for his outstanding cooperation and assistance.

Captain Murphy, a Long Beach Township (NJ) Commissioner, spearheaded the annual WaterFest that promotes awareness of clean water and water safety and the organizations which promote those efforts. He also led the effort which preserved Coast Guard Motor Lifeboat CG44355, housed in Bayview Park as a historic monument in tribute to the US Coast Guard and Long Beach Island's maritime heritage.





# AROUND THE DISTRICT

Division 7  
Southern Ocean County, NJ

## GUEST SPEAKER FROM DEPARTMENT OF STATE



Mr. Joseph P. Hooten, above with Division 7 Captain Kathleen deFerrari, briefed the Division on the war on terrorism in the country of Azerbaijan, located close to Afghanistan. Mr. Hooten is the Regional Security Officer at the U.S. Embassy in Azerbaijan.

Mr. Hooten is a career security officer who began his work with the Department of State in 1987. His remarks, concerning the life and conditions in the country, were cleared by officials in Washington.

A life of illiteracy, want and poverty are the perfect breeding grounds for terrorism, he said. In the midst of all of this, he maintains a stable, happy family life. There are many sacrifices, but there are also many rewards.

*photo and article by Mel Borofsky, DSO-PB*



Mr. Hooten receiving certificate from Walt Domanski, SO-CC 7.

## RESCUED BOATERS SEND THANKS IN A VERY UNUSUAL WAY



The above is a reproduction of a newspaper ad thanking the named individuals for their courage and daring in rescuing a wheelchair bound boater from a sinking boat.

BM3 Kevin Marcy, BM3 Brian Martin and Auxiliarists from Flotilla 79, Ray Jackey, Ken McGowan and John Larkin. These individuals were called to a sinking vessel that presented the circumstances described above. Those aboard the sinking vessel and the wheel chair were rescued from the sea.

The Auxiliarists received a letter of commendation from CDR Stephen J. Minutolo, Director of Auxiliary, D5 -NR.



Visible through the mist and fog is the actual rescue taking place. The sinking pontoon boat had one ruptured float and the second float was taking on water.  
*unknown photographer*

# AROUND THE DISTRICT

Division 8  
Southeast New Jersey

## MEMORIAL DAY FLOWER BOAT



Flotilla 82 Coast Guard Auxiliary honored our American men and women of the military, past and present, with their Memorial Day Flower Boat Ceremony on the beach at Cape May. As the boat was towed out to sea, a Coast Guard helicopter dropped a memorial wreath into the ocean just off shore. This traditional memorial service has taken place annually for over thirty years.

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

## NEW COXSWAIN FETED



Division 8 Vice Captain Bruce Long (l) receives his well earned coxswain pin and certificate from Division Captain Ken DeSoo at a recent business meeting of Flotilla 82.

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

## AMPHICAR RESCUED IN DELAWARE

Three New Jersey residents were airlifted from a disabled car-boat near a dam in the Delaware River.

Coast Guard Group-Air Station Atlantic City was notified by Hunterdon County 911 of three stranded people at Low Head Dam in Lambertville, NJ.

A Coast Guard rescue helicopter was launched to pick up William Syx, 46, of Mays Landing, Christine Rizzo, 24, of Flemington and Erin Weller, 22 of Stockton.



DSO-PB Mel Borofsky in the front seat of the amphicar at a recent Division 8 open house.

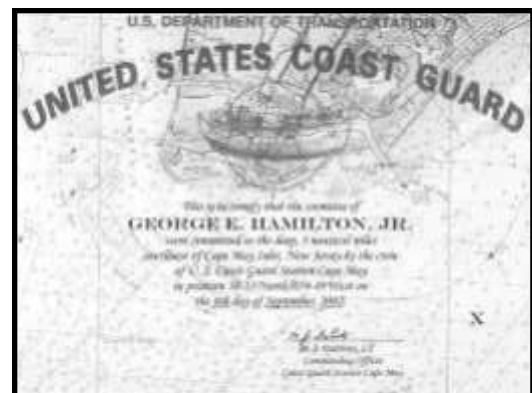
Bill Syx with his amphibious car. has participated in Div 8's National Safe Boating Week event for the past 5 years giving rides to youngsters at CG Station Atlantic City.

"This night rescue was very challenging, the amphibious vehicle was stuck in the rapids and the area was relatively narrow with a tree height of 30-40 feet, but the important thing is that we were able to rescue the three people," said co-pilot Lt. John Hall.

There were no injuries from the boating accident and the New Jersey State Police is investigating the incident.

*Gil Finkelstein, IPDCP 8  
Linwood, NJ*

## CREMAINS CERTIFICATE



The above certificate is presented to the family who choose to have their loved one's remains strewn upon the seas. This service will be provided for the remains of any active Auxiliarist upon request of the family.

# AROUND THE DISTRICT

Division 8  
Southeast New Jersey

## NATIONAL SAFE BOATING WEEK OPEN HOUSE AT TRACEN CAPE MAY

Division 8 participated in an Open House at the Coast Guard Training Center, Cape May, on Saturday, May 18. The Center was opened to the public in recognition of Armed Forces Day and the beginning of Safe Boating Week.

The weather was less than cooperative and several of the outdoor events had to be cancelled, including the vessel examinations offered by the Auxiliary. However, the self-guided tours of the base and USCG cutters in port, the movie "Welcome to Boot Camp," and a book signing by Lenore Skomal, author of Keeper of Lime Rock, were included in the day's activities along with light refreshments and shopping at the Chain Locker Gift Shop.

Division 8 manned a safe boating booth in the Ida Lewis Auditorium.

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



## DIVISION CREW TRAINING



A Coast Guard Auxiliary workshop to qualify for the crewman designation took place from April 25 through April 28 at the Coast Guard Training Center, Cape May, for all Division 8 members.



Organized and coordinated by Lt. Mike DaPonte, Commander of Station Cape May, and Bruce Long, Division 8 Vice Captain, the

trainees worked diligently through a broadscoped schedule covering crew fatigue, communications, pyrotechnics, Helo-Ops, fire fighting, first aid, Mustang survival, and operation risk management.

Highlights of the schedule were handling flares on the piers, the Helo-Ops on the open sea, and floating in Mustang survival suits in the training center swimming pool.

With the final day of activity came the reward for all participants: being "signed off" in their individual books as qualified crew members.



## DIVISION'S ANNUAL PICNIC



Flotilla 82 held their annual picnic at TRACEN Cape May. The above photo of the bountiful table speaks for itself. Horseshoes, volleyball, Frisbee, and good conversation rounded out a fun-filled and relaxed afternoon of fellowship....the part of being an Auxiliarist we often put aside due to our many missions.

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

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



# AROUND THE DISTRICT

Division 9  
Western Lakes, PA

## DIVISION 9 OUTING



Just another Division meeting. Not exactly, sixteen members of Division 9 and guest attended the Division meeting/picnic at the Aitch boat launch on Lake Raystown (PA). The Division wanted to include a social activity along with the August meeting, so it was decided to reserve the shelter at Aitch.

The Division Captain provided the hotdogs and the staff members brought covered dishes. A good time of fellowship and a short meeting made for a wonderful evening.

*Allen R. Mitchell, SO-PB 9  
Duncansville, PA*

## CAREER CANDIDATE



Elizabeth Mock, Career Candidate and member of Flotilla 91 spoke at the Division meeting. Elizabeth had just returned from the Coast Guard Academy AIM week. She talked about her experiences of meeting new people, doing things she never done or thought she could do, and how she is looking forward to attending the Academy and being an officer in the U.S. Coast Guard.

Since returning home, Elizabeth has been busy qualifying for the vessel safety check program along with going out on patrols as a trainee in the boat crew program.

*Allen R. Mitchell, SO-PB 9  
Duncansville, PA*

## A NOT-SO-FUNNY PHOTO



"What do you mean turn to port,  
I know where I'm going."

I know it's not a funny situation but it does prove there is one more person who could use a safe boating class.

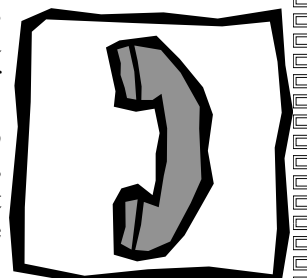
*photo & caption, Allen Mitchell, SO-PB 9*

## NEW BROCHURE AVAILABLE

The U.S. Coast Guard recently published a new brochure entitled *Our Commitment to Recreational Boaters*.

It lists and explains the many services performed by the Coast Guard in its commitment to providing a safe environment for recreational boaters.

*Our Commitment to Recreational Boaters* is available by calling the Coast Guard Customer Infoline (800) 368-5647.



The number for the hearing impaired is (800) 689-0816.

# AROUND THE DISTRICT

Division 10  
Allentown, PA

## DIVISION 10 PATROL ON LAKE NOCKAMIXON



I did a familiarization patrol with a Division 10 boat crew on Saturday, July 6 on Lake Nockamixon in Bucks County, PA (20 miles southeast of Allentown).

The vessel coxswain was Paul Mackes, SO-OP 10, and the crew were Clarence Smith, IPFC 10-6, Russ Snyder FSO-MV 10-2 (morning), and Sam Smith Flotilla 10-2 (afternoon).

Though relatively small as the major PA lakes go, there was a lot of July 4th weekend boating activity along with a sailing regatta - made for a busy afternoon in which the boat crew assisted in 3 search and rescue cases.

*Article and photos by CDR Stephen J. Minutolo, DIRAUX, Philadelphia, PA*



Clarence Smith (l) and Paul Mackes make preps to get underway.

# AROUND THE DISTRICT

Division 11  
Reading, PA

## CERTIFICATES OF APPRECIATION AWARDED



(l to r) Event coordinator Terry Hilbert, IPFC 11-6, receiving certificates, Craig Matz and Charles Sayer, presenting the awards, Diane Bossler, Captain Division 11.

Two Auxiliary supporters, Craig Matz and Charles Sayer, were awarded Certificate of Appreciation plaques for their service to Division 11. The presentation was made at the May 1st Division meeting in Reading, Pa. The men are members of the Maiden Creek Bassmasters Fishing Club.

A Special Vessel Safety Check day was held on March 10, 2002 at a truck repair shop located along the 5th Street Highway, Reading, Pa. These two men were instrumental in arranging for boats and an inside place to examine these boats for vessel safety checks. Two members of Flotillas 11-2 and 11-6 were on hand to do their required vessel safety checks to become qualified as

vessel examiners.

Craig Matz and Charles Sayer arranged for the boat examination with assistance from the Maiden Creek Bassmasters Fishing Club. With mentors



Terry Hilbert and John Lenart guiding the way, the flotilla examiner candidates performed their required safety checks.

*Article and photos by Terry Hilbert, IPFC 11-6 Fleetwood, PA*

# AROUND THE DISTRICT

Division 12  
Southern Delaware

## "KIDS AND WATER" CLASSES AT INDIAN RIVER, DELAWARE, CG STATION



(l to r) Auxiliarists Harry Henkle and Pat Moran of Flotilla 12-1 at their safe boating booth display.

On August 21-22, 64 youngsters attended a "Kids and Water" class and visited the Division 12 safe boating booth at the Indian River CG Station. The youngsters were transported from a nearby Bethany Beach, DE, National Guard camp.

Auxiliarists Joe Phillips, Rich Hayes and John Bernath of Flotilla 12-2 and Ralph and Elaine Gilganast, Harry Henkle, Pat Moran and Tom Mitchell of Flotilla 12-1 manned the booth and assisted in the class.

The students were treated to boat rides courtesy of BM1 Ben Brown and the personnel of the CG Station.

*Photos and article by Tomas Mitchell, FSO-PE 12-1 Milville, DE*



Enjoying the boat ride.

## NATIONAL SAFE BOATING WEEK OPEN HOUSE AT INDIAN RIVER



Ribbon cutting ceremony. Miss Delaware (center) is flanked by CAPT Adams, Commanding Officer Group Philadelphia and DCO Robert Perrone.  
*photo by Eugene Bentley, VCO D5-NR*



CDR Minutolo [r] visiting the Division 12 safe boating booth.  
*photo by Muriel Lewis, SPO NSBW D5-NR*



"Coastie" and "Deputy Bob" strut their stuff while educating the young and not-so-young about recreational boating safety.  
*photo by John Bernath, Division 12 NSBW Chairperson*



# AROUND THE DISTRICT

Division 13  
Central New Jersey

## SEA PARTNERS PRESENTATION



The Director of the Office of Special Services in Beverly, NJ hopes we come back.

Earlier this year, Division Captain David Berlin, presented the Sea Partners program with Marianne Simpkins, FC 13-10, assisting (above photo) to a very special group of students.

The classroom welcome had been prepared for us by the students with their own creatures of the seas. The colors, shapes and dimensions truly were the results of a team effort by children of various ages. A few "artists" were very excited to point out which fish was theirs.

The teachers and students wanted to learn more.....they asked a lot of questions. David Berlin says we will visit again. It was a heart warming FUN morning.

*Marianne Simpkins, FC 13-10  
Voorhees, NJ*

## FLOTILLA 13-5 PICNIC



Members of Farragut Flotilla 13-5 enjoyed a summer picnic on Long Beach Island. Some of the members who attended are pictured above (l to r) Fred Vath, Ed Schulsinger, Sam Pascarello, Jerry and Lin Goldkrantz and Mel Kleinfeld.

*caption and photo by Mel Kleinfeld, FC 13-5, Cherry Hill, PA*

## PASSING THE BATON



Grandfather and grandson.

At the June 25th meeting of Flotilla 13-3, the Auxiliary tradition was passed on from one generation to another, grandfather to grandson.

That evening, Auxiliarist Tony Genniro's grandson, Dan Orr, 17, of Sicklerville, NJ joined the ranks of the Auxiliary.

Dan, a senior at St. Augustine's Prep School in Richland, NJ, quite notably, is an AIM finalist who achieved the second highest AIM score of all District candidates competing for admission to the USCG Academy.

Needless to say, grandfather Tony Genniro, ADSO-MV, beamed with pride throughout the entire evening.

The Flotilla is also proud to welcome Al Vitarelli and George Gilch who also joined the Auxiliary that evening.

*Article and photos Patricia Phillips, FSO-PA 13-3  
Pennsauken, NJ*





# AROUND THE DISTRICT

Division 14  
Susquehanna, PA

## ISAR 2002 INTERNATIONAL SAR COMPETITION



Division 14 ISAR team (l to r) Ken Brown, Jason Flynn, Henry Reeser, Fred Reck and Rick Brown.

It all began after the July Division meeting. Henry Reeser commented that it would be great if we could form a team and enter the ISAR (International Search & Rescue) competition. No other group in District 5NR had entered. Since the event was only two weeks away, time was of the essence. After some encouragement from others, contacts, phone calls, and discussions were held and a list of willing participants was assembled. A team of four members was picked to represent Division 14 and ultimately District 5NR.

The Auxiliary personnel chosen were: Fred Reck and Rick Brown from Flotilla 14-4, Ken Brown and Jason Flynn from Flotilla 14-5. Fred was elected as the Coxswain. Henry Reeser scheduled a practice session, and the team worked from a probability list of competition events. There were no guarantees on what they would be asked to perform.

July 14th arrived very quickly and the team left for TRACEN Cape May, NJ, to meet the competitors from the other districts. There they were informed about the rules, events and the point value given to each. There were six items on the list: navigation and first aid were valued at 100 points each, search and rescue (SAR), communications, pump handling, and line heaving were all valued at 35 points each. The teams would earn points, on a sliding scale, with the winner given the top amount. All participants, including the judges, were members of the Auxiliary.

The ISAR event began at 0900 with communication being the first on line. While our team didn't do well there, they did ace the SAR event in 1 minute and 12 seconds to take first. The nearest other team at 13 minutes

later and one team failed to find the object altogether. Unfortunately, one event does not win an entire program.

After the completion of all events, the participants refreshed themselves and went to a nearby hotel for a "Dutch treat" awards banquet. The winning teams were from the 5th Southern and 7th Districts. They advanced to the finals, which will be held during October in Wisconsin. The competition was very close and out of a possible 410 points only 28 points separated the first place team from the last place team. Our Division 14 team, representing the 5th NR District placed fourth overall.

In the time since, some informal discussions were held with all agreeing that it was a great experience for our group. We met a great group of Auxiliary people from other parts of the east coast, and much was learned about SAR. It was also decided that we should begin practicing now to get the best possible team together for next year, as other groups from the 5th Northern might want to take a shot at it.

*Fred Reck, FSO-MT 14-4, Hanover, PA*

*Reprinted from an article that appeared in the ANCHOR DIPPER, Flotilla 14-4's monthly newsletter*

## FLOTILLA 14-3 PICNIC



Flotilla 14-3 celebrated their annual picnic this summer and a grand time was had by all.

*photos by Hank Demler, DCP 14 Lebanon, PA*

# AROUND THE DISTRICT

Division 14  
Susquehanna, PA

## A 14-4 FIRST.... ALMOST

To make up for an otherwise droughty season, the Pennsylvania department which administers Lake Marburg at Codorus State Park, had a "SUMMER BLAST" on Saturday, June 29th. The program included all day radio broadcast, live entertainment free ice cream and soda, hot air balloons, and concluded with night fireworks over the water.

Flotilla 14-4 was requested to patrol the lake as a means of crowd control during the fireworks part of the program. We, however, carried out the



What goes up.....

assignment one step further. A public affairs tent was set up at the main launch area, with emphasis on vessel safety checks, to accommodate the boaters using the ramp. We also conducted regular patrols and currency maintenance, as demonstrations for the attending public.

The workday, which began at 9AM, was very hot and muggy. When it came time to launch the hot air balloons, we had three boats on the water. The first balloon went up and barely cleared the trees and appeared to be going



....might just come down!

down on another arm of the lake. Coxswains Fred Reck and Dave Snee immediately sped their boats to the scene to assist in case of an emergency. The

passenger basket came down, touched the water, rose up, then came down again and

skimmed the lake, and finally gained altitude. The passengers waved a thank you, and shortly after, the second balloon had the same experience. We almost had our first air/water rescue; well at least we were prepared.

After the fireworks were concluded, all the boats had to exit the lake, so Fred and Dave, using a million power floodlight, lit up the area so safe passage could be made by the many boaters attending the affair. Finally at midnight, we called it a day.

*By Joe Diodato, FSO-PB 14-4  
Hanover, PA*

## BOAT CREW TRAINING AT SARDET LONG LEVEL, PA



Beginning May 4, 2002, Auxiliarists in the western area were gathered at the SARDET Base, Long Level, PA. for three consecutive weekends of training for either coxswain or boat crew. Instructors for on the water training and classroom studies were on hand mentoring students. These pix, taken on Mother's Day weekend speak for themselves.



Both Auxiliarists and mentors worked very hard getting as much done as possible.

⇕ *Articles and photos by  
Alba Thorn, ADSO-PB (W)  
Dover, PA*



Members of Flotilla 14-2 examined over 100 boats during the Memorial Day weekend at Raystown Lake, PA. This was their base station.

# AROUND THE DISTRICT

Division 15  
Frontier PA

## A CARDBOARD BOAT RACE

**Question:** *How do you win a cardboard boat race?*

**Answer:** *By coming in last!*

LAKE WALLENPAUPACK, PA, JULY 20, 2002  
A chance visitor to Pennsylvania's Lake Wallenpaupack Ledges Marina might well have thought he fell down a rabbit hole. An assortment of characters that would have been right at home at the "Mad Hatter's" tea party had gathered to participate in a race which was no race at all. In fact the first place winner was to be the one who came in last.



Three "mermaids" prepare to launch their cardboard boat.

A perfect summer day drew 60 (more or less) participants to the 6th annual cardboard boat race; a family affair in which everyone could collaborate in a fun filled effort to build and float a boat made entirely of cardboard and duct tape. And, oh yes, the boat had to have at least one crewmember. The craft designed well enough to stay afloat longest while making laps around a pair of buoys would take home the trophy.

One would think cardboard would soak up water like a sponge and sink almost immediately, especially with someone on board. Not so. Several entries were still afloat an hour after entering the water.

The event provided a good opportunity for Flotilla 15-4, Scranton, PA, to promote boating safety and publicize upcoming educational opportunities for boat owners and operators. Flotilla members conducted several vessel safety checks for boats of the more durable variety docked at the marina.

*Article and photos by Tom Sheehan, SO-PB 15  
Dalton, PA*

## TRENT-SEVERN WATERWAY TRIP

Flotilla 15-6 had a wonderful time on their annual June canal trip on the Trent-Severn Waterway in Ontario, Canada. Joining up with Harold and Astrida Miller, Marion and Rick Vespe, and Valerie and Roland Duperron from 15-6, were Lester and Diane Reed, Jim Ulrich, and R.H., from 15-5 and John, Carla and Kirsten Kiwior from 15-4. We trailered our boats through Niagara Falls to Port Severn. The first day, for most of the women, was a day of rest as the men transported vehicles to a marina south of Ashburnham. Before beginning the southward trip, a few of the boats motored out into Georgian Bay to get a feel for the territory for future consideration.



Charts proved very helpful. Most canals and lakes were very well marked. Books that proved helpful for information included *Ports Boating and Cottage Guide:*

*The Trent-Severn and Lake Simcoe; and Trent Severn Waterway: Where to Dock, Shop, Wine, Dine, Explore, and Enjoy.*



Our first evening stop was the Orillia town marina. We carefully checked

the weather and gas situation near the Couchiching Narrows in view of the ancient fishing weirs. Then we crossed Lake Simcoe early before the wind and weather kicked up.

Other overnight stops included Fennellon Falls, Burleigh Falls and Peterborough. Other than excellent choices for restaurants, highlights of the trip were the big Chute Marine Railway and the 2 large hydraulic lift locks at Kirkfield and Peterborough. These were thrilling. The scenery was varied and consistently beautiful as we traveled through many lakes, rivers and

*(Continued on page 72)*



# AROUND THE DISTRICT

Division 15  
Frontier PA

(Continued from page 71)

canals along the waterway.

Training proved helpful when Duperron's lost steerage in one of the lakes. The Reeds threw them a tow line and kept them from drifting to the shore while Roland repaired the problem quickly and in safety.



Keeping spare parts proved helpful to the Kiwior's when they broke a prop.

A canal trip is an excellent way to use what we've learned in a practical situation:

navigation, rescue, locking through, ATONs, weather, GPS, trailering, etc.

Special thanks to the Kiwior's who teased everyone with the aroma of sausage and pepper sandwiches being cooked while in one of the locks. This was followed up by delivery service to hungry boaters in the next lock via boat pole.

A hard rain storm one evening didn't seem to dampen our spirits, but it did affect the trip. As we progressed southward, water became higher and we experienced more current. Finally arriving in Peterborough, we found the locks had been closed, the town had suffered a major flood, and that accounted for the great amount of debris in the harbor. Two days of rain followed, so the remaining vehicle was retrieved from Port Severn. Hopes of completing the TS system were dashed as we learned that the locks were being closed all the way to Trenton. The lock master opened for us to return to our trailers and pull out. As we sailed out of the lock, water was washing over the top the blue line. A great adventure - one we'd like to complete!



*Article & photos by Valerie Duperron, FSO 15-6 Ulysses, PA*

## PFD PANDA-FEST

This collage of PFD Panda photos were submitted by Jim Gotthelf, VFC 15-5. The many photographers include Howard Guest (56), Victor Best SO-VE 9, Erik Mitcheltree (15-5), Dave Knapp (15-5), Lester Reed (15-5). Various Auxiliaries donned the "suit."

Jim's words of advice.... have a pre-ops meeting to discuss the use of the suit. Kids have a habit of "charging" towards the Panda, and you better be ready.



# AROUND THE DISTRICT

Division 16  
Northern Jersey Shore

## FLOTILLA 16-8 CELEBRATES ITS 50TH ANNIVERSARY

August 4, 2002 - Summertime, soft breezes, boats sailing, pretty women, stout-hearted men, good food and good friends. This was the setting for Station Shark River, 16-8's 50th anniversary celebration.

As flags flew high, proudly marking the celebration of the oldest Flotilla in the Division, Congressman Frank Pallone, Jr. was presented with a "Letter Of Appreciation" for his instrumental and pivotal

past efforts, which were key in keeping USCG Station Shark River an open and viable facility. Kudos were exchanged with the presentation of a "Congressional Letter" from Congressman Pallone to Station Shark River and Auxiliary Members, acknowledging and high-lighting the exceptional response of call to duty, and gallant efforts of the United States Coast Guard past and present and the diligent and dedicated volunteerism of the Auxiliary. Master of Ceremonies, Walter Rapka, Jr., was "all smiles" as he proudly accepted the Congressional Honor for 16-8.



Captain Robert Durfey, USCG, addressing the group.

The theme of the day continued as Jerry Hauselt, Mayor of Avon, New Jersey, told many poignant and antidotal stories about the Station and concluded with a "Proclamation" establishing that the week of August 4, 2002 would be declared "Station Shark River Week."

Reporters from the "The Coast Star" and the "NJ Times" interviewed and photographed Flotilla Members, invited dignitaries and guests prior to the official commemorative ceremonies.

Other attending dignitaries included Captain Robert Durfey, USCG, Commanding Officer, Group Station Air Atlantic, Chief Bosn's Mate Brian Viveiros, USCG



Marlene Rapka, Jr., FSOPB and Mary Holihan FC, lend a hand decorating the entrance of Station Shark River.

Officer in Charge, Station Manasquan.

Captain Durfey and CPO Viveiros each spoke about the continued focus on security of our waterways and the importance of the U.S. Coast Guard and the Auxiliary regarding "Homeland Readiness and Security," and 16-8 was called upon to continue her good works and vigilant mission.

After the official ceremonies concluded, all adjourned to a bountiful picnic.

There came a moment to everyone that day, when all outside noise faded and you focused on what had been evoked and said. Remembrances of all who have passed these grounds in service to Station Shark River and 16-8 will be remembered in our hearts and in our prayers for time in memoriam. You are not forgotten all hail and hearty sentinels of the sea and water-ways. You who cut the path and set the standards that we now strive to maintain. Yes, you will be remembered lovingly, tearfully, forever young, down the rill of time, where flowers unfaded bloom forever. As the summer wind drifted and danced, people laughed, ate, drank; each in



(l to r) Flotilla Member John Morrone; Teresa Morrone FSO-PS; His Honor, Mayor Jerry Hauslet, Mayor of Avon, NJ; Congressman Frank Pallone, Jr.; Master of Ceremonies Walter Rapka, Jr., FSO-FN; Mary Holihan, FC; Marlene Rapka, Jr., FSO-PB. Back Row left-center: John C. Frencer, VFC; Frank A. D'Antonio, DCP 16; CPO Brian Viveiros, USCG; Captain Robert Durfey, USCG.

their own way wistfully recalled to themselves all that had lead to this moment ... now too, a memory.

As we enter our 51st year as a Flotilla, and as the oldest in the District, 16-8 will continue to actively pursue and promote our personal mission to serve and support the Coast Guard with pride, and also continue to focus on and provide public education with regard to the rules and regulations of our waterways.

(Continued on page 74)

# AROUND THE DISTRICT

Division 16  
Northern Jersey Shore

*(Continued from page 73)*

If the “life’s blood” of a flotilla is its membership, then its intrinsic “core” is the preparedness and training of an Auxiliary. “Hallmarks of excellence” are forged through dauntless and resolute focus on commitment. Team effort is the only way a Flotilla can endure, only if the words “I” and “Me” are replaced with the philosophy of “Us” and “We” in order to survive and flourish. Station Shark River and Auxiliary 16-8 work together seamlessly and the fruit of their unified pledge to the “Community and Public Safety” speaks for itself.

Here, Here, Station Shark River! You are spotlighted for your service throughout the decades, and here’s to another 50 years!! We Salute You!!!

*Article & photos by Kathleen G. S’fer, FSO-PA 16-8  
Forked River, NJ*

## **Division 16 Topside Report #2 2002**

Division 16 has been very active in the past few months with the following having been accomplished as of August 2002.



- 287 Members comprising the Division including 22 new members.
- 60 Safety patrols.
- 16 Training patrols.
- Watchstanding at Station Manasquan Inlet and Station Shark River, assisting with search and rescue cases.
- 175 hours preparing and presenting 30 public education courses.
- 70 marine dealer visits.
- 715 vessel safety checks.
- 22 Members attended boat crew training at the Coast Guard Training Center in Cape May in June.
- 26 Members attended a vessel examiners course.
- 7 Members attended a computer education course in June.
- 8 Members attended the APC class in August.
- 3 Students recruited by the Division were sent to AIM week in July at the Coast Guard Academy in New London, Connecticut.
- There was a “Blessing of the Fleet” held on July 13 in Silver Bay.
- 400 hours of public affairs missions have been performed.

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

## **Memorial Service at Coast Guard Station Manasquan Inlet**

A memorial service was held at Coast Guard Station Manasquan Inlet on Sunday September 8, 2002. The service honored members of the Coast Guard, Coast Guard Reserve, and Coast Guard Auxiliary who passed away during the last twelve months.



The service was observed at the monument in front of the station. Brian Viverios, Commanding Officer of the Coast Guard Station, read the names of the deceased active duty, retired, and reserve Coast Guard members. Frank D’Antonio, Coast Guard

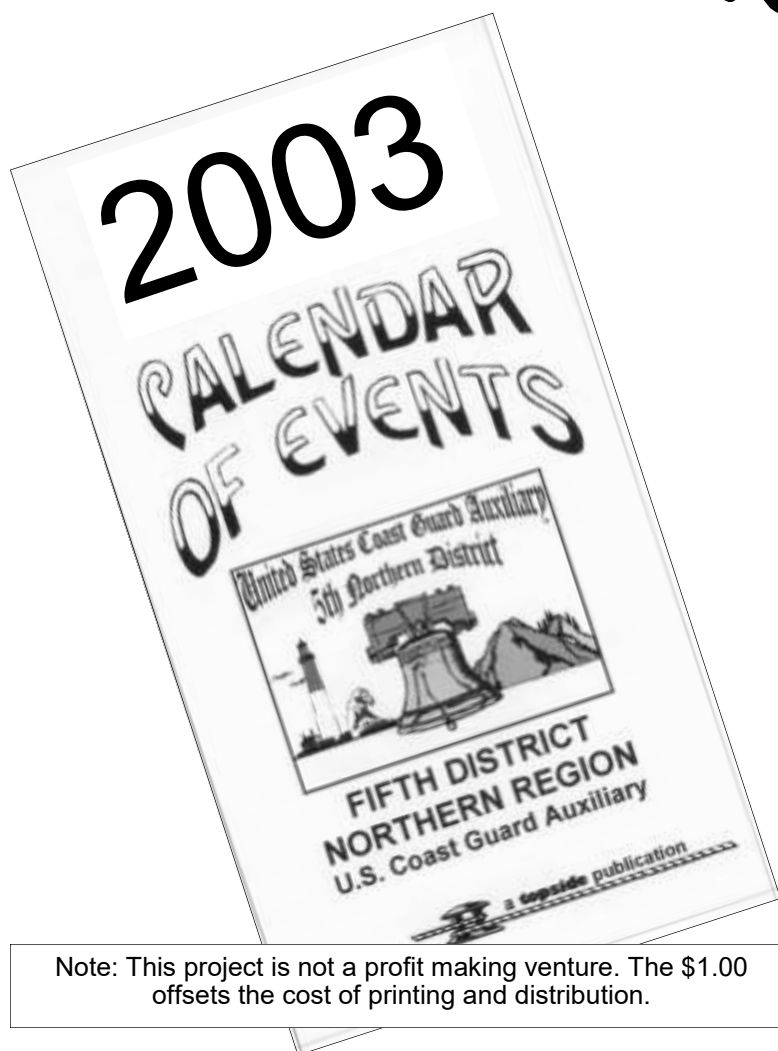
Auxiliary Division Captain, read the names of Division 16 Auxiliarists who passed away during the same period. Auxiliarist Bob Witham, Division 16 Chaplain, closed the ceremony with a memorial prayer. The station’s flag was lowered to half-mast during the ceremony.

*Article and photos by Ted Hall, SO-PA 16  
Allenwood, NJ*



## 2003 D5-NR POCKET CALENDAR

# The time is now.....



Every Auxiliarist can use this handy pocket calendar. It lists all national holidays and special D5-NR dates to remember.

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

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

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

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

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

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

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

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

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




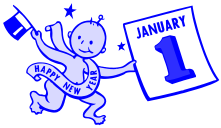



Division: \_\_\_\_\_ Flotilla: \_\_\_\_\_

**DELIVERY ON OR BEFORE JANUARY 15, 2003**



# United States Coast Guard Auxiliary

## Fifth Northern District - 2002-2003 Calendar of Events

NOV	DEC	JAN	FEB
<p>1 Winter Uniforms Begin</p> <p>1 Central Area EXCOM</p> <p>4 EXCOM</p> <p><b>5 Election Day</b></p> <p>9 Western Area Transition Meeting</p> <p><b>11 VETERAN'S DAY</b></p> <p>15 Unit Meeting Reports Due</p> <p><b>28 THANKSGIVING</b></p> <p></p> <p><b>30 HANUKKAH Begins</b></p> <p></p>	<p>1 Division Auxiliarist of the Year Nomination to DCO</p> <p>2 EXCOM Meeting</p> <p>15 Unit Meeting Reports Due</p> <p><b>25 CHRISTMAS</b></p> <p></p> <p><b>31 NEW YEAR'S EVE</b></p> <p></p> <p>31 <i>Winter topside Deadline</i></p>	<p><b>1 NEW YEAR'S DAY</b></p> <p></p> <p>6 EXCOM</p> <p><b>15 MARTIN LUTHER KING BIRTHDAY</b></p> <p></p> <p>15 Unit Meeting Reports Due</p> <p><b>20 Martin Luther King Day Celebrated</b></p>	<p><b>2 Groundhog Day</b></p> <p>3 EXCOM</p> <p><b>12 Lincoln's Birthday</b></p> <p>14 Valentine's Day</p> <p></p> <p>15 Unit Meeting Reports Due</p> <p><b>18 President's Day</b></p> <p></p> <p><b>22 Washington's Birthday</b></p>



DEPARTMENT OF TRANSPORTATION  
DIRECTOR OF AUXILIARY 5NR  
FIFTH COAST GUARD DISTRICT  
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