

t pside

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in this issue.

“Sir Bud” Completes Safety Check #6000

Spring Conference 2004 Registration & Info
Summer Activities Around the District



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Fifth Coast Guard District (NR)
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topside spring issue
NEXT DEADLINE
31 December 2003

UNITED STATES COAST GUARD

Commandant ADM Thomas H. Collins

UNITED STATES COAST GUARD AUXILIARY

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FIFTH COAST GUARD DISTRICT (NR)

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On the Cover: "Sir" Bud Compton of Division 3, Flotilla 34, along with his wife Miriam, recently celebrated 35 years of Auxiliary service by completing his 6,000th vessel safety check. The full story is in this issue of TOPSIDE.

photo by Russell Galson, DCP 3, D5-NR

table of contents

| | |
|---------------------------------------|----------|
| Director of Auxiliary..... | 2 |
| District Commodore..... | 3 |
| Vice Commodore..... | 4 |
| Rear Commodore Central..... | 4 |
| Rear Commodore East..... | 5 |
| Commander 5th CG District..... | 8 |

DISTRICT STAFF REPORTS

| | |
|---|----|
| • Aids to Navigation..... | 9 |
| • Aviation..... | 10 |
| • Communication Services..... | 11 |
| • Diversity..... | 11 |
| • Historian..... | 12 |
| • Materials..... | 12 |
| • Information Services..... | 13 |
| • Marine Safety & Environmental Protection..... | 14 |
| • Member Training..... | 15 |
| • National Safe Boating Week..... | 15 |
| • Publications..... | 16 |
| • Personnel Services..... | 16 |
| • Vessel Examinations..... | 17 |
| • Conference Coordinators..... | 37 |

FEATURE ARTICLES

| | |
|---|-----------|
| • Award Recommendation Form..... | 7 |
| • District Staff Office Application..... | 18 |
| • PROFILE IN SERVICE: 6,000 SAFETY CHECKS..... | 19 |
| • Hurricanes - Prepare for the Worst..... | 20 |
| • D5-NR at NACON 2003 - a photo essay..... | 21 |
| • YOU'RE IN COMMAND..... | 22 |
| • First Impressions..... | 24 |
| • MARINE SECURITY Q and A..... | 25 |
| • PFDs of 1869..... | 26 |
| • MERITORIOUS TEAM COMMENDATION..... | 28 |
| • USCG Cutter "Eagle" Visits Philadelphia..... | 29 |
| • Fall Conference 2003 - Lancaster PA..... | 29 |
| • Fall Conference 2003 - photo essay..... | 30 |
| • Power Outage..... | 36 |
| • MUTT Team..... | 36 |
| • 2004 Spring Conference Schedule..... | 37 |
| • 2004 Spring Conference Registration Form..... | 38 |
| • 2004 Spring Conference Hotel Reservation Form..... | 39 |
| • AMLOC Training..... | 40 |
| • Welcome to D5-NR - new members..... | 41 |
| • In Memoriam..... | 42 |
| • Area Crew Schools..... | 43 |
| • 2004 Pocket Calendar Order Form..... | 69 |

AROUND THE DISTRICT.....44-68

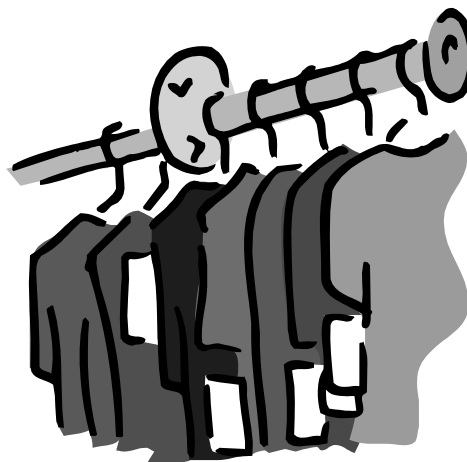
SPRING CONFERENCE Spouse and Guest Saturday Programs

9:30 - 10:00

Get together with coffee, tea
and sweets

10:00 - 11:30

Building Your
Wardrobe with Talbot
Using 13 pieces, grow a
wardrobe of 100 changes.
They will show you how.



2:00 - 4:00

Growing, Cooking and
Cleaning with Herbs.

Presented by Beth Thomason of
Olde Thyme Herb Farm
East Berlin, PA



DIRECTOR OF AUXILIARY

As I addressed the D5-NR District Board meeting at the recent fall conference, even I found myself rather amazed by the number of times I incorporated the new D5-NR Policy Manual into my remarks as a point of reference and a source of guidance. It took a lot of people with a lot of Auxiliary experience a lot of time to put this manual together, so when compared to the context of what the Coast Guard Auxiliary Manual has had to go through on its way to approval and publication, the reason why it has literally taken years to finalize and publish a comprehensive, cross-programmatic national manual becomes much more understandable.



First and foremost, the new D5-NR Policy Manual was designed to be a practical working tool for regional Auxiliary leadership and program management. In other words, its primary audience was meant to be members who serve as Flotilla Commanders, Vice Commanders and Staff Officers as well as their counterparts at Division and District levels. The manual was deliberately riddled with acronyms – abbreviations that members who serve in those positions should know (however, if one's memory fails while reading it, there is always the comprehensive list of acronym definitions located right behind the Table of Contents...). The manual was also meant to be as contemporary as possible in relation to both national and regional Auxiliary policies. For example, we released it with a section that addressed regional on-line specialty exam proctoring procedures *before* D5-NR had even specified to the National Training Center exactly which members would be authorized to serve in that capacity. It addresses everything from Coastie to web sites, qualification as a boat crew member to handling of a new member's entry package. Finally, the manual was meant

to be practical in that it could be referred to for regional forms that were more standardized in format, self-explanatory, and comprehensive in coverage.

So we have a new manual – so what? So we need to use it, administrate by it, manage by it, train by it, and lead by it – that's what. Although the D5-NR Policy Manual may have been primarily designed for practical use by elected and appointed staff officers, it certainly should be read by anyone who reads this article. If you desire and aspire to ever step up to take on the challenge of Auxiliary leadership or program management (and we know you are out there...don't deny it...), then now is as good a time as any to take a look at it. Paper copies were limited to elected officers and key appointed staff officers, but the D5-NR Policy Manual can be easily found on the D5-NR web site (www.5nr.org). Simply click on the "Member Area" button, then the "Download" button and you will find it in the "5NR Policy and Manuals" section. Once in the document, you can easily maneuver within it by clicking on any line item of the "Table of Contents" in order to go immediately to the right page. Additionally, if you want to grab a form that is listed in Appendix C (the last two pages of the manual), you can do that by just clicking on the appropriate "Appendix Page Number" (all forms are also separately accessible further down in the Download section).

So take a look at the new D5-NR Policy Manual. It's easy, and it will make you a better prepared, better informed Auxiliarist who is ready to serve the Coast Guard and the boating public. Not to mention that you will also finally know what all of those acronyms stand for, to boot... ❀

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



(l to r) Joanne Perrone, Debra Dolich, CDR Stephen Minutolo, COMO Bob Perrone at the Fall Conference.
Photo by Mel Borofsky, RCO-E



CDR Minutolo awarding the AUXOP device to Mike Collandrillo at the 2003 Fall Conference.
Photo by Mel Borofsky, RCO-E

DISTRICT COMMODORE

The Coast Guard Auxiliary National Conference (NACON) was held at the Gaylord Opryland Hotel and Conference Center in Nashville, Tennessee, from 25 to 31 August 2003.

I recommend that Auxiliarists from the Fifth Northern try to attend NACON next year.

On Friday and Saturday afternoon (29 and 30 Sept.) there were training sessions in public affairs; on the water operations; information systems (AUXDATA and AUXINFO); the electronic age (E-Auxiliary); emergency response planning; aviation program updates; diversity management; leadership;



the National Staff.

The final session was a meeting with Vice Admiral Thomas J. Barrett, Vice Commandant of the Coast Guard. Listening to the Admiral's comments I was again impressed by how much the Coast Guard appreciates the work of the Auxiliary in support of Coast Guard activities.

It was not all work at NACON! On Friday night we attended "Fun Night". There was a very good buffet dinner, followed by an auction of "signature" guitars. Monies raised were donated to local charities.

Music was provided by a 20 piece "big band", a spin-off of the Nashville Community Concert Band. They played many of the standard songs from the 40's and 50's.

On Saturday morning the Concert Band opened the meeting with a short concert, including Semper Paratus, the Coast Guard March. The main portion of the meeting closed on Saturday night with a banquet, complete with speeches.

Not the least of all, Eric Pennell from Flotilla 49, D5-NR, received an Award of Excellence for his activities in recreational boating safety events, including public education, vessel examinations and marine dealer visits. One award was presented to an Auxiliarist from each Auxiliary area, Atlantic Area -East and West and the Pacific Area. Eric was present to receive this prestigious award. ❄

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



At NACON 2003, (l to r) CDR Stephen Minutolo, COMO Eugene Bentley and Lee Kehr, VCO D5-NR.

America's Boating Course; USCG Marine Safety Program; maritime domain awareness and homeland security; targeted membership recruiting; on-line testing; vessel examination updates; recreational boating safety; new short courses; developing members' critical skills; communications; on-line mentoring and conferencing; creating a successful boat crew mentoring program; and the newly re-engineered marine dealer visitor program.

As you can see, there was something for everyone. The sessions I attended were very well presented by knowledgeable people.

Obviously, there were the administrative type sessions, attended by your Director of Auxiliary (DIRAUX), District Commodore and Vice Commodore.

Some of these meetings were open to all Auxiliarists; some were closed. The quality of these meetings was high and showed the large amount of work expended by



Presenting the Award of Excellence to Eric Pennell [c] are Rear Admiral Belz [l] and National Commodore Bill Edgerton. The award was presented to Eric at the National Conference in Nashville, TN.

Photos by Mel Borofsky, RCO-E

VICE COMMODORE

Since returning from the Auxiliary Senior Officers Course for Leadership and Management, at the Coast Guard Academy, I now more than ever believe that all staff and elected officers need a plan for success.

Yes, we are all volunteers, and we all have another life outside of the Auxiliary, but when we are elected or appointed we have a responsibility to fulfill the office to the best of our ability.



Here is an overview to help you succeed:

1. You must have a vision, a mental image of your duties, for your office. Henry Ford's vision was very simple, "I will build a car for the multitudes." As an Auxiliary officer you can simply say that I will meet the requirements of my office which are in the Auxiliary and various procedure manuals. This is required reading if you are planning ahead, and also to implement your plan.
2. You must have GOALS. Remember, GOALS TELL YOU WHERE YOU ARE GOING, AND ALSO TELL YOU WHEN YOU HAVE SUCCEEDED. District 5NR has on-going goals, which are sent to the Captains yearly. These are then distributed to the Flotilla Commanders. It takes planning, action, and work, and a real sense of accomplishment when you involve your entire Flotilla and work your plan.
3. Communications. Whatever your status, you must be understood and you must be heard. Speak clearly, concisely and simply so all may understand. Listen before speaking, and respond so that you are understood.
4. Managing Meetings. Have an agenda and prepare it in advance. Most important, keep the meeting on time. Use parliamentary procedure, Roberts Rules of Order. These are available from many sources. Consider having one of your staff officers put on an interesting 20-30 minute presentation that will hold everyone's interest.

I would recommend that all Flotilla Commanders, Vice Flotilla Commanders, Captains, Vice Captains and wannabees take the various management and leadership courses (C Schools) offered by the Auxiliary. They are free and you can learn a lot from listening to the instructors and your fellow attendees. Someone is always coming up with new ideas or twists on old ones. Who knows; they may work for you! Good luck with your plans for success! ❀

*Lee Kehr, VCO D5_NR
Souderton, PA*

REAR COMMODORE CENTRAL

Communicating is something we do every day, both in writing and speaking. As Auxiliarists we are subjected to all kinds of communications. The problem comes when the written messages, text, and verbal directions are misunderstood or ignored.



How we receive verbal direction is as important as the message itself. If we listen to refute rather than to learn, the message is lost before it is even sent. Communication with others also needs to be concise and as clear as possible to avoid confusion.

I know myself that as I age my hearing becomes more difficult, especially in noisy areas, some of what is said can and will be misunderstood. When speaking to someone, get their attention and speak directly to them. If you don't understand what is being said, let the person know that the message being sent is not clear to you. We all understand things at a different pace and some may require a more concise method of explaining a procedure.

When sending out messages via E mail avoid being vague or using jargon. The receiver may miss the whole intent of the message. Be ready to explain your messages if asked. Avoid being terse or aggravated when asked to repeat or clarify a written message or verbal conversation. What is clear to you may not be clear to the receiver.

Avoid acronyms with new members unless you explain what the acronym means. The best way to handle new members is to speak in a manner that is clear while translating the acronyms. It will make their learning experience less frustrating.

We also must learn to listen to what is being said so we will not have to have it repeated. Read messages with the intent that there is valuable information within. Highlight what you deem important information so that you can go back to it quickly if needed at a later date.

Remember, to communicate effectively send a clear message and be a willing receiver. ❀

*Robert P. Amort RCO-C
Dover, DE*

REAR COMMODORE-EAST

Anyone who's ever attended a meeting where I've had the opportunity to comment knows that my pet campaign is to make sure that Auxiliarists who do their best receive adequate recognition.

Have you ever attended an Auxiliary function and noticed that some Auxiliarists are recognized for their contributions, while others, who may have contributed more, are overlooked. Have you ever wondered why one member gets a medal and another member does not. Think about it.

Where do these awards get generated? The simple answer is YOU! Someone like yourself submitted an award recommendation.

Over the past months I've visited the Eastern Divisions and I've been "soapboxing" for candidates for the award of Division **AUXILIARIST OF THE YEAR**. It surprised me to learn that the Auxiliarist of the Year committees were scratching for candidates. You know that there is at least one, if not more, Auxiliarists in each flotilla that certainly qualify for this recognition. It is up to you to point out your candidate to your Flotilla Commander and, if necessary, make the recommendation to your Division's Auxiliarist of the Year committee yourself. Having to choose from a slate of many worthy candidates is supposed to make serving on this committee one of the hardest tasks in our organization.

Also for consideration are the awards as specified in Chapter 11 of the Auxiliary Manual. There it states, "That members of the Auxiliary are volunteers who receive no direct compensation for the many hours of time and effort they donate to the Coast Guard. The recognition of the Auxiliarists service and the presentation of timely and appropriate awards are essential to the success of the Auxiliary program."

"In many respects, the recognition members receive through these awards can be considered to be their "paycheck." The service and actions of Auxiliarists should receive the appropriate recognition and awards to the maximum extent possible," is indicated in the Auxiliary Manual.

I have enclosed a copy of the Coast Guard Award



Recommendation Form (CG-1650) in this issue of Topside. It is also available on the National CG Auxiliary Website, www.cgaux.org. Take a few moments and look the form over. In its reading, it just might spur a thought of someone who might qualify for an award. It's not a complicated form, and there is plenty of assistance, at every level, to help complete it. Share your thoughts with your Flotilla Commander or Division Captain and ask for their input and assistance in completing the form. Don't forget to attach a separate sheet explaining the justification for the recommendation. This separate sheet performs an important part of the recommendation. Be sure to explain how the member's contribution is worthy of special recognition. Your recommendation should be written in such a way that a total stranger would have enough information to justify approving the award.

Describe how the contribution is exceptional. Don't just say that a member made an outstanding contribution. But rather explain how that contribution was outstanding. Give objective evidence that the member is contributing more than other members who are "just doing their job." Describe specific acts or services performed and explain the value or effect of the contribution to the unit. Don't forget to include dates, locations of service, offices held, along with AUXDATA or AUXINFO mission information.

Although there are several other formal awards available for Auxiliarists, for all practical purposes, the majority of awards, that are usually approved for contributions at the Flotilla and Division levels, are fully described in Chapter 11 of the Auxiliary Manual and briefly described as follows:

Award of Operational Merit: The key words to this award are "outstanding operational performance or skill in performing an assist or rescue or other meritorious operational service." To receive the Award of Operational Merit only skill is required, not extreme skill, and it does not have to be a risk to the member's life. Further, outstanding operational performance and other meritorious operational services have been included in this category. This was added to allow recognition of a cumulative series of operational services. None of which standing alone would merit this award, but taken as a group, do merit this level of recognition.

We all know members who have performed difficult operational missions that have prevented death, injury, or loss of property. We also know

(Continued on page 8)

REAR COMMODORE-EAST

(Continued from page 7)

members who have performed outstanding operational service for extended periods of time.

Auxiliary Commendation Award: The key words for this award are “outstanding administrative achievement, which furthers any of the Auxiliary’s authorized activities.” The Auxiliary Commendation Award is for outstanding administrative services. This requires services accomplished in a manner which is much better than could normally be expected from an Auxiliarist of like capability and experience. Neither doing a difficult job well nor doing a routine job in an excellent manner will suffice. The achievement must be truly outstanding.

Examples of such outstanding service can include a Commander or Captain, who has effected a successful revitalization of their unit. A member responsible for creating a new SARDET or flotilla. A staff officer who has created outstanding new materials or has developed a new program for service to our members or to the Coast Guard.

Auxiliary Achievement Award: The key words for this award are “sustained professional and or leadership achievements over a period of time.” This award is for recognition of members who have maintained an outstanding level of administrative or operational performance and/or achievement over a period of time, to further the authorized activities of the Auxiliary.

I’m sure you know many members who have served several times as an elected leader or have served in 3, 4, 5 or more staff position for years and years and years. They’ve also contributed as an instructor, boat crew or vessel examiner. Members of this type are perfect candidates for recognition with the Auxiliary Achievement Award.

Auxiliary Commandant’s Letter of Commendation: “For an act of service resulting in unusual and/or outstanding achievement, whose performance is lesser than the Auxiliary Achievement Award.” Examples of such service could include conducting an outstanding training program, resulting in numerous new boat crews, instructors or vessel examiners; developing outstanding training materials or a recruiting program resulting in significant numbers of new members; outstanding performance in multiple mission areas. I’m sure you know an Auxiliarist who has done something outstanding that could qualify for this award.

Coast Guard Meritorious Team

Commendation: “An Auxiliarist must have made a significant contribution to a group or team cited for the award.” Examples of teams worthy of this recognition vary widely, but can include teams starting up new SARDETS or new flotillas, conducting outstanding training or operational events, creation or revision of significant training or administrative materials. If you are the leader of a team of Auxiliarists who have made a significant accomplishment submit the application form.

Auxiliary Humanitarian Service Award: “Is presented to members of the Auxiliary who distinguish themselves as individuals or as members of an operational unit for significant assistance in the event of disasters, natural or man-made. Such as, but not limited to, earthquakes floods hurricanes, including significant acts or operations directly related to humanitarian service, which are above and beyond routine service.”

THANK YOU: Last, but not least, is the easiest award to offer up, at any time, at any place. This of course, is a simple, “Thank You.” Take notice to the face of the recipient of your next “thank you.” Sometimes the look of surprise registered on that person’s face will tell you that the use of “thank you” is often few and far between. Make those two words, “Thank You,” become a major portion of your leadership vocabulary.

With that, I say to all of the Auxiliarists of D5-NR a hearty and well deserved “THANK YOU.” Thank you for your outstanding contribution, over the years, to our nation, our Coast Guard and our neighborhoods. ❀

*Mel Borofsky, RCO-E
Little Egg Harbor, NJ*

AWARD RECOMMENDATION FORM

| | | | | | |
|--|---|--|---|---|------|
| COAST GUARD AWARD RECOMMENDATION <small>ANSC# 7002</small> | | | | 1. RECOMMENDED AWARD | |
| 2. PERIOD BEING RECOGNIZED (DATES INCLUSIVE) | | | | 3A. INDICATE IF SUBSEQUENT AWARD (FIRST, SECOND, THIRD, ETC.) | |
| | | | | 3B. "O" DEVICE YES <input type="checkbox"/> NO <input type="checkbox"/> N/A <input type="checkbox"/> | |
| PERSONAL AWARD INFORMATION (FOR CIVILIAN AWARDS COMPLETE SECTION 14 ALSO) | | | | | |
| 4. NAME (LAST, FIRST, MI) | | | 10. PREVIOUS AWARDS EARNED DURING THE PERIOD BEING RECOGNIZED (ATTACH COPY) | | |
| 5. SOCIAL SECURITY NUMBER | | | 11. PRESENT DUTY STATION (AUX: DIVISION/FLOTILLA) | | |
| 6. BRANCH OF SERVICE | 7. STATUS AUXILIARY <input type="checkbox"/> CIVILIAN <input type="checkbox"/> REGULAR <input type="checkbox"/> RESERVE <input type="checkbox"/> | | 12. NEW DUTY STATION (HOME ADDRESS IF SEPARATION ANTICIPATED) | | |
| 7. GRADE/RANK (FOR CIVILIANS: POSITION TITLE, SERIES, AND GRADE) (AUX: POSITION TITLE) | | | 13. OTHER PERSONNEL RECOMMENDED FOR SAME ACTION AND AWARD RECOMMENDED | | |
| 9A. DETACHMENT DATE | 9B. RETIREMENT YES <input type="checkbox"/> NO <input type="checkbox"/> | | | | |
| 14. FOR CIVILIAN RECOMMENDATIONS ONLY | | | | | |
| 14A. PREVIOUS AWARDS DURING PAST 3 YEARS | | | 14B. RECOMMENDED AMOUNT OF AWARD (IF APPLICABLE) | | |
| | | | 14C. RECOMMENDED AMOUNT OF TIME OFF (IF APPLICABLE) | | |
| UNIT/TEAM AWARD INFORMATION | | | | | |
| 15. NAME OF UNIT/TEAM | | | 16. LOCATION OF UNIT/TEAM AT TIME OF ACTION | | |
| 17. LIST OF UNIT/TEAM PERSONNEL RECOMMENDED FOR AWARD (USE ADDITIONAL PAGE OR ATTACH ROSTER IF NECESSARY). PROVIDE NAME, SSN, GRADE/RATE, STATUS, AND PRESENT DUTY STATION. | | | | | |
| 18. NAME, GRADE, TITLE OF ORIGINATOR PHONE NO. SIGNATURE DATE | | | | | |
| 19. FORWARDING ENDORSEMENTS BY VIA ADDRESSEE(S). ATTACH ADDITIONAL SHEETS AS NECESSARY. | | | | | |
| VIA | COMMAND | RECOMMENDED AWARD | "O" DEVICE | SIGNATURE, GRADE, TITLE | DATE |
| 1. | | | <input type="checkbox"/> YES <input type="checkbox"/> NO | | |
| 2. | | | <input type="checkbox"/> YES <input type="checkbox"/> NO | | |
| 3. | | | <input type="checkbox"/> YES <input type="checkbox"/> NO | | |
| 20. DISPOSITION BY AWARDING AUTHORITY AWARD APPROVED | | "O" DEVICE | EXTRAORDINARY HEROISM APPROVED | SIGNATURE, GRADE, TITLE | DATE |
| | | <input type="checkbox"/> YES <input type="checkbox"/> NO | <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A | | |
| 21. SUMMARY OF ACTION: ATTACH A SEPARATE SHEET, IN NARRATIVE OR BULLET STYLE, TO MORE EFFECTIVELY CONVEY ACTION. AT A MINIMUM, MUST ADDRESS THE FOLLOWING QUESTIONS: (1) WHAT WAS THE SPECIFIC ACT/SERVICE PERFORMED? (2) WHERE DID THE ACTION/SERVICE HAPPEN? (3) WHAT WAS THE VALUE/EFFECT OF THE MEMBER'S CONTRIBUTION? (SEE COMDINST M1650.25 (SERIES)) FOR CIVILIAN AWARDS: SHOULD NOT EXCEED THREE PAGES: SEE COMDINST M12451.1 (SERIES) FOR GUIDANCE ON SPECIFIC AWARDS. CITATION IF APPLICABLE | | | | | |

DEPT. OF TRANSP., USCG CG-1650 (5/94)
SUPERSEDES OPNAV 1650/3

HAPPY ANNIVERSARY

**COMMANDER
FIFTH COAST GUARD DISTRICT
PORTSMOUTH, VIRGINIA 23704-5004**

18 June 2003



Dear Commodore Bentley,

Let me offer you my heartfelt best wishes on the 64th Anniversary of the Coast Guard Auxiliary. I extend my sincerest gratitude to you and your members for the dedicated years of volunteer support to the Coast Guard and our nation.

Fifth District is fortunate to have nearly 8,000 Auxiliarists performing a wide range of duties. In particular, during the past year, you have dramatically increased air and surface patrols, communications watchstanding and other support to help us meet our significant homeland security tasks. In recent months, many Auxiliarists have answered the call for additional support during military outloads and the related heightened security posture. You have enhanced operational readiness through training and exercises, and most importantly supported boating safety through vessel safety checks, public education courses, and commercial fishing vessel exams. Your activities have demonstrated the linkage between waterways security and waterways safety. Off the water, we have shared good fellowship and camaraderie. You have helped build our workforce through recruiting and project AIM and your stewardship has enabled us to better manage our resources.

As we commemorate this past year of exceptional service, we must also look forward to the year ahead. I predict it will be exciting and filled with opportunities to work together. Please pass my thanks and appreciation on to your members. Happy Anniversary!

Sincerely,

Sally Brice-O'Hara
Rear Admiral, US Coast Guard



↑ Admiral Brice-O'Hara and RCO-E Mel Borofsky aboard the USCG Barque "Eagle" during its recent visit to Philadelphia.

Photo by Tamra Neer, FSO-FN 72, West Creek, NJ

↓ Admiral Brice-O'Hara paid a surprise visit to Flotilla 47 in August.



AIDS TO NAVIGATION

As the new District Staff Officer for (ATON) Aids to Navigation (DSO-AN) I welcome all those new and repeating Aids to Navigation staff members.

A few words about immediate past ADSO-AN, J. R. "Andy" Kratzer. Andy was a great guy, a great Auxiliarist, very knowledgeable in the world of Aids to Navigation. He will be missed by all.

There are a few changes in the Aids to Navigation (AN) program, basically being where private aids (PA) files are to be kept. BMC Baraco, ANT OIC, has been most helpful. Private aids files, which are not under his jurisdiction, will be relocated. Accordingly PA files for Group Cape May are to go to Group Air Station Atlantic City. Western Lakes files are to go to ADSO-AN (W) who has agreed to take care of such files. Other members have been assigned to take care of Group Phila and Group Cape May files.

Training CDs for those with access to digital projectors as well as overhead slides will be made available.

The distribution of Private Aids to Navigation (PATON) assignments and folders will be done by the myself, directly to the Private Aids Verifiers (PAVs). Regrettably due to loss of Andy, the procedure has been somewhat set back. As soon as possible, such folders will be issued to PAV. It would be most helpful to me if each PAV would advise me are in which area they boat, this will ease the assignment of files.

As per D5-NR policy, only 1/3 of the PATONs will be checked each year. Distribution of Pennsylvania maps to SO-ANs will be by the ADSO-AN (W). Any Auxiliarist can check aids on sole-state waters and report discrepancies, but only PAVs can report verifications & positions on state waters. Use the 5NR-ATON 3 for Pennsylvania non-tidal waters.

Latest Report Forms (Previous revisions are obsolete):

| <u>Name</u> | <u>Form #</u> | <u>ANSC #</u> | <u>Revision</u> |
|--|---------------|---------------|-----------------|
| NOS Cooperative Chart Updating Program | | | |
| NOAA FORM 77-5 | | 7037 | 5/95 |
| Private Aids To Navigation Application | | | |
| CG-2554 | | | 3/02 |
| Aids to Navigation Report | | | |
| CG-5474 (AUX) | | 7054 | 5/95 |
| Aids To Navigation / Bridge Report | | | |
| 5NR-5474 EZ/5NR | | 7054 | 2/99 |
| Private Aid Position Verification Record | | | |
| 5NR-ATON 1 | | | 3/03 |
| Private Aid Verifier (PAV) Requirements | | | |
| 5NR-ATON 2 | | | 3/03 |
| Pennsylvania ATON Report | | | |
| 5NR-ATON 3 | | | 3/03 |
| Aids to Navigation / Bridge Report | | | |
| 5NR-ATON 4 | | | 3/03 |

Currency Maintenance of Private Aid Verifiers (PAVs): Each PAV will need to attend an operations workshop and do 5 Private Aids to Navigation (PATONs) each year, as assigned by the DSO-AN, in order to meet district requirements.

PATONS: PATON, on navigable waters, may only be



verified by a PAV and then only when requested by myself. This is a District policy. Any member may check any ATON, PATON or bridge, at any time, and they will get credit for reporting discrepancies. Only PAVs will get credit for checking an aid that has nothing wrong (this is a verification!) and only when asked to do so by the myself.

Chart Updates: The NOAA Form 77-5 should be sent to the me. I will screen and then forward it to NOAA. Do not send as indicated at the bottom of each sheet. Remember to get your marine dealer visitors and vessel examiners to complete a NOAA 77-5 facilities report when visiting a marina.

Adopt-A-Chart: Flotillas are encouraged to participate in this program and will be recognized for their participation. Flotillas so interested should contact the me.

I plan to issue to the AN staff correct reporting procedures as well as discrepancy reporting. Some of the reports received indicate some members are unsure about the filling out of forms. It is important for all members to send in their paperwork for AUXDATA credit and complete statistical data.

THANKS MUCH TO ALL WHO ARE ACTIVE IN
THE AIDS TO NAVIGATION PROGRAM

*Richard Keast, DSO-AN
Ventnor, NJ*



Chart used for ATON work aboard ship.

AUXIMAGE Photo by Jason Farow, Flotilla 72, D1SR

AVIATION

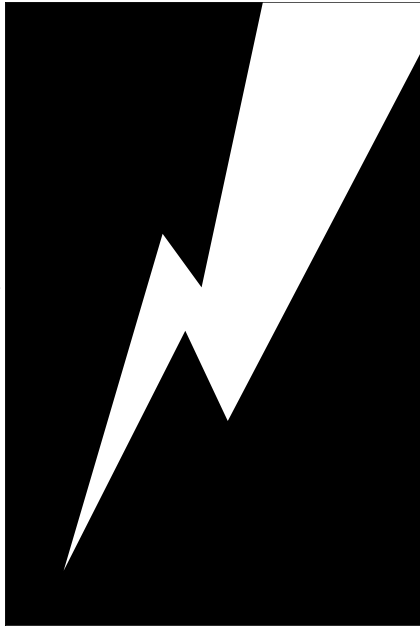
I've inserted a lightning bolt as a symbol for the enemy this summer, bad weather. Because of bad weather, we have launched just about one-third of our scheduled flights this summer.

The ramifications of this cutback in patrols by weather has meant that we haven't been as supportive of Coast Guard Air Station Atlantic City as planned. In addition, a spin off is a lack of training. All operational flights are both operational and training. The lack of training means that both pilot training and observer training almost comes to a standstill. The hardest hit are the observer trainees who need at least ten hours and in most instances more before they can be designated observers.

Even so, we now have eleven trained pilots on board. It was essential to get the pilots trained first else, there would be no training platforms for observers. Even so, we have three new observers and two or three who need just one flight to qualify. The next round of training will emphasize observer training with pilot training secondary.

There still has to be some emphasis on getting pilots upgraded. Until a pilot is either a first pilot or aircraft commander, they cannot perform search and rescue. There are five pilots who have to have their SAR check, but this can be done in conjunction with the training of an observer. Also, pilots must be checked on a biennial basis to insure that they are qualified. In order to meet some of the goals that are mandatory in nature, there will be training flights assigned based upon the number of operational flights that are cancelled.

We are nearing our goal of fifteen aircraft. By that, I mean that we have the additional aircraft and pilots in the pipeline and are committed to these folks. That number seems to be a little high although originally we were shooting for twenty. In the future, unless there is an expansion in our flight schedule or the usage rate increases, the total number



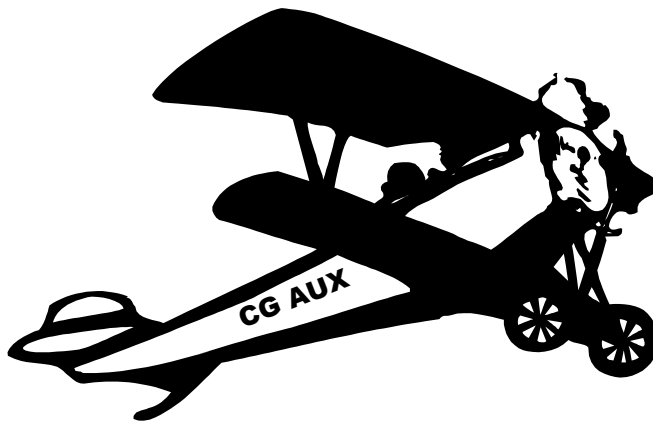
of aircraft will be permitted to decrease to 12 as pilots depart the program. So, I don't see a need at this time for additional aircraft and pilots. This point is of particular importance. However, there is a need for observers. Pilots have found at times that getting an observer for a flight is a daunting task.

We are now oriented toward getting more observers. The observer track can lead to an aircrewman designation. Getting an observer qualification can be quite lengthy. The lack of a significant number of flights and the availability of an observer trainee to meet a flight schedule all lengthen the process.

Initially, observer trainees have to take the observer test which is available online. Then, for new Auxiliarists, they must take a boating safety course. Dependent upon the individual, this can be challenged by taking the test without classroom instruction. Once a trainee has been designated as an observer, there is an additional training program that can lead to designation of aircrewman and aircrew wings. Pilots with a private pilot designation and a current flight physical can become aircrewman in only a few flights after designation as an observer. Pilots with less than 250 hours might be interested in this route since a minimum of 250 hours is required before consideration of a designation as an Auxiliary pilot.

Additionally, because of the fact that the program can be rather selective, even with that number of flight hours, a pilot applicant will be required to be instrument qualified. ✱

*Don Vaughn, DSO-AV
Harrisburg, PA*



COMMUNICATIONS SERVICES

What Is It! What Does It Do!

Communication Services (CS) in the 5th Northern provides a diversified service in the art of communication. Probably the best known source for information is the D5-NR Web Site (www.5nr.org). If you are not on the e-mail list to receive the bi-monthly web site updates, visit the site and sign up. Secondly, Ann Herman, ADSO-CS(WW) sends an excellent e-mail news update that not only provides up-to-the-minute District news but also national news, and news from various Auxiliary sources and other areas of interest. She can be contacted at anamreh@aol.com. There are also some excellent e-mail updates at the division level that we hope to expand, in the near future, to include all 5NR Divisions. If your division does not currently have an e-mail news update, encourage your SO-CS to start one.

A Point of Contact (POC) e-mail list for all 5NR flotillas is maintained by the DSO-CS to broadcast important information to all flotillas. This little known fact is greatly underused and District officers are encouraged to utilize this service more frequently. The POC list is also used to update the National Flotilla Finder which is on the National Web Site (www.uscgaux.org) and can be used to contact, via e-mail or web site, any flotilla in the Auxiliary by entering a zip code.

Division and flotilla web sites are not only a great source of division and flotilla news but also a great recruiting tool. Web sites are visited by the general public and must be updated on a regular basis to ensure return visits - a site that remains static is assured a slow death. Divisions and flotillas are encouraged to have web sites and are provided assistance, when requested, in establishing a web site. The best sites are entered in the National Best of Web Contest and Flotilla 6-10 tied for second place in the 2002 competition. Links to all Auxiliary web sites are maintained on the National Web Site and links to all D5-NR web sites are maintained on the D5-NR Web Site.

A Communication Awareness Program has been started and encompasses all phases of communication, except radio comms. All Division Staff Officers for Communication Services are involved and will be communicating with flotillas in their respective divisions to provide them with tools and methods for improved of communicating. More news on this subject will be forthcoming in the near future.

And always remember - "Communication – the thread that binds and keeps an organization from unraveling at the seams." ❁

*Harry Dyer, DSO-CS 5NR
Fort Washington, PA*

DIVERSITY

In the Fall 2002 issue of TOPSIDE, an article on Diversity concluded with a request for volunteers with an interest in forming a 5NR Diversity Team. Even if the article was not read, the "Want-Ad" set apart, was impossible to miss. That was Fall 2002. Coming up on Winter, 2003 --not one response has been received from that graphic Ad!

Auxiliary focus toward Diversity could consider the mandate accomplished by the Coast Guard, the first of the military services to recognize the values of and give full credence to a diversified organization.

Coast Guard recruitment mirrors the current population of our country. The faces of the Coast Guard are changing as are the faces on TV, the faces in the workplace, schools, shopping malls, city streets and so on.

Have the faces at Flotilla and Division meetings changed at least to some extent? Have the faces in Boating Safety Classes changed because courses are being offered in other than the usual locations?

Are the faces along the docks changing as we complete vessel safety checks and, as in our boating courses, present viable opportunities to interest other faces in our missions and possibly joining the Auxiliary?

It is now time for us to join with the Coast Guard in our common mandate to include all Americans. It is to our advantage to tap potential members with interests and skills other than just boating knowledge. Truly needed are new members with the technological skills which some of our members have had neither the opportunity nor the interest to pursue.

To some extent, we are creatures of habit. We enjoy a comfort zone; change comes slowly. Our commitment to change the faces of the Auxiliary will ultimately result in an appreciation of other cultural values and traditions which surely will enrich our organization as we continue "to support the United States Coast Guard Auxiliary and to abide by the policies established by the Commandant of the US Coast Guard." ❁

*Regina P. Stretch, District Diversity SPO
Brigantine, NJ*



HISTORIAN

WANTED

HISTORY ASSEMBLERS

ATTIC AND BASEMENT TECHNICIANS
NO PREVIOUS EXPERIENCE NECESSARY

FLEXIBLE HOURS
GREAT BENEFITS

Lots of good Auxiliary history documents are now in the archives at the fine new library at East Carolina University. More are needed. There is a desperate need for good photos of the past and present Auxiliary, full action. Photos are one of the best ways to show history. They also serve to make history books and articles more attractive and informative.

A very effective way to bring the Auxiliary to the attention of a broad ranging public is through museum exhibits. But it is necessary to have something to exhibit. Needed badly are old (especially pre-1970) insignia, ribbons and medals, uniforms, manuals, posters, flags, gizmos such as banquet favors, dance cards, mugs, printed or etched commemorative glasses and so forth. Needed are the kinds of Auxiliary items sold by Auxiliary District stores over the years. Our first goal is to get a first class exhibit at the Coast Guard Museum at New London, CT. Others will follow. This all depends on getting exhibit material.

Every Auxiliarist can be a history assembler. There are no student study guides, open or closed book exams, or such. It just takes the gitgo to seek out things and get them to your District Historian who will send the archives (papers and publications) to the Auxiliary collection at East Carolina University and artifacts (physical objects) to the Auxiliary National Materials Center in St. Louis. If you have questions about assembling history, or need advice about historical matters, or have any trouble getting in touch or getting attention contact: ☛

*Jake Lincoln, ADSO-PA, Historian
North Cape May, NJ*



MATERIALS



The following new items are now in stock:

Golf Shirt (Polo Shirt) with Pocket (M, L, XL)
\$18.00

Tee Shirt with Pocket (M, L, XL)
\$14.00

Hooded Sweatshirt (M, L, XL)
\$25.00

Add \$2.00 for 2XL and add \$3.00 for 3XL

Delivery schedules:

Auxiliary course materials
2 – 3 weeks

Other materials (in stock)
7 – 10 days

Other materials (not in stock)
add 2 weeks

Name Tags
3 weeks

All prices and order forms can be found on the D5-NR web site at www.5nr.org

No phone or fax orders.
Mail orders with full payment to the DSO-MA

*Art Titus, DSO-MA
9728 Woodyard Road
Greenwood, DE 19950*

INFORMATION SERVICES

AUXINFO How to find your data in the AUXDATA System

By now I hope many of you have tried to see the data you have submitted. Data entered by way of the forms we have been pushing. If you are a Flotilla Information Officer (FSO-IS), this will show you what has been entered for your unit. This article will demonstrate how to extract data.

On the Internet: <http://www.auxinfo.uscg.gov>

On the opening screen, select AUXDATA Cubes; then select desired type of data. Some are:

MEMBER ACTIVITIES cube displays statistics related to individual *member* participation in Auxiliary missions. Hours performed to complete Auxiliary missions using Air, Boat, and Radio facilities are available in addition to hours spent in support of unit based missions such as public education (PE) or public affairs (PA). Supplemental statistics such as ATON verified, PE and PA related contributions, and other mission related parameters are also available.

UNIT ACTIVITIES cube displays statistics related to individual *unit* participation in Auxiliary missions. This data will match the Unit Summary Report. The difference is subtle, but very important.

MEMBER contains data at the member level. This reflects each member's data, and is found in the unit they currently belong. Totals at the Flotilla level and higher, contain data for the current members.

UNIT contains data for all members submitting data for that unit. If a member transfers, the completed data does not move to the new flotilla. If a Crew or Coxswain patrols in a boat belonging to Flotilla "A", the hours are recorded in that flotilla.

COMPETENCIES cube contains personnel training and qualification status.

TASKS cube contains personnel training task status. This is where you can check your Crew Currency Maintenance Tasks.

Let's start with **MEMBER ACTIVITIES**:

After selecting, you will see a report at the National Level. This will take a little while.

First is to "drill down" to the unit desired. You can

use either the method of mouse over the column heading of UNITED STATES COAST GUARD, then moving mouse to next level. You can also click each. For D5-NR, go down to LANTAREA; LANTAREA EAST; District 05; D5-NR; and then Division & Flotilla. Click on the level you want, and let it display.

Second is to select year. Along top find "All Years", click;

then click on CY 2003 for example. This will display the total hours of all type.

Third you can select the level you want.

All Missions will break apart any of the missions.

All Positions break to lead, non-lead and trainee.

Mission Hours is hours: available are items like mission counts (# of forms entered), vessel safety checks, marine visits, PE completions and others.

Once you get something you like, Click "**Prepare Bookmark**", when done save in "Favorites."

To show the power, the following is a step-by-step of how I extracted a list of patrols for 2003.

Member Activities; drill down to Division; select Flotilla; select member;

Along top, click **All Years** & select CY 2003;

Click, along left, **AUXMP**, this will show hours by each type of patrol for year 2003;

In lower toolbar, click **Swap Axis** (next to # cols); and **Zero Suppress** (don't forget this!);

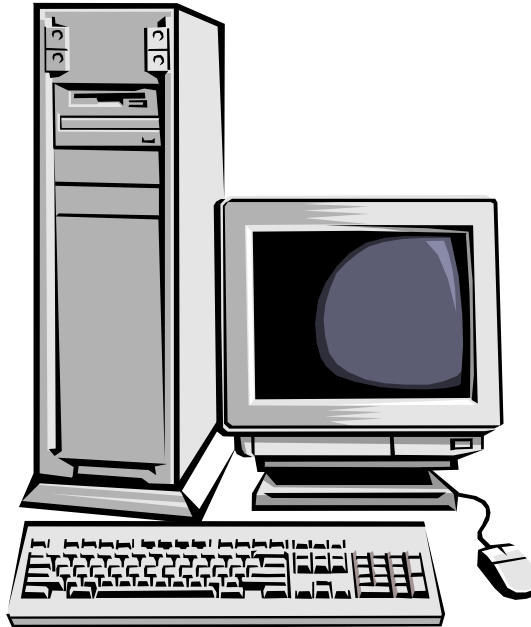
Click **All Positions**; Action; Replace; Cols;

Click **CY 2003**; Action; Replace; Rows;

At the **bottom CY2003**; click & select **down a level**;

Do this 2 more times, and you have patrol dates with hours as coxswain, crew & trainee. ✱

Dan Hartman DSO-IS
Cape May, NJ



MARINE SAFETY & ENVIRONMENTAL PROTECTION

So, what's up with the Marine Safety and Environmental Program in D5-NR? In a word, lots! We have a new program manager on the Coast Guard side, LT Becky Jones. We are implementing a new Auxiliary Augmentation Program. We have 5 Auxiliarists training as Assistant Facilities Inspectors (AUX-EU) and we have a training plan for three other PQSs (Performance Qualification System).

Let me back up here for a minute. We did a presentation in June for Flotilla 2-76 on the Trident Program and the new PQSs. One of the questions, perhaps THE question, was – what's in it for ME? We were puzzled initially by the inquiry but as we developed our presentation we came to realize exactly how important it was that we answer that question not only for the members of 2-76 but for every Auxiliarist.

Indeed what is in it for you? Marine Safety and Environmental Protection offers such a wealth of opportunities that it is sometimes difficult to focus on exactly where you want to get involved. Or at what level you'd like to participate. In fact, what CAN you do? Well, folks, that depends on how much time and effort you'd like to expend. The Auxiliarists of 5th Northern have distinguished themselves by their remarkable accomplishments at all levels of recreational boating safety. We think you have the potential and the talent to take those accomplishments to a whole new level in the Marine Safety and Environmental Protection program.

The PQSs I spoke of above cover a lot of ground. They range from participation in facilities inspections to marine environmental education, with 8 others in between. Most involve working directly with active duty personnel in the field. Some aspects of the program require more strenuous physical activity than others. LT Jones pointed out that those members who might not be as physically capable could participate by coming in to

assist with “the paperwork.” In fact it would be a big plus. Seems to be a perfect way to learn more about what's happening out there without having to get your hands dirty. How good is that? There really is something for everyone. All you need is the desire to participate.

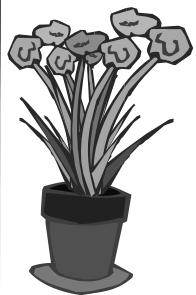
If there is a question as to how involved you can get, take a look at the Trident Program. Trident is not for everyone and it doesn't try to be. The level of commitment is daunting, no question about that. No apologies, either. It takes a special person to be an Auxiliarist. It takes a very special Auxiliarist to qualify for the Trident Device. When you are ready to take that walk we will be there to assist you in reaching your goal.

We hope we have answered the question 2-76 posed. There is as much in the program for you as you wish to put into it. We will be attending as many of your Division meetings as time allows. Please come out and bring your questions and your enthusiasm. We look forward to both.

The 5NR Marine Safety/Environmental Protection Team are:

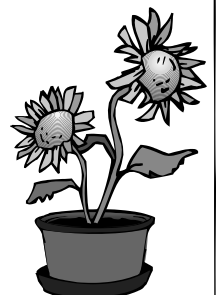
- K. “Mickey” deFerrari, DCP 7, ADSO-MS/EP (Sea Partners)
- Kenneth P. Kehrer, ADSO-MS/EP (Environmental Protection)
- Allison Revy Jr., ADSO-MS/EP (Trident Program) ✱

*Lyn A. Thomas, DSO-MS/EP
West Creek, NJ*



REGISTER NOW

2004 Spring Conference
Heritage Hills Resort
York, PA
March 12-14, 2004



Registration forms in this edition of TOPSIDE

MEMBER TRAINING

Your D5-NR District Member Training Staff Officers (DSO-MT, ADSO-MT's, IP-DSO-MT) recently met with CW04 Joseph Hartline and COMO Eugene Bentley to review and discuss our member training activities and policies. Some results:

1. Elected Officer (EOT) and Appointed Officer (AOT) Training in the three Areas was extremely well attended and the content highly informative. Based upon comments and other feedback, some "tweaking" of the agenda will even enhance next year's training.

2. The Risk Management Course is not a substitute for the Team Coordination Training (TCT) course. TCT is still mandatory as prescribed in certification and qualification requirements.

3. DIRAUX policy is that specialty course exams may be taken on-line using a registered AUXOP proctor.

4. A flotilla Sexual Harassment Prevention Training (SHPT) workshop is still a mandatory yearly requirement. Use the latest ANSC-7039 (Workshop Mission and Attendance Report) "07" to document this training.

5. A single, unified procedure and process for qualification and certification as an instructor, vessel examiner, or marine dealer visitor is included in the new D5-NR Policy Manual. The intent is to simplify and have the same procedure for processing the exams and qualification/ certification documents for each.

We also are working to provide some prototype computer training courses. As our organization becomes more E-Tech, we need to help our members transition and adapt to this new computer-oriented environment. In order to accomplish this training we need to identify and develop a list of experienced computer instructors for each of our Areas and/ or Divisions. Please contact your respective ADSO-MT to offer assistance and provide them with your qualifications. Provide available locations, if possible. Their e-mail addresses and phone numbers are listed in the D5-NR 2003 Calendar of Events booklet, on page 14.

I want to thank each member who attended and participated in our area-sponsored training workshops and seminars thus far, this year. It is pleasing and rewarding to the instructors, facilitators and member training and DIRAUX staff when you participate to such a high degree, because they really put a lot of hard work and dedication into making these courses effective, successful and most of all enjoyable.

It's a team effort - keep up the good member training! ❀

*John S. Witemeyer, DSO-MT
Point Pleasant, NJ*

NATIONAL SAFE BOATING WEEK

I would like to thank everyone for their understanding and cooperation with the problems during National Safe Boating Week. I know the frustrations you had with not receiving the kits and being unable to order much-needed literature. You all did an outstanding job working with what you had. Added to that was the uncooperating weather we experienced.

Despite all the negatives, I have gotten some excellent reports about your successes. You are one terrific group of Auxiliarists, and a delight to work with.

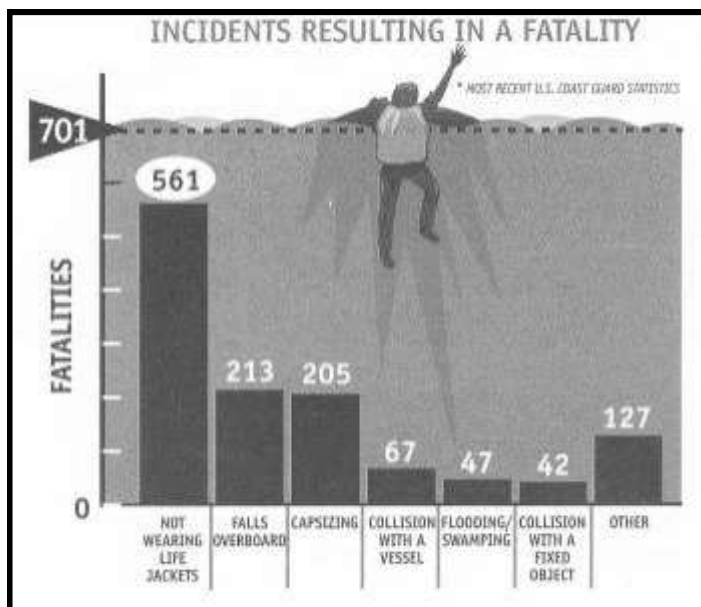
The National Safe Boating Council has promised to remedy this year's campaign and to be much improved for 2004. That brings to mind that it is not too late to start making your plans now for next year. Basically, all the literature you received over the past few years contains enough material to start organizing your event - and you'll be ahead of the game. You can order some literature now. There is plenty in ANSC for you to choose from, and that should be a big help (no rushing around for handouts at the last minute).

Remember that impressing the public on boating safety is not just for the one National Safe Boating Weekend. It is something we need to keep in the public eye all year round. In the Fifth Northern, our boating season is a small part of the year. But for the snowbirds who head for warmer locations when the cold weather arrives here - you can bring that information with you and spread the word "down there".

Again, thanks for making the best of a bad situation.

You are GREAT!! ❀

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



PUBLICATIONS

There is a fine difference between PUBLICATIONS and COMMUNICATIONS. The best way to communicate is through Flotilla and/or Division Publication (PB) Officers to have newsletters. True - the Internet is one good way. But not everyone (including me) has Internet capability.

The Publications Officer aims to inform the members of what is going on in the Flotilla, the Division, the District, and National. If you communicate well with your members, they will be more enthusiastic in participating in at least one (if not more) cornerstones. They will learn what is happening, become more interested, and hopefully will get involved.

It isn't easy to produce a newsletter if you haven't done one before. There are some obstacles (as in many new jobs), but these obstacles can be overcome. The main purpose is to get information out to the members, and to make Auxiliary life more interesting. Work with the other staff officers, and get them to write a few words about their particular jobs, and tell where a member can find something that seems appealing.

If a member is mechanically inclined, working as a vessel examiner might be one cornerstone. Teaching boating classes might interest someone. Amateur radio operators might want to work radios for SARDET and Coast Guard stations. If they own boats, patrols could be just the niche for them.

There is something for everyone who joins the Auxiliary. All you need to do is awaken their interest. Ask members and other staff officers to send in articles for your use.

Most important of all: Read the Auxiliary Manual, COMDTINST M16790.1, and ask the Materials Officer to order a Publications Manual for you. ☼

*Muriel G. Lewis, ADSO-PB (C)
Haverford, PA*

PERSONNEL SERVICES

We recruit to try to fill in the spaces created by those who have retired, transferred to other districts or those who have gone before us. It is critical to attempt to replace and add to our numbers to keep up with and meet our ever growing needs to assist the Coast Guard.

Each of us must consider ourselves as Recruiters for the Auxiliary. We must be enthusiastic, honest and realistic in the information provided to the prospective members. We need to identify and explain each of our missions so that the inquirer is well informed and aware that training for each mission is available to all of these volunteers. We must be able to identify what our responsibilities are to the Coast Guard and our Flotillas. New members must be offered training prior to assigning tasks to them.

The training required does not need to be done by each Flotilla. It could be more profitable for all members to combine their training with other members at the Division level. The member receives good member training and is left with a sense of belonging and a view of the "bigger picture." It is worth the effort to introduce these members to the Division and other members early as this more closely provides them with the correct information and the zeal to get out there and help to do the mission.

We will retain these members and soon see them rise up to be our new Flotilla Staff Officers and so on to become our leaders of the future.

Someone will recruit a future Commodore if that recruit is treated *well* and given more than one good reason to remain in the Auxiliary. ☼

Please know that I am always available to help.

*Sue Wade DSO-PS
Brigantine, NJ*

IMPORTANT EARLY 2004 DATES

ELECTED OFFICER'S TRAINING WORKSHOPS (EOT)

Eastern Area - Saturday, January 10, 2004
Central Area - Saturday, January 3, 2004
Western Area, Saturday, January 17, 2004

APPOINTED OFFICER'S TRAINING WORKSHOPS (AOT)

Eastern Area - Saturday, February 21, 2004
Central Area - TBD
Western Area - Saturday, February 14, 2004

VESSEL EXAMINATIONS

We had a slow start with our vessel safety checks (VSC) this year because of the weather, but have since picked up speed. Our District Goal for 2003 is 25,536 vessel safety checks. As of 31 Jul 03, we only completed a total of 5,929 VSCs. By the time you receive this message it will be November, so for your information, as of 1 Nov 2002, we did a total of 13,798 VSCs.

This year we don't have a problem with VSC decals like we had in the past. The word was put out that decals can be requested from the Auxiliary National Supply Center (ANSC), but to first go through your Chain of Communication. We have extra decals on hand in our District and the Divisions.

It is very important to make sure all VSC data is collected and reported to our Information Services people so they can enter this information into the computer data system. I know there are a lot of VSC's performed that have not been reported. Let's make sure all of our examiners receive credit for their accomplishments. Without proper reporting, it may be hard for our vessel examiners to receive more decals from ANSC. ANSC looks at the number of VEs performed before they will send out extra decals.

Now is the time to start lining up your VSC stations for next year. Check with your local marinas, they may help you with advertising. I would again like to see each Division hold two Division wide VSC weekends. This is where we flood marinas and boat ramps with examiners. This is a good time for flotillas to interact. These special weekends should be held early in the boating season.

Information has been circulated that Facility Inspection Forms (CG-2736, ANSC 7003) go direct to DIRAUX. Still, the ADSOs are receiving Facility Inspection Forms from our examiners. This change came about last year because we have improved so much in reducing the number of mistakes that were being made.

While we are on this subject, I am still receiving copies of many Facility Inspection Forms that were sent back for correction and/or more information. Let's take the time to look over these forms to make sure they are correct before we send them to DIRAUX. If we don't, we may have to go back to sending these forms to our ADSO/VEs to check before they are sent to DIRAUX.

Also the word was put out, many times, to put your Division and Flotilla number on paperwork that is submitted to DIRAUX. I don't care where on the form this information is placed, as long as it is in a place DIRAUX can find it without looking over the form with a magnifying glass.

There are several NEW Pamphlets that have come out within the last few months that should be ordered and given to boaters when VSCs are performed. These pamphlets are also very good for our Marine Dealer

Visitors to place in the racks. They are pamphlets and posters listed as "You're In Command". They consist of Pamphlets: "Get A Vessel Safety Check," "Become A Vessel Examiner," "Introducing Rescue 21," "Do your Part For Homeland Security," and Posters: "Learn Safer Boating Your Way," and "Have You Had Your "Free Vessel Safety Check."

There is also a new "Federal Requirements & Safety Tips" pamphlet dated 02/03, that just came out and is available from ANSC. The ANSC Number is 3006.

I'm still receiving requests for VSCs from National. I am also receiving request direct to me from the boating public because of my name & e-mail being placed on our Auxiliary WEB SITE. This system works and I would ask you to talk up this system and get your name added to the WEB SITE, to get to more boaters.

I have been receiving requests from marine dealers, requesting that additional VSC stations be set up at their locations. I have also received request from the DuPont Company Safety Department requesting that a Boating Safety Class be set up at a couple of their locations.

Home Depot stores have also requested that the Coast Guard Auxiliary be present at some of their stores to talk to people and hand out boating information. This is another area that we may be able to set up VSC Stations.

Calls have been received in reference to the 204 forms being issued from ANSC as a single copy and not the double form that is needed. This problem has been taken care of within the last month or so, as of this report. ANSC now has in stock the double 204 forms.

Several of our examiners attended the Commercial Fishing Vessel Course at Training Center Yorktown in May 03. Two of which are my ADSO/VE's. All of our examiners passed the course and are in the process of doing Commercial Fishing Vessel inspections.

There is a change to the VE Manual, that is listed on the "V" Dept. Web site as well as on the "V" Dept. Newsletter. I ask all those that are involved with the VSC program to send into National any errors or omissions in the present manual so they may be added to the errata pages. As they get ready to write a brand new VSC Manual they will also be able to use that information for updating it.

*Alfred O Grimminger, DSO-VE
Middletown, DE*

DISTRICT STAFF OFFICE APPLICATION

U.S. Coast Guard Auxiliary D5-NR District Staff Office Application

Privacy Act Statement

1. **Authority:** 14 USC 632 and 821.
2. **Principal purpose:** Used to review resume and data for qualification in applying for a District Staff Officer position and maintaining files.
3. **Routine uses:** All information furnished is for use by the U.S. Coast Guard and U.S. Coast Guard Auxiliary.
4. **Disclosure:** Failure to provide the requested information may result in no further consideration for a District Staff Office.

| | | | |
|----------------|---------------|--|-------------------|
| Date: | Member Number | District Staff Position(s) Applying For: (May pick up to three offices) | |
| Name: | | DSO: | ADSO: |
| Address: | | 1. _____ | 1. _____ |
| City/State/Zip | | 2. _____ | 2. _____ |
| Home Phone# | | 3. _____ | 3. _____ |
| Fax #: | | Current Division: | Current Flotilla: |

Auxiliary Training: ☐AUXOP ☐Coxswain ☐Crew ☐Instructor ☐VE ☐MV ☐Air

Other training: _____

Highest Office Held and Date: _____

Military Experience: _____

Professional Experience: _____

Education Level:

High School: _____ College: _____ Degree(s): _____

Professional Organizations Awards/Honors: _____

Computer Skills:

IBM/PC _____ MAC _____ Level of skill: _____ Your email address: _____ Programs: _____

Other than what is listed above, what other qualities of skill do you have that would benefit Team Coast Guard?

I hereby certify that the information contained above and any attached information are true and correct and are made with the understanding that this information is subject to verification.

Signature: _____ Date Signed: _____

Attach your resume if you wish. Resume attached ☐Yes ☐No

Reviewed by the District Vice Commodore: _____ Position recommended for: _____

VCO Signature: _____ Date: _____

District Commodore: ☐Approved ☐Disapproved Appointed Office Assigned: _____

DCO Signature: _____ Date: _____

This application is to be completed and forwarded to the District Commodore via the District Vice Commodore

PROFILE IN SERVICE

"SIR" BUD COMPTON **Inspection No. 6,000**

By KAY RUDDEROW, Staff Writer
The Bridgeton (NJ) News

Saturday, July 26, 2003, Bud Compton, 87, of Millville passed another milestone Friday, one that will be hard to match. Compton, a member of the U.S. Coast Guard Auxiliary Flotilla 34 since 1982, made his 6,000th vessel inspection in Fortescue as dozens of his Auxiliary friends and members of the U.S. Coast Guard looked on.

The vessel he inspected was that of the Fortescue Fire and Rescue, which was due for the annual safety check performed free of charge to any boat owner smart enough to take advantage of the offer. According to Compton, who with his wife of 67 years, Miriam, greeted the small crowd to celebrate reaching that number of inspections, boat owners who allow the inspectors to check their vessels for safety will be 80 percent less likely to need the assistance of the Coast Guard out on the water in the future.

Still spry of mind, Compton, applying the seal of inspection on the vessel, regaled the crowd with some of his adventures. "One time, I was inspecting a vessel when a fire extinguisher flew past my head, and the owner told me to get off the boat, that he never wanted anything to do with the Coast Guard or the Auxiliary again," he said. Compton complied with the order, but noted, had the man's vessel been stopped by the Coast Guard later and found to be in violation, the owner would be cited for what could have been prevented in the first place if had allowed the inspection and followed the suggestions given.

Another boater, a young woman, was advised the

brand new flotation devices she had purchased at an upscale store did not meet regulations and became irate at Compton's suggestion that she return them for an exchange. "She told me to get off her boat," he recalled. However, about three weeks later, he said, "She sent me a note of apology and said she had returned the flotation devices, and the store acknowledged that there was a problem."

Compton's record is the highest number of inspections any of those present could challenge, and may have set a record for all inspections made, the officials said.

Compton never owned a boat of his own, he admitted, but his daughter, Judy, and her family are boat owners, he said. Compton said he had worked on warships being built during World War II by the New York Ship Builders in Camden, and helped with the construction of 29 of them, including his favorite, the U.S.S. Alaska.

After the war he worked for the Wheaton Company in Millville as general manager, traveling throughout the countries in which the glassmakers did business, and also played string bass in a dance band. He and his wife have also taught boating safety for the U.S. Coast Guard Auxiliary for several years, and he doesn't plan to stop.

In fact, some of his friends are confident they will be back for another celebration within the next three years or so, when Compton inspects his 7,000th vessel.

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HURRICANES - PREPARE FOR THE WORST

PEAK HURRICANE SEASON IS HERE: TOP FIVE TIPS TO PREPARE FOR THE WORST

Free BoatU.S. Hurricane Preparation Guide Available

Is your boat ready for storm surge, driving winds, and torrential downpours? With the peak hurricane season upon us, Boat Owners Association of The United States has these top five tips to help weather the storm:

Keep it high and dry: Boats stored ashore are far more likely to survive than boats in the water. After the boats in its outer harbor were devastated in 1983 by Hurricane Alicia, the Houston Yacht Club responded by devising a comprehensive hurricane plan that includes the evacuation of all vessels.

At Martha's Vineyard Shipyard, the marina has put together a list of emergency employees to assist the regular staff with the rush removals, each one being pre-assigned to a specific duty so all goes smoothly.

These marinas, and many others, recognize that the key to weathering the storm is preparation - both by individual boat owners and marina personnel. Now is the time to review your marina's contract or boat club's rules for hurricane preparation and cement a plan with them.

Ensure your marina and boat are ready: There is a huge difference in how marinas prepare for a major storm. How well your marina is currently organized can tell you a lot about how well your boat will fare in the slip during a storm. Boats in poorly maintained, unorganized and cluttered marinas usually fare the worst in hurricanes.

Poorly sited marinas - those in unprotected areas, also face higher risks. When Hurricane Andrew decimated South Florida in 1992, most boats in the well-protected Coco Plum Marina survived. Marinas with floating docks and tall pilings also provide a safer solution than fixed docks as extra scope is not needed and docks will not float away over the pilings.

If you plan on leaving your boat in the water, be sure you'll have everything you'll need to secure it well in advance.

If your plan is to leave it at a slip, take inventory of your dock lines, chafe protection and other items such as fenders and duct tape. After Hurricane Fran hit in 1996, the BoatU.S. Catastrophe Response Team estimated that as many as half the damaged boats at marinas could have been saved by longer and thicker dock lines and adequate chafe protection - the first items to sell out once a hurricane "warning" is posted.

Find the right 'hole': If you plan on moving your vessel to a hurricane hole - a canal, river or harbor that offers better protection - it's important to remember that the storm surge may be ten feet high or greater. Seawalls and jetties that might otherwise protect your boat could be underwater. One other consideration: Plan on moving your boat early, as soon as a "warning" has been posted. Otherwise, you may find the best spots are already taken or that bridges have been locked down to evacuate automobiles.

Check your policy: An up-to-date insurance policy can mean success or failure in quickly returning the vessel to its pre-storm condition. Does your policy include all of your recently installed electronics or other upgrades? BoatU.S. also offers Hurricane Haul Out coverage that will pay half of all costs associated with pre-storm haul out - up to \$500 - for only \$25 a year.

Trailerable boats should be relocated as far as possible above the anticipated storm surge and made secure. Boats on storage

racks, davits and lifts should be put on trailers and taken inland.

Read up: For more information on hurricane protection, BoatU.S. publishes a free brochure, Hurricane Warning: A Guide to Preparing Boats and Marinas for Hurricanes and includes a free Hurricane Planning Worksheet that takes boaters step-by-step through the storm preparation procedures. For both of these free valuable tools and for other information on hurricanes, visit <http://www.BoatUS.com> or call 800-283-2883.

BoatU.S. - Boat Owners Association of The United States - is the nation's leading advocate for recreational boaters and provides its 540,000 members with a wide array of consumer services including a group-rate marine insurance program that provides over \$7 billion in hull coverage; the largest fleet of more than 400 towing assistance vessels; discounts on fuel, slips, and repairs at over 700 Cooperating Marinas; boat financing; and a subscription to BoatU.S. Magazine, the most widely read boating publication in the U.S.

For membership information visit <http://www.BoatUS.com> or call 800-395-2628.



D5-NR AT NACON 2003

Nashville, USA
August 29-31, 2003

Over 600 Auxiliarists from across the nation gathered for the 2003 National Conference in Nashville, TN. D5-NR was well represented, taking part in the many meeting and training sessions that filled the weekend.

Auxiliarist Eric Pennel of Flotilla 47 received the Award of Excellence for his achievements in public education, vessel examinations and marine dealer visits.

District Commodore Eugene Bentley led the contingent of DIRAUX, OTO, and 12 members of D5-NR.

Photos by Mel Borofsky, RCO-E



"YOU'RE IN COMMAND"



You're In Command: Boat Safely The Genesis of a Campaign

How can we make an even greater difference in recreational boating safety? Recreational boating fatalities continue to decline. But, there are still far too many deaths, injuries, and accidents involving recreational boaters on the nation's waterways. Furthermore, preventable recreational boating accidents consume valuable resources and time of the states and the U.S. Coast Guard that could otherwise be devoted to the Coast Guard's new homeland security responsibilities.

For some time it has been a goal of the Coast Guard's Office of Boating Safety (G-OPB) to unify its programs and funding relating to boating safety marketing and education under one multi-year outreach effort. The National Recreational Boating Safety Outreach Program officially began with the awarding of a task order to PCI Communications, Inc., an Alexandria, Virginia based communications agency, in September 2002.

The National Recreational Boating Safety Outreach Program will focus on making recreational boaters safer while enjoying their time spent on the water. Our outreach efforts will focus on such items as:

- 1 The Vessel Safety Check program (VSC)
- 2 Boating Education Programs, specifically America's Boating Course (ABC)
- 3 Boating Under the Influence (BUI) awareness
- 4 Wearing of Lifejackets (PFDs)
- 5 Carbon Monoxide Exposure
- 6 Keeping our Waters Safe and Secure

The Office of Boating Safety will first focus on VSC and ABC.

Situation Analysis

It was clear from the earliest meetings between the "You're in Command" team, which includes PCI, the U.S. Coast Guard, and representatives of the U.S. Coast Guard Auxiliary and United States Power Squadrons®, that there is much work to be done.

The Vessel Safety Check program -- while well established -- is reaching less than 1% per year of the approximately 13 million recreational boats registered in the United States. There are only 8000 Vessel Examiners at work, averaging less than 20 VSC's per year. Sales of America's Boating Course thus far have been minimal, threatening the Auxiliary's and Power Squadrons' ability

to provide this curriculum to the broadest range of recreational boaters possible. It was also clear that relatively little was known about the target audience for these initiatives -- what motivated them, where they got their information, and what they knew or didn't know about boating safety.

It was also clear that what is needed is a nationwide change of behavior among recreational boaters -- to get a VSC, take the ABC, wear a life jacket while underway, and never boat under the influence. Funds available for the outreach program are far from enough to produce much in the way of mass media paid advertising or other traditional marketing practices. Therefore, our strategy will consist of a five-part program consisting of:

- 7 A Marketing Research study and development of a Marketing Plan,
- 8 Development of an Image Library,
- 9 Development and production of a variety of marketing materials,
- 10 An ongoing Media Relations effort, and
- 11 An ongoing Coalition Building effort.

Useful Findings

The Marketing Research began in September 2002 and concluded in late November with a report to Office of Boating Safety, Auxiliary, and Power Squadron representatives. Among the key findings that will help to guide the outreach effort:

12 Most boaters think they are "safe" already. They equate safety with equipment -- life jackets, fire extinguishers, and radios -- and danger with the behavior of "other boaters." Therefore, telling them to boat "safe" or "smart" is not enough; they must be encouraged to boat "safer," or "at a new level of safety."

13 Recreational boating safety is suffering from "concept clutter." There is so much information, coming from so many different purveyors, that little is being retained.

14 The Vessel Safety Check program is known and well regarded, but few boaters know how to find a Vessel Examiner when they need a check.

15 Boaters liked the idea of America's Boating Course, but many Auxiliary and Power Squadron members question if it may hinder their own classroom training and recruiting efforts.

(Continued on page 25)

YOU'RE IN COMMAND

(Continued from page 24)

16 Though they are concerned about inebriated boaters, few boaters consider their own drinking to be a problem -- and fewer still understand the effect of waterborne "stressors."

17 Boaters may be motivated more by pocketbook issues than fear of accidents -- discounts on insurance premiums for taking safety measures or stiffer fines and penalties for violations provide the greatest leverage for behavior change.

18 The United States Coast Guard and its partner organizations -- the Auxiliary and Power Squadrons -- are highly respected for their professionalism and boating expertise.

The Umbrella Campaign

On the basis of this research, a powerful strategy to unite and leverage the messages of the National Recreational Boating Safety Outreach program was developed.

The goal is to "brand" boating safety -- to create a nationwide identification for the idea of boating *safer* -- and thus break through the oversupply of boating safety information. The strategy is an umbrella campaign that brings together the disparate messages of recreational boating safety with the same kind of power that "Buckle Up for Safety" acquired for automotive seat belt wear and the "Food Pyramid" brought to healthy eating.

The team searched for a word theme that would serve the goals of the umbrella campaign. Ideally, such a theme would be:

19 Suggestive of the idea of boating *safer*, or at a higher level of safety;

20 Placing the responsibility on the person operationally and legally in charge of safety, the boat owner or operator;

21 Flexible and suitable to a variety of safety initiatives;

22 Equally applicable to large, small, sail-, power-, and paddle-craft;

23 Nautical in nature; and

24 Short and memorable.

After considering dozens of alternatives -- new and

old -- the Office of Boating Safety selected:

YOU'RE IN COMMAND: BOAT SAFELY

A logo -- graphically depicting the campaign, and setting the look, feel, and color scheme -- was also approved in early January. The campaign also will be consistently identified as:

Brought to you by the U.S. Coast Guard in partnership with the U.S. Coast Guard Auxiliary and the United States Power Squadrons®.

You're In Command

The word theme and accompanying logo have tested well. Boaters immediately understand the message -- that as captain (even of a paddle craft or PWC) they bear the responsibility for their behavior on the water. The

graphic image places viewers at the helm, accountable for their own safety and the safety of passengers and other boaters.

The theme easily accommodates the various sub themes of the campaign -- as in, You're In Command: Get a Vessel Safety Check or You're In Command: Take America's Boating Course. The vivid colors complement the Coast Guard's traditional blue, while introducing a bright yellow and deep teal for a contemporary sense of energy and motion.

The Coast Guard's intention? That other responsible organizations freely adopt the You're In Command theme, rationale, and graphic identity for their own efforts to promote

boating safety on America's waterways.

The Next Steps: Making You're In Command a Reality

The Office of Boating Safety is well into the process of producing sets of initial materials to promote the You're In Command campaign. The official rollout will occur at the International Boating & Water Safety Summit, April 13-16, 2003 in Las Vegas.

The first elements expected off the presses will be a booklet aimed at boaters explaining the You're In Command campaign and a set of dramatic new posters for each of the subsidiary initiatives.

Of even greater interest to partners in the Auxiliary, Power Squadrons, and the National Association of State Boating Law Administrators (NASBLA) will be a new section of the uscgboating.org website entitled the

(Continued on page 26)

YOU'RE IN COMMAND

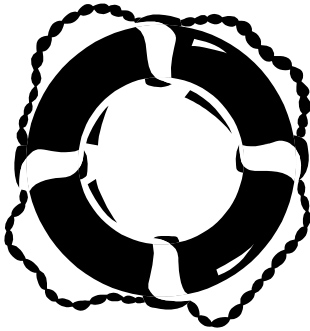
(Continued from page 25)

"You're In Command Resource Center." Here boating safety volunteers will be able to find an expanding variety of tools, resources, images, and downloadable files to help promote You're In Command, VSC, ABC, BUI, life jacket wear, etc...

We are also making great strides toward promoting the program through media relations and coalitions with manufacturers, dealers, other boating, hunting, angling, and outdoors interest groups, and associated industries. You can expect to see articles, PSAs, and features branded with You're In Command -- first in Auxiliary, Power Squadron, and NASBLA publications, then later in the trade and general press.

The Role of Partners

You're In Command -- and the National Recreational Boating Safety Outreach program itself -- will depend heavily upon the partnership and support of the U.S. Coast Guard Auxiliary and United States Power Squadrons. The two groups represent a huge network of dedicated and enthusiastic boating safety proponents who will now have access to some of the tools, national resources, and have needed. publicity they



The Office of Boating Safety looks forward to the Auxiliary working with the Power Squadrons You're In Command campaign. The energy, effort, and connections of the nation's two premier volunteer boating safety organizations, coupled with a world class communications agency such as PCI Communications, will be invaluable in the Coast Guard's effort to change the behavior of recreational boaters, reduce accidents, and save lives on the nation's waterways. ☼

FIRST IMPRESSIONS

A PICTURE IS WORTH A THOUSAND WORDS

We have all heard the old adage that "a picture is worth a thousand words". This couldn't be truer when a picture of a Coast Guard Auxiliarist appears in any media or an Auxiliarist appears in person in an inappropriate uniform or without the proper equipment.

What does this have to do with Public Affairs and Marketing? Everything!

The first impression is usually the best impression and the most memorable impression of a person or organization. What are we telling the public if three Auxiliarists are working a booth and the uniform of the day is tropical blue long and one person in addition to shoulder boards is wearing collar insignia? How does it look if one person is wearing a crew neck T-shirts and everyone else is in the proper V-neck shirt? Or even worse, Auxiliarists on a boat are not wearing life jackets, how do we convince the public to wear the life jacket if we don't?



You might think that some of the above is insignificant but when it comes to projecting the correct image of a professional organization that is a major component of the Coast Guard Forces it becomes very significant

The Auxiliary Manual and Auxiliary web sites instruct us in how to wear our various uniforms from the hats we wear to the correct footwear and everything in between.

The National Public Affairs (PA) team is very concerned with the image that is being projected by some members. It is critical that photographs be reviewed and approved by the PA team prior to publishing and that uniforms be inspected to assure that they are in good order and being worn correctly prior to being seen by the public.

Take a look around at your next Flotilla meeting, how many variations of our uniform are being worn? How do we look to the meeting's guests or representative from the Station? Blue trousers are blue trousers but the manual doesn't allow pleats or the wrong shade of blue.

Rededicate yourself, your Division and your Flotilla to projecting the correct image.

Wear the uniform proudly and correctly, look professional be professional. ☼

MARINE SECURITY Q & A

U.S. Department of Homeland Security
U.S. Coast Guard Public Affairs
Washington, D.C.

Public Affairs Guidance; June 26, 2003

MARINE SECURITY (MARSEC)

SUMMARY

There has been concern about the ability of Coast Guard field commanders to communicate MARSEC information because of previous Public Affairs Guidance (specifically, see PAG: HSAS 17 APR 03). This PAG addresses those concerns and allows for minimal response to direct media queries on MARSEC.

GUIDANCE

1 This guidance strictly covers Coast Guard communication with the media and the general public (i.e., press releases, speeches to Rotary Clubs, inquiries from average citizens). It does not apply to how or what is communicated with stakeholders, (i.e., members of industry, local government agencies, maritime interest groups, means of distribution of MARSEC changes to those groups).

2 Public Affairs posture is response to queries only.

3 MARSEC measures or other internal or industry specific security programs or systems should not be discussed with the mass media or the general public. However, the Coast Guard has an obligation to inform industry and maritime stakeholders of the applicable MARSEC level. Even so, we must be sensitive to the fact that the general public is used to the color-coded Homeland Security Advisory System.

QUESTIONS AND ANSWERS

1. What do I say if the media asks a general question about our security measures?

Stick to general statements. Do not discuss specific security measures, except those of which the public should be aware (i.e. establishment of security zones, navigational restrictions or limitations, enhanced reporting requirements, etc.).

“The U.S. Coast Guard does not discuss specific

details of our security plans or those of the maritime industry. We continue to work with the Departments of Homeland Security, Defense, and Transportation, the FBI and other federal, state, and local security and law enforcement agencies to ensure the security of ports, waterways, and facilities. We ask the maritime industry, boaters, and general public to be alert and notify the Coast Guard or local authorities of any unusual or suspicious activity in ports and waterways.”

2. What do I say if the media asks me to confirm that we are at MARSEC II?

“Based on the threat advisory issued under the Homeland Security Advisory System, the Coast Guard set Maritime Security level 2 for the [insert port area] to prompt the maritime industry to implement appropriate protective measures given the increased threat environment. We do not discuss the specifics of those protective measures or other security operations for obvious reasons.

However, any actions by the Coast Guard that impact the general public, such as restrictions on navigations, waterway closures or emergency operations, are announced via marine radios through broadcast notices to mariners or through the news media.”

3. What if they ask for an explanation of the relationship between the MARSEC level and the HSAS?

“The Homeland Security Advisory System reflects the prevailing threat condition. The Maritime Security level is set in response to the HSAS threat condition and reflects the protective measures that the Coast Guard and maritime industry will implement. The maritime security level is aligned with the Homeland Security Advisory System.”

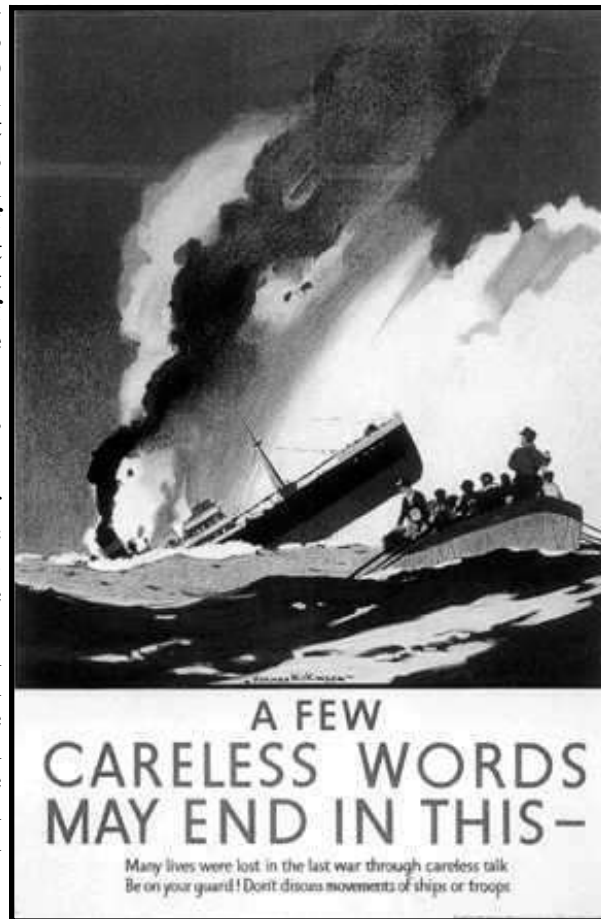
4. What if the media asks how MARSEC corresponds to the HSAS?

“MARSEC is aligned with the Homeland Security Advisory System. The MARSEC level is set in consultation with the Department of Homeland Security.”

1 MARSEC level 1 corresponds to HSAS threat level Yellow, Green & Blue;

2 MARSEC level 2 corresponds to HSAS threat

(Continued on page 28)



MARINE SECURITY Q & A

(Continued from page 27)

level Orange;

3 MARSEC level 3 corresponds to HSAS threat level Red.

5. What do I say if the media asks “what is MARSEC,” or “what happens when the MARSEC level increases”?

Below are statements you can use to answer general questions about MARSEC. Do not describe the specific measures or actions to be taken at the different MARSEC levels, except those for which the public should be aware (i.e. establishment of security zones, navigational restrictions or limitations, enhanced reporting requirements, etc.).

“The Coast Guard, in cooperation with the maritime industry and other federal, state and local agencies, implements certain security measures for the protection of the port. Certain facilities in the port, vessels, and offshore platforms will also implement more specific measures at escalating threat conditions. These measures are structured based on maritime security – or MARSEC – protective levels. These levels are part of an international maritime protective system that was established because of the inherently global nature of maritime transportation. The Coast Guard aligns MARSEC protection levels with the Homeland Security Advisory System colors that describe the prevailing threat conditions.”



“Any actions by the Coast Guard that impact the general public, such as a waterway closure or emergency operations, are

announced via marine radios through broadcast notices to mariners or through the news media.” ❁

-USCG-

PFDs OF 1869

As some of you know, I am a maritime historian and subscribe to several on-line mailing lists. I received the following today from two listers and thought you might find it entertaining if not interesting.

Enjoy.

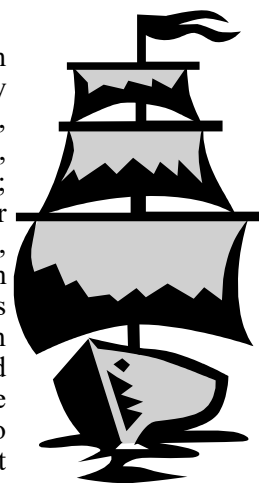
Dan Murphy, Flotilla Commander, Flotilla 10-6

STONER'S AQUATIC APPARATUS FOR SAVING LIFE

From 'The Illustrated London News', June 19th, 1869

The exhibitions in the Thames, opposite the river terrace of Cremorne Gardens, and on another occasion in the Lower Lake of the Crystal Palace pleasure-grounds, have afforded large numbers of spectators an opportunity of admiring Captain J. B. Stoner's apparatus for saving life at sea in case of shipwreck. It was repeatedly exhibited in the sea off Havre last summer, at the time of the Havre Maritime Exhibition, under the patronage of the French Government. The inventor, Captain Stoner, is an officer of the Federal army of the United States; and his representative or agent, now in London, is Mr. Craddock, also an American, who is accompanied by his wife; both Mr. and Mrs. Craddock performing, in public, the operation of putting on this apparatus, and floating with great ease and comfort, by means of it, either in still water or amidst the roughest waves.

The apparatus is a dress which may be worn above the ordinary clothes, and which consists, firstly, of a large flexible cork belt, or vest, to be fastened around the chest; secondly, of an India-rubber garment, made in one piece, covering the whole person from head to foot. This has no openings except one at the neck, through which, being elastic, the legs and body, with the arms, can be introduced; and openings for the two hands, at the ends of the sleeves, but clasping the wrists so tightly that not a drop of water can get in: there is a hood behind the neck, to cover the head, with a flap under the chin, supported by small air-tubes, to guard the face from splashing waves. The whole is fastened to the body by a strap round the waist, and by braces over the shoulders. The feet, where the covering of India-rubber is thick and strong, are further protected by metallic shoes, weighted so as to keep the body in an upright position. For the hands there is a pair of propellers, to act like the web-feet of water-fowl in swimming; each of these instruments has an expanding and contracting framework, so made as to present, when paddled with in a backward direction, a broad concave surface against the water behind, thereby



(Continued on page 29)

PFDs OF 1869

(Continued from page 28)

driving the person forward; but folding up again when his hand is brought again to the front, and thus offering the least resistance to his progressive motion. These propellers, paddles, or fins, are made of canvas stretched upon wire, and might, of course, be available for swimming without the India-rubber floating apparatus; they are not, we believe, quite a new invention, for something of the kind was proposed by Benjamin Franklin a hundred years ago.

The adventurer in Captain Stoner's buoyant suit of attire is attended by a very useful and agreeable companion for a prolonged stay alone upon the surface of the sea, at a distance from land or ship; this is a tin case or box, afloat upon the water, attached to his arm by a cord. Its lower compartment holds six quarts of good fresh water or any other wholesome beverage, with a small flexible tube and mouthpiece by which to drink it; the upper compartment may be stored with biscuits, sandwiches, sausages, or Liebig's preserved essence of meat, a flask of brandy, some tobacco, or anything else to keep a man alive for a week. Or he may have a loaded revolver to kill sharks and pirates; a book to beguile the weary time; and, more especially, a box of Lucifer's and a few Bengal lights or Roman candles, to make signals of distress by night. For a similar purpose, also, is this floating cupboard surmounted by a little mast or staff, with a flag to attract attention. The flag displayed in the late exhibitions was a red one, inscribed "Eureka!" but a small lamp would be substituted in the hours of darkness. Mr. and Mrs. Craddock only took three minutes and a half to attire themselves in the complete floating dress, and to jump from a barge into the river at Cremorne.

Vanishing for one moment beneath the water, they promptly reappeared, as secure and comfortable as if they sat in two chairs upon shore. Their floating cupboard was opened; they ate some lunch, and drank a glass of beer or wine; Mr. Craddock smoked his cigar, while his wife amused herself with a newspaper; they fired pistols, showed all the day and night signals, and made themselves quite at home—as they did last year, with two companions, nine miles out at sea, and, upon one occasion, at sea in the night.

It is stated by Mr. Craddock that the buoyant power of a single set of this apparatus, which costs £7, is sufficient to hold up five persons—two can be sustained by the wearer of the waterproof dress, and the other two can hang on to the floating cupboard. The whole apparatus, except this cupboard, is packed into the size of a small carpet-bag, and weighs 22 lb. It would seem to be no bad equipment for a long voyage, or course of travel in the wilderness.

RESPONSE FROM ANOTHER READER

In my copy of "Weird and Wonderful Ships" by Graeme Cook ISBN 0-89009-031-9

The device mentioned is illustrated on pg 27.

'This rubber life-saving suit was actually demonstrated in 1869 in America. A life-jacket inside the suit provided buoyancy, while a floating container attached to the suit held food, drinking water, a flashlight, distress rockets—as well as a pipe, tobacco and newspapers to read and avoid boredom.'

Pg 28 shows 'Improved swimming device'.

It was an American invention of 1880 and its originator claimed could achieve speeds up to 6 mph. The illustration essentially shows a pole, about two feet longer than the swimmer, with hand cranks at the front end, foot cranks at the far end and terminating with a propeller driven by these cranks/bicycle style and chain driven, a buoyancy float was located under the chest.

Pg 28 also shows a 'Life-preserver'.

Looking more like a space suit than a life-preserver, invented by American Traugott Beek in 1877, was made of sailcloth fixed to circular metal tubes. Waterproof trousers and gumboots encased in metal bands provided protection against rocks and attacking fish. Within the top portion was a month's supply of food. In the event of foul weather, the wearer could close the hood and breathe through the curved pipe.

Only in America you say?? It is easy to smile, but out of these ideas comes life-saving devices of today.

There is also the non practical idea to capture U-Boats by fishermen--it consisted of a bag, hammer and hand grenade. When the U-Boat put up its periscope the fisherman put the bag over the top, when the 'blind' commander put up the second periscope to find out why he was 'blind', they smashed the lens with the hammer, when the totally blind U-Boat surfaced the fisherman lobbed in the hand grenade and single handed captured the boat!!

(There were no incidents of any such captures that I am aware of!)



MERITORIOUS TEAM COMMENDATION

THE COMMANDANT OF THE UNITED STATES COAST GUARD WASHINGTON 20593

The Commandant of the Coast Guard takes pleasure in presenting the
COAST GUARD MERITORIOUS TEAM COMMENDATION to:
COAST GUARD STATION MANASQUAN INLET/STATION SMALL SHARK RIVER
OPERATIONAL AND SAFETY STAND-DOWN SUPPORT TEAM

For services as set forth in the following

CITATION:

"For exceptionally meritorious service from 16 June 2003 to 23 June 2003 in direct support of the Station Manasquan Inlet/Station Small Shark River Operational and Safety Stand-down. During this period the members of the Coast Guard Auxiliary Division 16; Fifth District Northern Region (5NR) directly augmented Group Air-Station Atlantic City by providing a standby Bravo-Zero "Ready Boat" to both stations, thus allowing the necessary stand-down time to successfully complete the mandated operational training. Members of Division 16 participated in 17 patrols and over 150 underway hours in direct support of operations at Stations Manasquan Inlet and Shark River. In addition, the team provided 48 hours of communications watchstander duties. The team's operational support included assistance to Aids to Navigation Team Cape May in correcting several discrepant aids in the Manasquan River and assistance to the Operational Stand Down's Tiger Team by providing the necessary platform and crew to serve as the "distressed vessel" during numerous underway training and evaluation exercises. This allowed the station's Active Duty and Reserve components to stay focused and complete countless hours of essential training. Members of Auxiliary Division 16 also provided IS patrols in support of both the 20-22 June Boat Safe Exposition and the 22 June New Jersey Offshore Powerboat Association Grand Prix Boat Race Marine Event. The critical support provided by the members of Auxiliary Division 16 (5NR) during the stand down of Stations Manasquan Inlet and Shark River was instrumental in providing uninterrupted search and rescue coverage in Group Atlantic City's area of responsibility. The dedication, pride, and professionalism displayed by the Operational and Safety Stand Down Support Team reflects credit upon each team member and the United States Coast Guard. "

The Operational Distinguishing Device is authorized.

For the Commandant

R. H. Schlatter

Commander, U.S. Coast Guard

Commander, Group-Air Station Atlantic City (Acting)

The following Auxiliary (Fifth District Northern) members are authorized to receive the Coast Guard Meritorious Team Commendation for their involvement and participation in the Station Manasquan Inlet/Station Small Shark River Operation and Safety Stand-down Support Team.

Anthony M Alessi
Robert H. Batta
James L. Bennett
Howard Burakof
Elford H. Caldwell
Michael J. Caruso
Fred J. Choppy
David N. Clark
Donald N. Clark
Dorothy E. Clark
Lisa M. Clark
Ronald J. Coleman
Joseph Cotignola
Joseph G. Filosa
William R. Francen
Dennis J. Georgia
Charles F. Gerow Jr
Carol A. Giroud
Herbert A. Gomberg
Theodore R. Hall
George S. Hartigan
John L. Ignozza
Marjorie Ignozza
Ronald J. Ivanlcki

Bernadette R. Klein
James M. Loneran
Nancy L. Lopus
Frederick J. McCarthy
Michael L. Monter
Harold T. Moscatiello
Benjamin Novick
Joseph Pretio
Charles D. Rickabaugh
Frank L. Schmidt
Gary Schmidt
Edward S. Schutzki
Victor Silvestrini
Robert J. Sloboda
John W. Sneddon
Paul A. Teliha
Dona C. Turner
Ehman R. Van Biert Jr
John S. Witemeyer
Patricia A. Witham
Robert G. Witham



On September 13th, some Division 16 recipients of the Meritorious Team Commendation received their award at the Fall Conference in Lancaster, PA. The awards were presented by CDR R. Schlatter and ENS Hanson, both from Group Air Station Atlantic City. The remaining recipients received their award at the Division 16 meeting held on October 7, in Manasquan NJ.

Photo by Harry Dyer, DSO-CS

USCG CUTTER EAGLE VISITS PHILADELPHIA

The USCG Barque "Eagle" visited Philadelphia, PA, from 15 through 18 August 2003. On Friday morning, 15 September, various Auxiliarists and other persons gathered at the Marine Safety Office (MSO) Philadelphia and were taken by bus to Marcus Hook, PA where they were ferried to the "Eagle" by Coast Guard boats and a commercial pilot boat.



Photos by various photographers.

The "Eagle" then sailed to Penn's Landing in Philadelphia where the passengers disembarked. It was exciting to see the cadets and crew maneuver the ship up the Delaware River to dock at Penn's Landing. Unfortunately, the wind was forward of the beam so the auxiliary engine was needed for propulsion. Our hosts were most gracious and we were appreciative.



On Saturday and Sunday, 16 and 17 September, Public Affairs and Career Counseling booths were staffed at Penn's Landing in the vicinity of the docked "Eagle." This event was organized by Stan Morantz, SO-PA, Division 2 and was extremely successful in



presenting the Auxiliary message to the public. Auxiliarists from the Divisions surrounding Philadelphia also assisted in manning the booths. There was much activity at the Career Candidate booth. ❀

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



FALL CONFERENCE 2003 LANCASTER, PA

The D5-NR Fall Conference was held on 12 to 14 September 2003 at the Lancaster Host Hotel and Conference Center in Lancaster, PA. Numerous member training sessions were held on Friday afternoon and evening, Saturday and Sunday morning.

These included an AUXDATA Help Desk staffed by Captain Bob Platt and DSO-IS Dan Hartman and a "Coastie" training session. This was presented by Ms. Jeanne Bertram from D5-SR, assisted by the new Special Project Office Coastie, Tamra Neer, exhibiting the excellent cooperation between D5-SR and D5-NR.

Captain Jonathan Sarubbi, USCG, Captain of the Port of Philadelphia and District Commodore Eugene Bentley jointly signed the **AUXILIARY AUGMENTATION PROGRAM, Marine Safety Office (MSO)/Group Philadelphia Instruction 16790**. This 23 page document delineates the role and responsibility of D5-NR Auxiliarists in assisting MSO/Group Philadelphia.

Included in the document are Auxiliary qualifications and expectations, for the following positions: Asst. Facilities Inspector, Asst. Pollution Investigator and Asst. Pollution Response Specialist, Asst. Harbor Safety Specialist, Asst. Container Inspector, Marine Safety Watchstander, Marine Environmental Education Specialist, Safety Patrol Team Member, Uninspected Passenger Vessel (UPV) Examiner and CFIVS Program Dockside Examiner and Program Manager.

An election was held on Friday night for the positions of Rear Commodore. The results are as follows:

Rear Commodore East- Melvyn A. Borofsky

Rear Commodore Central- Robert P. Amort

Rear Commodore West- Harold N. Miller

"All work and no play" is never the watchword for a D5-NR Conference. Friday and Saturday evening hospitality suites were well stocked with delicious goodies prepared by Mrs. Thelma Kehr, Mrs. Michele Borofsky, Mrs. Jean Amort and Mrs. Joanne Perrone. This group of "First Mates" ably staffed the room both evenings.



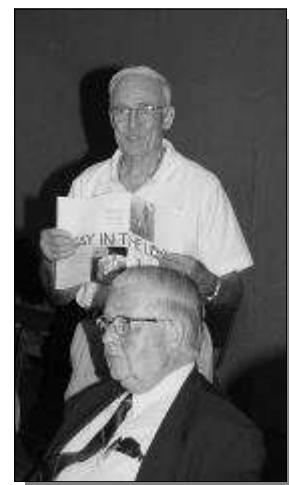
Following a delicious Saturday Banquet, where all were decked out in their best finery, RCO-W Henry Reeser organized a very entertaining "Casino Night" for late Saturday night revelers. ❀

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

FALL CONFERENCE 2003—LANCASTER, PA



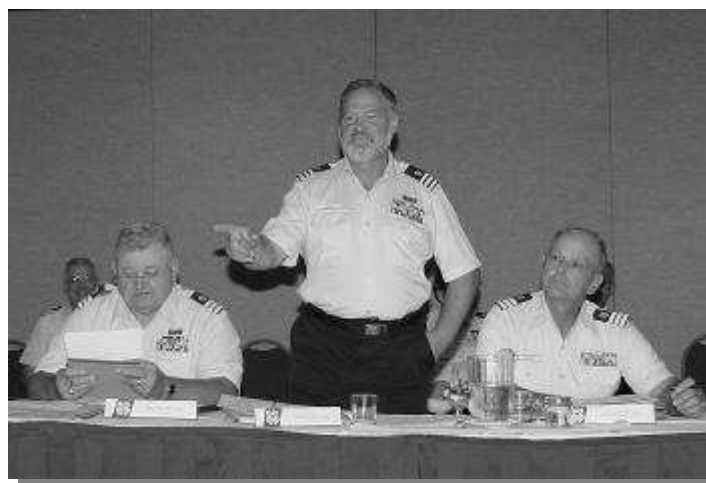
Photo Essay
2003 D5-NR Fall Conference
Lancaster Host Resort & Hotel
Lancaster, PA
September 12-14, 2003
Photos by:
Mel Borofsky, RCO-E
Harry Dyer, DSO-CS
Kate Taylor, VFC 10-5



FALL CONFERENCE 2003—LANCASTER, PA



FALL CONFERENCE 2003—LANCASTER, PA



FALL CONFERENCE 2003—LANCASTER, PA



FALL CONFERENCE 2003—LANCASTER, PA



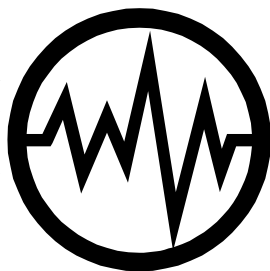
FALL CONFERENCE 2003—LANCASTER, PA



POWER OUTAGE

During the afternoon of August 14, New York City and the surrounding area experienced a wide-spread power outage. According the TV news reports, all electrical power, communications and transportation were affected.

As the TV coverage continued to show millions of people walking home from their offices in New York, I realized that communications in Division 16 could be affected. I initiated the DOT/CGAUX High Frequency Emergency Radio Net. Auxiliary Radio Marcus Hook was net control. Contact was made with Auxiliary Radio Spring Lake in Division 16 and Bob Witham reported sporadic power outages in the Station Manasquan area. He also reported that Station Manasquan was under full power at that time.



Auxiliary Radio Station "Media" checked into the SHARES net (a conglomerate Federal agency radio network) and represented the Coast Guard Auxiliary on that net and kept in contact with Auxiliary Radio "Marcus Hook" via the Central Area's repeater system. Our training was put to good use and all stations participated in a professional manner.

Coast Guard Auxiliary radio stations from Pennsylvania, Maine, Massachusetts, New Jersey, Maryland, Ohio and Michigan participated in the net. The net was secured in conjunction with the SHARES net at 0000 hours Zulu. ☼

*Submitted by Joe Rzucidlo, DSO-CM D5NR
Trainer, PA*

Is your TCT status up to date?

Remember... all Auxiliarists involved in the Boat Crew Program, either as coxswains or crew persons must have completed a full TEAM COORDINATION TRAINING (TCT) workshop at least once in the past five (5) years. The deadline for this requirement is May 31, 2004.

Don't lose your qualifications!

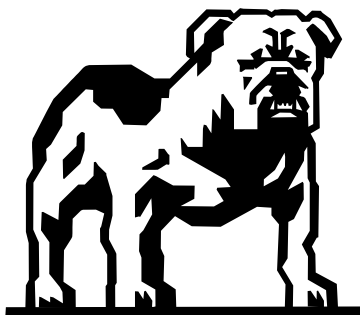
MUTT TEAM

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 MUTT 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 Flotilla's in carrying out their training responsibilities.

The MUTT Coordinator's job is to select qualified "team members" to present the approved training programs utilizing local experts to minimize training costs. They can act as trainers, 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 MUTT 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 Search & Rescue Detachment (SARDET) training. Other courses such as Auxiliary Leadership & Management (AUXLAM), NavRules, Elected Officer's 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 class size minimum number of student requirement.

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

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

CONFERENCE COORDINATOR

Once again, Fifth Northern's Spring Conference comes over the horizon well in advance of the "real spring." Following up the very successful Fall Conference program, the Spring '04 Conference is loaded with training, new information and an all-in-all fun weekend for our members and their guests.



Arlene, Ira and Kevin, "The Team"

We are returning to the Heritage Hills Golf Resort and Conference Center in York, PA. And yes, we are aware that this will require an overflow hotel for some attendees. However, please consider the following. Heritage Hills was the only site to submit a bid from the several hotels contacted. They are truly desirous of our business as they have kept the room rate (\$55) and meal costs at the same levels for the last two years. The extremely responsive staff, and overall quality of this facility is hard to beat. The overflow hotel is much closer this year and transportation and program schedules have been set to reduce inconvenience as much as possible.

For 2004, Operations and Instructor Workshops are mandatory. Note that both of these programs are offered on Friday afternoon and **repeated** on Saturday afternoon. An extensive and very thorough Vessel Examiner School is scheduled to start on Friday afternoon and continue through Sunday morning. Hands-on vessel work is planned, weather permitting. Attendance to this school is limited to the first 25 members to sign up for the program. A waiting list will be set up, if necessary, should slots open up.

In addition to the above, programs on GPS use, Marine Safety, Aids to Navigation, PowerPoint use, and "Coastie" use are also being offered. For guests, a very informative and entertaining Spouses' Program will be presented (See details on the Table of Contents page in this issue of *TOPSIDE*.)

One final note, please help us and fill out your registration forms as completely as possible. It is imperative that you include your correct Division Number (Not District Number). As odd as this may sound, please put your name on the forms where indicated.

We look forward to seeing you at the conference. ☘

*Kevin Hurst, Arline & Ira Dolich
Conference Coordinator Team*

SCHEDULE OF EVENTS

2004 SPRING CONFERENCE

12-14 March 2004

Heritage Hills Golf Resort, York, PA 17402

Friday, 12 March 2004

- 1500-1900 Registration Desk Open (Lobby)
- 1600-1800 Operations Workshop**
- 1600-1800 Member Training/Instructor Workshop**
- 1600-1800 Vessel Examiners School**
- 1800-2000 Members' Dinner
- 2000-2100 Division Captains' Caucus
- 2000-2100 District Staff Officers' Meeting
- 1900-2300 District Materials Center Open
- 2100-2330 "Welcome Aboard" Party

Saturday, 13 March 2004

- 0630-0800 Members' Buffet Breakfast
- 0700-1145 Registration Desk Open
- 0800-1600 District Materials Center Open
- 0800-1200 District Board Meeting
- 0800-1000 GPS Seminar/Next Step Forward**
- 0800-1400 Vessel Examiners School (cont.)**
- 0900-1200 AUXDATA Help Desk**
- 1015-1215 Marine Safety Workshop**
- 0900-0930 Spouse/Guest Coffee
- 0930-1200 Spouse/Guest Program
- 0900-1200 Training Aids/Trade Show
- 1000-1015 General Coffee Break
- 1215-1400 Awards' Luncheon
- 1400-1600 Operations Workshop (repeat)**
- 1400-1600 MT/Instructor Workshop (repeat)**
- 1400-1600 Spouse/Guest Program
- 1400-1600 "Coastie" Training**
- 1400-1600 AUXDATA Help Desk**
- 1400-1600 ATON Update Seminar**
- 1400-1600 Marine Dealer Visitor Seminar**
- 1730-1830 Cocktail Hour
- 1830-2200 COMMODEORE'S BANQUET
- 2200- Hospitality Room

Sunday, 14 March 2004

- 0730-0900 Members' Breakfast
- 0800-1100 Vessel Exam's School (cont.)**
- 0830-1000 Past Captains' Breakfast
- 0930-1130 MT Staff Officers Meeting
- 1000-1200 Hands-on Power Point Seminar**
- 1000-1200 EXCOM Meeting

SPRING 2004 CONFERENCE REGISTRATION

SPRING 2004 AWARDS CONFERENCE REGISTRATION FORM NON-FUNDED ATTENDEES 12 - 14 MARCH 2004

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: 12 FEBRUARY 2004
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** ⇐

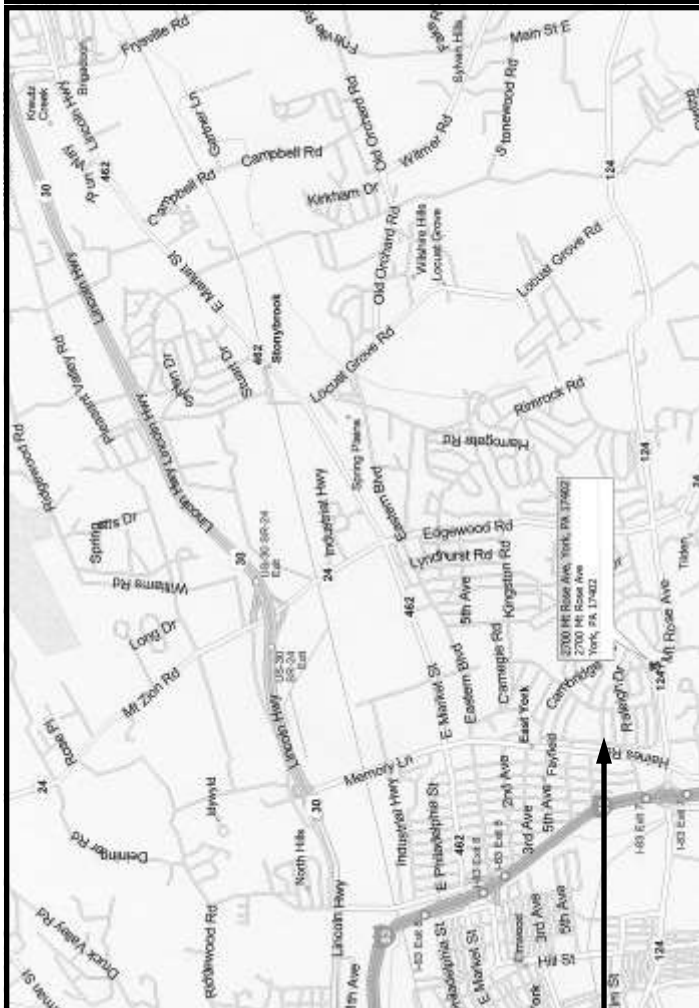
Division Number (REQUIRED):

| | #1 | #2 | Amount \$ |
|--|----|----|-----------|
| Name | | | |
| E-mail Address | | | |
| Registration fee for each person 17 years of age & over @ \$5.00 | | | |
| Friday Night Buffet @ \$21.00 | | | |
| 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) | | | |
| Check made out to USCG AUX 5NR for the TOTAL AMOUNT: | | | |

Workshop/Event Selection

| | | |
|---|--|--|
| OPS Workshop Friday PM (Required for 2004) | | |
| MT/IT Friday PM (Required for 2004) | | |
| Vessel Examiners School (Runs Friday Afternoon through Sunday Morning. Limited to 1st 25) | | |
| GPS Seminar/Next Step Forward | | |
| Marine Safety Seminar | | |
| Spouse/Guest Program-Morning | | |
| Spouse/Guest Program-Afternoon | | |
| Operations Workshop Sat. PM (Repeat of Friday) | | |
| MT/IT Workshop Sat PM (Repeat of Friday) | | |
| "Coastie" Training | | |
| ATON Update Seminar | | |
| Marine Dealer Visitor Seminar | | |
| Hands-on PowerPoint Seminar (Sunday Morning) | | |

SPRING 2004 CONFERENCE HOTEL RESERVATION



UNIFORM OF THE DAY

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

HOTEL ROOM RESERVATION FORM*

**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: 12 February 2004

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 as directed
on the Conference Registration Form.**

AMLOC TRAINING

AMLOC Training Auxiliary Mid-Level Officer's Course Cape May New Jersey September 26-28, 2003

New members in the U.S. Coast Guard Auxiliary look to the Captains, Vice Captains, and Rear Commodores with an admiration and respect for leadership that is natural to them because of the newness of the Auxiliary experience. Can you recall when you were a new member how it felt when the Captain or Commodore shook your hand for the first time and welcomed you? Division Captains, Division Vice Captains and District Rear Commodores are known as mid-level officers in the Auxiliary.



How do the Mid-Level Officers learn to lead? Does it come naturally or easily? Well the truth is, not in most cases. Generally that type of skill comes about from years of learning, mentoring, training and experience.

These men and women must learn to develop proficiencies in a wide variety of areas from budgeting to writing and everything in between.

I would like to share a few thoughts from a recent experience I was privileged to participate in the Auxiliary Mid-Level Officers Course or AMLOC Training.



Our Instructors were George Keefer and Wes Doody. These two Instructors knew the materials very well and were able to give it more meaning through the dialogue, enthusiasm and their teaching skills.

Special thanks to Jack Witemeyer, DCP 16, and Bruce Long, VCP 8, for arranging this event.

The actual Training was arranged over a three day period and was Part "A", of a two part course design. The class was comprised of 18 members who came prepared to the Cape May Training Base to learn about the concepts behind successful leadership.

The techniques were broken down into sensible and easy to understand principles that when applied will empower leaders to not only recognize the needs of a Flotilla, Division or District, but will enable them to become more effective in communicating, problem solving and in dealing with change.

Some of the topics covered were planning and goal setting, understanding your role as a leader, budgeting

and staffing, how to listen and communicate, effective writing techniques, networking, recognition, and how to strive for continuous improvement.

This course takes a serious approach to TEAM building in a variety of ways. The time was spent in an interactive environment, so at all times there was a two way communication between the instructors and the students.

The design of the course brings to life the role of the Division Board, and Division Staff, and the importance of



how each member supports and works as part of a team to accomplish our missions.

One thing not to overlook here is that this course was fun. It kept our attention and energy levels at a high peak and challenged us to learn by doing.

The class was pleased to have COMO Gene Bentley and CWO4 Joseph Hartline available to answer questions and offer encouragement.

This training not only increases the knowledge of leaders but builds confidence in them that will serve them well where ever they may be.

I would highly recommend this training to anyone considering a Division or District elected office. Training helps you to continue in your journey with the tools to motivate and build. Leadership may not be easy but it certainly is not as hard when you know what to do and how to do it.



Build on your experience and always welcome training opportunities that become available. Continue to hone your skills in all you do. After all, the path you are on began with training. ❁

*Russell M. Galson DCP 3
Photos by Bruce Long, VCP 8*

WELCOME TO 5NR

Commodore Eugene Bentley, Jr, 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

| | | | | | |
|-------------------------|-------|------------------------|-------|-----------------------|------|
| Robert E. Abers | 69 | Lester F. Kenfield | 52 | Mary K. Shidlowski | 13-5 |
| Teresa I. Abers | 69 | David A. Killian | 18 | Paul A. Shidlowski | 13-5 |
| Joseph P. Acciani | 13-10 | Frederick J. Klemm | 82 | Mark Sincavage | 15-3 |
| Robert A. Albano | 81 | Russell W. Knight | 15-7 | Donald T. Smith | 16-3 |
| Pegga A. Avola | 14-2 | Gerard T. Lamartina | 35 | Douglas B. Smith | 74 |
| Victor T. Benderoth | 12-2 | James F. Langan, Jr. | 44 | Dwight K. Smith | 95 |
| Alan A. Berenstein | 14-2 | Howard J. Lees | 42 | Keith S. Smith | 49 |
| Edward F. Bilger | 2-76 | Michael J. Lees | 42 | Sandra L. Smith | 11-4 |
| Barry R. Borman | 10-2 | Robert A. Lindsay | 44 | Susan C. Smith | 49 |
| Regina Ann Borman | 10-2 | George J. McCarron | 2-76 | William Smith | 74 |
| Brian K. Bowes | 15-5 | Mathew M. Manning | 15-5 | Robert E. Smithson | 74 |
| James A. Braxmeler, Jr. | 10-5 | Richard D. Martin | 10-2 | Paul B. Smyth | 16-3 |
| Matthew C. Breneisen | 15-5 | Clifford P. Meeks, Jr. | 35 | John F. Stevenson | 4-11 |
| Stephen J. Bugaj | 94 | Janet S. Meeks | 35 | Christine P. Swain | 66 |
| David K. Chew | 35 | Florence M. Melo | 16-10 | Gary P. Swain | 66 |
| John J. Collins, Jr. | 82 | Edward W. Menchara | 81 | Patrick W. Taylor | 42 |
| Thomas J. Conroy | 16-10 | William F. Miller | 48 | Edward L. Tynan | 12-5 |
| Andrew C. Crowley | 48 | William J. Miller | 12-2 | Ellis E. Underkoffler | 12-9 |
| Celia A. Crowley | 48 | Andrew Montano, Jr. | 7-12 | Donald J. Vastano | 34 |
| Thomas J. Davis | 77 | Geraldine K. Montano | 7-12 | Eduardo R. Vitorino | 16-7 |
| Donald L. Deeds | 11-4 | Daniel C. Muller | 16-6 | David K. von Kroge | 14-1 |
| Dennis R. Delp | 14-2 | Richard A. Muller | 16-6 | Richard D. Wagar | 7-12 |
| Chad R. deSatnick | 82 | Daniel O. Mulvey | 7-12 | James T. Walton | 18 |
| Charles A. Dick | 10-2 | Debra J. Naylor | 14-5 | Janet E. Walton | 18 |
| Peter P. Dilullo | 49 | Susan A. Nicolini | 7-11 | George W. Weaver | 14-2 |
| William B. Donohue | 86 | Stan W. Olsen | 14-2 | Wanda L. Weaver | 14-2 |
| D. M. Draxler-Bedrosian | 15-6 | John Ostermiller | 16-7 | Harry H. Weisler | 12-2 |
| James M. Driadon, Sr. | 82 | Bryan V. Panella | 10-2 | Adam W. Wenclewicz | 6-10 |
| Alan F. Ellis | 11-9 | Albert E. Parkin | 12-2 | Ronald N. Whitteker | 12-2 |
| R. Ross Fales | 16-8 | John G. Pearsall | 66 | Michael D. Wilder | 14-1 |
| Troy R. Faw | 14-2 | John W. Pearsall | 66 | John N. Winter | 84 |
| Linda M. Fetterolf | 14-2 | Rosemarie A. Pearsall | 66 | Frank C. Wothers | 86 |
| Donna M. Frankenfield | 14-5 | Joseph J. Polizzi | 16-3 | Gordon E. Wright | 49 |
| John G. C. Fuller | 2-76 | Alexander E. Pratt | 81 | Winter W. Wright | 14-4 |
| Belinda H. Gantz | 14-2 | John M. Reilly | 49 | | |
| Albert S. Gates | 61 | Francis E. Riley | 95 | | |
| Raymond J. Golden | 16-5 | David P. Robb | 95 | | |
| David M. Good | 14-2 | Jason A. Rogers | 12-2 | | |
| Charles J. Gould | 15-7 | Jay B. Ross | 66 | | |
| Dora R. Hall | 12-2 | Noreen Schifini | 16-3 | | |
| Michael E. Harding | 48 | Jeremy C. Schmoyer | 10-2 | | |
| John E. Harrison, Jr. | 16-1 | David H. Scott | 66 | | |
| Timothy R. Hess | 95 | David F. Seymanski | 66 | | |
| Robert S. Hinderliter | 49 | James Shedlarski, Jr. | 15-3 | | |
| Margaret S. Hoyer | 10-5 | | | | |
| Eric M. Johnsen | 14-2 | | | | |

Prepared by IPDCO Robert Perrone, Sr, DSO-FN, as of 1 May through 30 September 2003

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.

Paul Boenig

Gloria McCloskey

George Severn

Elizabeth Shuffstall

Samuel DiPasquale

Charles Delp

Floyd Maiden

Michael Ventura

Alexander "Lex" Shabs

Rupert Hoover

Rosalie Brittman

"Sailors rest your oars"

AREA CREW SCHOOLS

As the needs of the Coast Guard and our nation increase so does the operational needs of the Auxiliary. Our "fleet" is continually increasing creating a demand for more qualified coxswains and crew persons. These training needs have been supplied utilizing area crew schools. Each of our areas, East, Central and West conducted classroom, in the pool and on the water training in 2003. We are pleased to present some of the photos, taken during the training at Cape May, NJ and Raystown Lake, PA by many different photographers. ❁



AROUND THE DISTRICT

Division 2
Philadelphia, PA

When a Vessel Safety Check becomes so much more....

On June 12th 2003, Vessel Safety Examiner Patrick Cunningham (FC 2-76) and Vessel Safety Examiner Trainee Kenneth Christy (FSO-CS 2-76) were asked to inspect 2 wave runners and one 22 foot bow rider at a gentleman's house.

While Ken was performing the vessel safety check (VSC) under the instruction of Pat, he noticed that the fire extinguishers on both wave runners had significant rusting on the activation pin and inside the nozzle.



The owner was informed of the problem and advised that he would have to replace the fire extinguishers before a "safety seal" could be issued. While we had the faulty extinguishers handy we went through the steps and precautions to be used when fighting a fire with a dry chemical extinguisher.

On June 14th the owner of the wave runners made contact with Ken to let him know that he had purchased the two new fire extinguishers and to request a re-inspection. The re-inspection was scheduled for later the next week.

Ken received another call from the wave runner

owner detailing an entirely unexpected benefit to our VSC and failing his rusted fire extinguishers. The owner's daughter apparently kicked or knocked over a small gasoline can while doing some yard work. She never noticed that the can was lying on its side and spilling fuel down the back stairs and pooling around the basement door. The fumes apparently made their way into the basement. A short while later the water heater turned on and a violent explosion erupted. Not having any other fire extinguishers, the owner and his daughter ran to the wave runners and grabbed the brand new extinguishers that we asked them to purchase as a result of the VSC. Using the techniques that we taught them as part of our discussion items, the owner and his daughter were able to quickly extinguish the flames and prevent major damage to their house!

On a related note, after the fire was out, the owner decided that he already had enough of a mess to clean and decided to try the two extinguishers that we failed. NEITHER one would discharge any chemicals! Had we not asked the owner to replace them, a genuine catastrophe could have occurred including the loss of his house, two wave runners, the 22 foot bow rider and the assorted pets in the house. ❀

*Ken Christy, FSO-CS Flotilla 2-76
Philadelphia, PA*

USCG "EAGLE" VISITS PHILADELPHIA

The EAGLE arrived at Penns Landing on August 15, 2003 and opened to the public over the weekend of August 16th and 17th. People came from all over the Philadelphia region to see the Coast Guard's magnificent three-masted sailing barque up close, and to talk to the Cadets about their experiences on board their seagoing classroom. The Eagle, being one of five such training barques worldwide, teaches approximately 175 CG Cadets and instructors. Both the crowd and Auxiliary members were eager to tour and learn about this impressive vessel.



the CG Auxiliary. Five stations representing the overall missions of the CG Auxiliary were set up for: Boating Safety Classes, Safety Vessel Inspections, Marine Environment Safety, Auxiliary Membership and CG Academy Recruitment.

38 Auxiliary Volunteers, dressed in uniform, arrived on Saturday, Aug. 16th ready to hand out literature and pamphlets. The weather was not cooperative. Despite the intermittent rain showers, the teams hung in there and no one abandoned their post until the event closed for the day. On Sunday, Aug 17th, 39 volunteers were greeted with hot, humid and sunny conditions. Again the Auxiliarists stayed at their dockside posts and greeted the public with smiles and lots of literature and information.

Cheryl Monroe and Sue Robson were the "coolest"

(Continued on page 47)

AROUND THE DISTRICT

Division 2
Philadelphia, PA

(Continued from page 46)

PANDAS in the District. With the oppressive humidity and heat they were also the “most over heated” volunteers at Penns Landing. Both children and their parents enjoyed the ‘PFD PANDA’ paw shakes and hugs.

The event was carefully planned and coordinated by Stan Morantz, VFC. Stan Morantz sought out the assistance of Carol Owens to assist with coordinating the tents, tables, chairs and other logistics for the event. SOMA Neil Orkin obtained the various literature and pamphlets needed for the event. Additional volunteers were called on to assist at the five stations. To bring about this team effort and have everyone and everything prepared at Penns Landing was truly the product of planning, long hours on the phone, meetings, correspondence and “blood, sweat and tears”. Anxiety and concern were overcome by the efforts of Stan Morantz and Carol Owens who solidified all of the plans, and as usual, gave their tireless efforts.

While the dockside event was primarily sponsored by Division 2 volunteers, it would not have been the success it was without the additional support from Divisions 3, 4 and 10. The event was a true representation of TEAM WORK in action, and accordingly, the work load was made lighter and easier. With 67+ volunteers, the event proved to be a tribute to all of the Auxiliary’s’ dedicated people.

We cannot possibly name each person that assisted, but we can express our thanks and gratitude to ALL that



volunteered. A special thanks to all those who hauled and lugged boxes, tables and chairs back and forth to the trucks and to the CG Base. These volunteers struggled with the rain and the heat, but they were always ready to help. THANK YOU. SEMPER PARATUS. ❖

*Co-Author by: Cliff Dunn, Stan Morantz,
and Gene Hendrzak
Photos by Ray Robson*

A WEEKEND AT THE SARDET



If you go down to the Delaware River every weekend and holiday during the boating season you may see a personal pleasure craft that has been converted into a “Vessel of the United States,” an Auxiliary facility.

The day begins around 0730 when the American and Coast Guard Auxiliary Patrol Ensigns are hoisted, equipment is checked, and engines are warmed. The crew of this vessel swiftly but carefully prepares their vessel for a day on the water. Who are these people and what are they doing? Well, on the 19th and 20th of July they were your Flotilla mates.



Under the direction of Coxswain Emil Milano, crewmembers Ken Christy, Betsy Levy, and Charlie Lyman staffed the boat that Auxiliary Search and Rescue Detachment (SARDET), Wilmington, Delaware on Saturday.

(Continued on page 48)

AROUND THE DISTRICT

Division 2
Philadelphia, PA

(Continued from page 47)



Our day began with a crew briefing on our operating area, the current weather and the tasks that we were going to practice Saturday morning before getting underway. The crew pulled together in a coordinated effort to perform a practice tow on another Auxiliary vessel.

After seeing that the team was working well together, we went on a Marine Safety/Harbor and Anchorage Security Patrol. The patrol covered from the mouth of the Christina River to the Commodore Barry Bridge. During our patrol, the crew checked all the aids to navigation, bridges, private markers and State regulation signs to see that they are working/watching properly.

As part of our harbor safety duties we notified several boaters about the 100 yard safety zone surrounding bridges, marine terminals and commercial vessels. Some recreational boaters out for a fishing trip were disappointed that they couldn't fish under the Barry Bridge, but they cooperated, moved on, and thanked us for being out on the water that day.

Sunday's Patrol was scheduled to help combat a problem that has been developing over the last few weeks. Statistically there had been a number of boating accidents on Sunday evening just after dark near the Barry Bridge. We scheduled our Sunday Patrol for some night operations time. Crewing the vessel were Vic Tenaglia as the Coxswain and Ken Christy, Betsy Levy and Elizabeth McKeon as crew members. SARDET Supervisor Carol Owens also came on this patrol as a crew person.

The day started at 1300 with a patrol down to the Chesapeake & Delaware (C&D) Canal. All of the crew got to try their hand as helmsman on the trip down. Believe me, it's not as easy as it looks! By around 1600 we were all ready for a trip to the "head" (there isn't one on the boat) so we headed back into the station for some

"Bravo 0" (Search and Rescue Standby) time.

We grabbed some dinner and by 1800 we were on our way up to the Barry Bridge to keep an eye open for distressed boaters. At that time of night we needed both eyes, our ears, a night scope and the radar to keep track of where we were and what was around us. The Delaware River is so completely different and disorienting at night that I can understand how people run into things... especially all those unlit buoys!

Except for a boat that got a little too close to us for comfort, things were quiet and cool on the river. There was an almost unbelievable amount of commercial traffic at night. During the day I hardly ever see ships only a few minutes apart on the river. Sunday seemed like an endless stream of large vessels that could easily turn a distracted or careless boater into fish bait.

I can only assume that was the normal amount of night traffic. Our patrol ended somewhere around 0100. It



was a very long day, but one that was definitely worth it.

A good time was had by all the crew members. We put in long days but we had a camaraderie that made the time fly. If you are crew and didn't make it this time, try to come down with us when we next visit the SARDET. It is an experience that can't be duplicated anywhere. If you aren't crew qualified yet, stop down anyway for lunch. ☼

*Ken Christy, FSO-CS 2-76
Philadelphia, PA*

AROUND THE DISTRICT

Division 4 Southeast, PA

At their monthly meeting, on August 26, 2003, Flotilla 47 was honored by the presence of the Commander of the Coast Guard Fifth District, Rear Admiral Sally Brice-O'Hara.

Admiral Brice-O'Hara was visiting MSO Group Philadelphia as part of her orientation of the Fifth District. The Admiral expressed interest in attending a Coast Guard Auxiliary meeting. CWO Joe Hartline, of the 5th District Northern Region Director's Office, contacted Joe Rzucidlo, Division 4 Captain. Admiral Brice-O'Hara was invited to attend Flotilla 47's monthly meeting.



Admiral Brice-O'Hara listened with interest as the Flotilla conducted their business. In her remarks, Admiral Brice-O'Hara expressed her gratitude to the Auxiliary members for their dedicated service to our country. She commented how well Flotilla 47 and its members fulfilled the four cornerstones of the Coast Guard Auxiliary. Admiral Brice-O'Hara commented that during her 28 years in the Coast Guard, she and her family attended so many Auxiliary functions, her grown sons could give a briefing on the Auxiliary. The Admiral pledged continued support to the Auxiliary Mission.

When Vice Flotilla Commander Paul Trainor asked the guests for comments, all of the guests echoed the Admiral's appreciation to the Flotilla and all Coast Guard Auxiliary members for their service. After the meeting, the Flotilla members gathered around for a picture to commemorate her visit.

The Admiral and her group were given a briefing and tour of the Delaware Bay and River Cooperative (DBRC) by Retired Coast Guard Captain Gene Johnson, President of the Cooperative. The DBRC is the home of Flotilla 47's meetings and training activities. ❀



Submitted by Mary Rzucidlo, Flotilla 47
Trainer, PA

PARTICIPANTS IN GENERAL (PIGS) NEEDED

I sure had a good time at my first "corn eating

AROUND THE DISTRICT

Division 5 Harrisburg, PA

competition" at Rod and Kathy Miller's home on 22 Aug. My husband Phil and I were new to this event and had no idea what to expect. Some of the more seasoned participants like Cecilia and John Masney, Ann Smith, Bill Cherry and Steve Marthouse knew a little more about what to expect. I don't know if Doris Smith and George Stewart were familiar with this event or not. Once reading the rules such as: *PIGS should not "pick" their ears, thinking a short cob and small kernel advantage will work here;* and *PIGS displaying excessive pouting or squealing will be appropriately penalized by the officials*, I figured that the main rule was to have FUN!!



The "PIG OFFICIAL" (Rod Miller) patrolled the area armed with a turbo charged gun (water filled only) to make sure the rules were not broken and to ensure no one cheated with the cob count. When you were shot, you really got wet! But, he got 'paid back' when his grandson got hold of another 'drenching weapon of defense' and went after the big guys.



Cece made her famous chili sauce for the hot dogs and Ann made a peach cream cake dessert that was a big hit. There was lots of good food brought by our Flotilla 'gourmets chefs'.

The winners won't be announced until the 2004 COW, but I won't hold my breath for a prize since I only ate two ears. From what I heard, winners in previous years ate a dozen or more ears. With all the great food, maybe we should add a "chef" category to the contest???



It's obvious that a lot of planning went in to this event. My thanks to all for their work in putting this together, and especially Kathy and Rod for the use of their home. They helped make my job as Fellowship Committee Chairman easy! It appeared that everyone that attended this event had a fun-filled evening as we continued promoting FELLOWSHIP!! ❀

Story by Judy Dann, Flotilla 56, Chambersburg, PA
Photos by Kathy Miller

AROUND THE DISTRICT

Division 5
Harrisburg, PA

Flotilla 56 takes Marine Safety to Maryland

The week of 23 June 2003 was designated "Junior Fleet Sail Camp Week" at Maryland Yacht Club, Pasadena, MD. Judy and Phil Dann motored their boat, "Copasetic," north from the lower Chesapeake Bay to be used as Judy's home base for the week and Jane Turnau used "Toujours T J", already at the Yacht Club. The temperature hovered in the high nineties most of the week, resulting in very hot and humid days!



Jane and Judy performed many different duties during the week; they were one of the safety boats using Turnau's inflatable raft with engine for the beginner sailors; they monitored the homemade "toy sail boat races"; and they taught a marine Safety and Environmental Protection class.

They began the MS class with "Saving Inky", the whale video. During the discussion, Jane showed the pictures of how marine animals are harmed by fishing lines, floating balloons, and other trash in our waters. The discussion was followed by the "Tug of War" experiment.

This was the first time the experiment has been conducted in a pool. The object was to show how strong a plastic six-pack can holder can be. Ducks, fish, and other animals can get entangled and are not able to break the plastic and get free. The class tried hard to tug the plastic apart, to no avail.



With the high nineties temperatures and the cool pool water, the class was a great success. The instructors received many compliments throughout the week. ☼

*Photos and story by Jane Turnau, Flotilla 56
Fayetteville, PA*

FLOTILLA 56 - 2003 BAY CRUISE



Harrington Harbor South was the first site to visit. The "decorate your boat" contest brought some amazing results. Photo left shows the "Copacetic" decked out for the event.

Nightfall brought on a light shower, sending everyone back to the shelter of their boat.

By morning some of the



members wanted to try their luck at fishing so Capt. Phil obliged.

Swimming, eating and

fellowship took up most of the time

The flotilla moves northeast across the bay



and into Kent Narrows for the final stop of the cruise.

In conclusion, all participants returned home safe and sound. Thanks goes to Jane and Ted Turnau (our cruise

directors) for coordinating this event. ☼

Boat Decorating Contest

1st place – "Aqua Therapy"
2nd Place – "GPII" 3rd Place – Copacetic

*by Seth Shafer, Flotilla 56
Chambersburg, PA*

AROUND THE DISTRICT

Division 5 Harrisburg, PA

MARINE SAFETY GOES TO CAMP

Bright and early 7 July 2003, Betty Argenbright, Judy Dann and Jane Turnau traveled to St. John's Camp near Fort Loudon, PA to give several classes in "Marine Safety and Environmental Protection" to the young campers. With "Popeye" pollution posters taped on the walls of the camp cafeteria, they began reading together the Berenstain Bears pamphlet "Keep Pennsylvania Beautiful." Much discussion led to "Top 10 Ways you can reduce pollution."



"Officer Snook", the U.S. Coast Guard Water Pollution educational coloring and activity book was then introduced to the classes, with discussion about how trash on Pennsylvania shores can travel by streams, rivers, and bays to the ocean. The highlight of the sessions was the "touchy - feely box" experiment. The objective was to identify by touch and classify whether or not the objects were a natural part of the aquatic environment, i.e. if the object was natural or man-made. Questions then evolved

such as: How did the non-natural objects get into the environment; how many objects could be recycled; why shouldn't people litter; how litter harms marine life; and what you can do to stop littering?



The sessions ended with instructions on how to fit personal flotation devices (PFD) for each person and the need to put on your PFD on land. The experiment "Wet 'N Water" from the boating safety book, "Sidekicks" published by the National Safe Boating Council, Inc, was a refreshing and fun way to end the session. ❀

*Photos and story by Jane Turnau
Fayetteville, PA*

AROUND THE DISTRICT

Division 6 West Trenton, NJ

DIVISION 6 COXSWAIN TRAINING

Division 6 conducted coxswain training at USCG Auxiliary Search & Rescue Detachment (SARDET) Bordentown on a monthly basis.

The students attended classroom instruction the first Sunday of the month, and then were tested on the assigned coxswain tasks during the patrols held that month. By the end of September, the students completed almost all of the on-the-water tasks.

This fall, the students will take the Navigation Rules exam. In the winter and early spring, the students will be trained and tested on the classroom coxswain tasks. In late spring, the students will complete the remaining on-the-water tasks, and prepare for their coxswain check ride. The goal is for the check rides to be completed by the end of June, 2004.

Five students from three different flotillas attended the



training. Joan Vareha (Flotilla 69), Tom Diamond (Flotilla 6-10), Deb Vareha (Flotilla 69), Bob Burns (Flotilla 66), and Jay Brandinger (Flotilla 69) (l to r in accompanying photograph) are participating in the training.

The training is difficult, and requires a dedicated commitment from the students.

Hopefully, next summer Division 6 will have five more qualified coxswains. ❀

*Article and photo by Charles W. Stewart Jr., VCP-06
Yardley, PA.*

AROUND THE DISTRICT

Division 6
West Trenton, NJ

DIVISION 6 ANNUAL PICNIC

Edgely Yacht Club, 17 July, 2003. Another annual picnic was well enjoyed with all Auxiliarists joining in good food, fun, and camaraderie. Sandwiched in between these were conversations about vessel safety checks, marine dealer visits, watchstanding experiences and patrols.

According to the variety of the age group present many dedicated faithful were "staying the course." A lot of Division 6 years of service awards were represented.

Among the honored guests was Assistant Director of Auxiliary CWO Joe Hartline, whose main reason for joining us was to take "mug shots" of all present for the new Coast Guard Auxiliary identification card. CWO Hartline also remarked about the importance of each and every activity performed by every Auxiliarist that was present.

A highlight of the picnic was the presentation of an award to Rita Kratzer by CWO Joe Hartline for her outstanding efforts in her secretarial duties.



prizes
then offered to members.

Door
were

Semper Paratus. ✱

*Article and photos by Bob Liebel, FSO-MV 6-10
Bensalem, PA*

AROUND THE DISTRICT

Division 7
Southern Ocean County, NJ

FLOTILLA 74 WINS FIRST PLACE



Flotilla 74 participated in the Manahawkin NJ Founder's Day Parade on 7 June 03. We were awarded 1st place.

*Richard Alderiso, VCP 74
Barnegat, NJ*

EMTs IN FLOTILLA 74

Flotilla 74 is proud to have two Auxiliarists who really know their business. Shirley & daughter Charissa Harris are members of the Beach Haven Squad 14 Emergency Rescue Unit. Another Flotilla member, Russell Van Luvender, is also a member of Beach Haven Squad 14. Charissa Harris is a full time college student and Shirley is a registered nurse who is employed at St. Barnabas Hospital in Livingston, NJ.



Shirley and Charissa recently presented a demonstration on the Heimlich Maneuver and demonstrated CPR using "dolls" that were specifically made for these demonstrations. ✱

By Richard Alderiso, VCP 74, Barnegat, NJ

AROUND THE DISTRICT

Division 7

Southern Ocean County, NJ

WEEKLY FELLOWSHIP BREAKFAST A RITUAL OF FLOTILLA 7-12

As time goes by, maybe three or four years time flies when you're having fun. A couple of us would meet for coffee and talk about our new found adventures in patrols, and things we would see or do when performing vessel examinations. As time passed we would phone one or two more members and would now meet for breakfast. The group continued to grow as we would meet at various local restaurants and within months we were up to 12-16 members attending our weekly breakfast which would be Wednesday mornings at 9AM.

The local restaurants would be too busy in season and crowded even though some restaurants accepted reservations for our large group. Then one of our members suggested we meet where he worked, at K-Mart. They served breakfast, it wasn't noisy.

Since we were holding periodic safety booths out front for Boating Safety we met with the store manager. He was pleased to have us patronize the restaurant and allowed us to hang our Flotilla Awards on the "Trophy Wall." We also invite friends or prospective members for breakfast and its "Dutch-treat."

One morning eight of us were having breakfast and Captain Peter Murphy, USCG Ret., Township Commissioner, walked in and came over to our table.

Mr. Murphy asked to join us and, of course, we offered him a seat. Mr. Murphy wanted some input from us. He wanted to get people to visit the Long Beach Island waterfront park and view the restored CG motor lifeboat that is on display and wanted some ideas.

We all had some input and suggested an Auxiliary Safety Booth could be set up. Then someone said we could have all seven flotillas (of Division 7) set up displays. With that we added the Township Beach Patrol, CG Station Barnegat Light, NJ Marine State Police, Beach Haven Volunteer Fire Company Rescue Team, Alliance for a Living Ocean. The list goes on and on.

This year August 6, we had our 3rd annual "Water Fest". We had 25 different organizations join us and it included life saving demonstrations in the bay and a confined fire fighting display. Hot dogs and soda were sold and entertainment/music to stimulate the crowd. Even "Coastie" made an appearance for the kids.

In the flyer handouts Mr. Murphy always credits Flotilla 7-12 for getting the Annual "Water Fest" up and running.

Our Wednesday Breakfast gets us together to do other things. We sometimes will carpool to Cape May base to fit our new members into uniforms from the "Lucky Bag".

This summer after breakfast meetings we were very busy. One morning after breakfast we all headed down to a local boat ramp park. Here we could practice throwing heaving lines and light off our collected outdated flares. The new members especially get right into the training program.

Tony Durner, Flotilla Commander arranged a tour to Air Group

Atlantic City the second week of August. Naturally it was after our Wednesday Breakfast. We wore our uniforms to breakfast and again we carpooled. I was never there before, as well as some others, and it was interesting and informative as we were guided through the offices, radio tower and hanger. We were shown the charts covering their area of responsibility and heard some of the stories that never make it into the newspaper.

I believe our flotilla is more efficient with a relaxed environment since at breakfast no one is taking notes or minutes and Robert's Rules don't apply. New members feel more relaxed and not intimidated by the rules of the meeting. They come aboard and grow into a position. In the last four years we have all our new members in a staff position and they are doing an excellent job.

Our Flotilla won the "Past District Commodore's Trophy" two years in a row. Here's hoping we're eligible for the third year. ❀

By Bill Michalski FSO-PA/PB, Manahawkin, NJ



AROUND THE DISTRICT

Division 7
Southern Ocean County, NJ

SURPRISE VISIT



A surprise visit was bestowed upon Division 7 at their July monthly meeting. Rear Admiral Sally Brice-O'Hara, accompanied by the Commanders of Station Barnegat Light and Atlantic City paid a call. Before the meeting began the Admiral spoke to the Auxiliary members and outlined her duties as the newly appointed Commander of the 5th CG District and praised the Auxiliary for its support.

*Caption by Bill Michalski, FSO-PA/PB 7-12
Photo by Edna Winans, SO-PB 7*

BOAT CREW QUALIFICATION DRILLS



To maintain their currency in boat crew qualifications, members of Flotilla 72, Tuckerton, NJ, practice their boat crew drills. Shown here, on a recent day on the Mullica River, are Coxswain Wally Wubbenhorst and crew, Bernyce Wubbenhorst, Lyn Thomas and Tamra Neer.

*Photos by Ralph Young, FC 15-2, Stroudsburg, PA
(A summertime visitor to the Division 7 area.)*

FISHING TRIP WITH FLOTILLA 72



Flotilla 72 has sponsored a fishing trip for 2 years in a row. The flotilla is joined by members of other flotillas and active duty from CG Station Barnegat light. Wally Wubbenhorst shows off his "catch of the day."



Wally (L) explains to Division 7 Vice Captain Jim Emery his unique technique for bringing in the fish.

LONG BEACH ISLAND WATERFEST



(l to r) Division 7 VCP Jim Emery, Long Beach Township Commissioner Peter Murphy, Division 7 Captain Kathleen deFerrari, SO-PA Walter Domanski and Township Mayor James Mancini pose at the 3rd annual Waterfest on the Island. The youngster in the photo, Billy Smith, was awarded the life jacket for an essay he wrote about water safety.

Photo submitted by Walter Domanski, SO-PA 7

NATIONAL SAFE BOATING WEEK DISPLAY



Flotilla 74 conducted a safe boating booth inside a local Wal-Mart in July. They distributed PFDs to many youngsters during their week.

(above) FC 74 Jon Bomagen (standing) talks to VFC Richard Alderiso at their display.

(right) FC Jon Bomagen [r] and Michael "Tex" Gydos present a PFD to a youngster at their booth.

Photos by Walt Domanski, SO-PA 7



AROUND THE DISTRICT

Division 7

Southern Ocean County, NJ

CG AUXILIARY ACHIEVEMENT AWARD



At the June 6, 2003 Division 7 meeting, Joyce McGowan, FC 79, was presented the CG Auxiliary Achievement Award by CWO David Umberger, Commanding Officer CG Station Barnegat Light.

Joyce received the award for her outstanding performance as administrative support at CG Air Station Atlantic City.

Photo by Ken McGowan, SO-IS 7

COAST GUARD CERTIFICATION



At the September Division 7 meeting, Tim Bonsper (I), FC 7-11, was awarded the Coast Guard Boat Crew Certification by PO Ron McCreedy, the CG Auxiliary Liason Officer, CG Station Barnegat Light.

Tim completed all of the physical and on-the-water tasks required to certify him as a CG crew person (not Auxiliary, active duty crew).

Photo by Walt Domanski SO-PA 7

FLOTILLA 77 AT BOAT SHOW

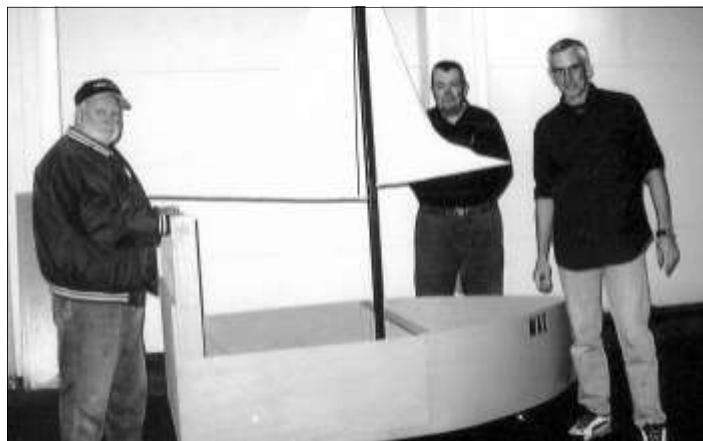


Invited back for the third year to be part of Tuckerton Seaport's Classic Boat Show, Flotilla 77 set up its safety booth on the front porch of the Tuckerton Yacht Club. Many of the 1400 people who attended the show on August 16 & 17 stopped at the booth for information and literature.

(Above, l to r) Lee Frost, VFC John Petersen, FC Vince Maciborka, Claire LoVoi and Tom Davis.

Photo submitted by Claire LoVoi, FSO-PE 77

RACE AGAINST CANCER-RELAY FOR LIFE



Division 7 again participated in the Annual Relay for Life in the fight against Cancer. Division 7 teamed up with CG Station Barnegat Light to construct a "sailboat" to be used in the relay. (Above l to r) John McVey, Owen Glasson and Tim Bonsper show off their "boat" which they designed and constructed for the event.

Photo by Kathleen deFerrari, DCP 7

UH OH!



Members of Flotilla 79 in Forked River were recently surprised with the news that their beloved meeting place was sinking. The Flotilla has met for many years in the barge, located on the river. A temporary location is being arranged.

Photo: Ken McGowan, SO-IS 7

JOURNEY FOR WELLNESS



Division 7 participated in the "Journey for Wellness" in conjunction with the Southern Ocean County Hospital, Manahawkin, NJ. This is the 10th year that the Division participated, with an assist from CG Station Barnegat Light personnel, to teach boating safety to third graders from Ocean County. This year 1134 students participated in the event.

(L to r) Charlie Andree (74), Joe Gutierrez (7-11), SN Jeff Ruch and BM3 Shannon Polhemus.

Photo by Kathleen deFerrari, DCP 7

AROUND THE DISTRICT

Division 8
Southeast Jersey

AWARDS PRESENTED

An extraordinary event occurred in May of 2003. BM1 William Hollandsworth, USCG, received two Coast Guard Awards and a letter of appreciation from the Director of the Auxiliary.

Not only did he receive the Coast Guard Commendation Medal for the work he performed at the USCG Station in Cape May but he also received the Coast Guard Achievement Medal for the time he spent deployed in North Carolina.



This deployment lasted two months to support Operation Iraqi Freedom. Prior to his departure, he had been working with Division 8 instructing 10 Auxiliarists in coxswain training. For this effort he received a letter of appreciation from Commander Stephen Minutolo (DIRAUX) for the support.

BM1 Hollingsworth designed a PowerPoint presentation, which is now available to the Auxiliary to use for instruction in the Crew/Coxswain program.

Our hats are off to Bill for his "can do" attitude and willingness to support the Auxiliary program. ❀

*Article by Bruce Long, VCP 8
DeHaven, NJ*

NEW COXSWAIN RECEIVES PIN



Auxiliarist Archie Garnett, FSO-MT 82, receives his coxswain pin and certificate from RCO-E Mel Borofsky.

Photo by Bruce Long, VCP 8

Change of Command TRACEN Cape May

On 14 August 2003, at 0700 on the parade ground amid the stirring band and a booming cannon ten gun salute, a Change of Command ceremony took place at Training Center Cape May where Capt. Douglas Wisniewski turned over his command to Capt. Curtis Odom. This is a time-honored sea service tradition. Formal and impressive, the ceremony dates back to the early British Royal Navy. Following the Reading of Orders, the incoming commander simply states, "I relieve you, sir/madam!" The departing officer responds, "I stand relieved!"



Capt. Odom and family.

Officiating at the ceremony was Rear Admiral Robert W. Papp, Jr., Director of Reserve and Training Directorate, who awarded Capt. Wisniewski a Presidential Citation for his many accomplishments while at TRACEN, and for the burdens placed upon him after the September 11, 2001 terrorist attacks.

Capt. Wisniewski has been assigned to command the Coast Guard Academy, New London, Connecticut. Captain Odom was commissioned in 1977 at the Coast Guard Academy. His background includes seagoing and varied high level assignments, one of which was Executive Officer at TRACEN under then Capt. Sally Brice O'Hara, now a Rear Admiral.



Nearing the end of the ceremony, Captain Wisniewski and Captain Odom completed an inspection of the entire

TRACEN recruit complement.

The American flag was lowered as the band played Semper Paratus and the recruits marched past the officers' reviewing stand.

Captain Odom assured those of us representing the Auxiliary of his awareness of our activities and that he intends to continue our close relationship during his watch.

*Thom Weber SO-PA8
Cold Spring, NJ*

AROUND THE DISTRICT

Division 8
Southeast Jersey

JOINT VESSEL SAFETY CHECK EFFORT

On June 21, Flotilla 82, Cape May, and the Coast Guard teamed up to conduct vessel safety checks at the Coast Guard docks and on the waters of the Cape May Harbor. Although the weather prior to the event was doubtful, just before noon, the sun appeared followed by weekend boaters, anxious to be all the water after the long spell of gloomy rain and wind.



Approximately 25 boaters were attracted by large banners on the dock, while others were invited by the Coast Guard and Auxiliary boats patrolling the harbor. Pleasure boats of all sizes were checked. Several brought their vessels to the base and trailers.



Details of the event were coordinated by BM1 Ryan McKenna of the Coast Guard and Chris Winans, Flotilla 82 Staff Officer-Operations.

Coast Guard personnel were made available by Lt. Mike du Pont, Commander

of Station Cape May.

Auxiliary members Ken DeSoo, DCP 8; Bruce Long, VCP 8; John Burns, FC 82; Dan Hartman, DSO-IS; John Gallagher, Archie Garnet, Walt Niwinski, Dave Sagers and Chris Winans conducted the vessel safety checks.



This was a new and very successful occasion, bringing together two dedicated forces with one purpose, providing an opportunity for recreational boaters to increase their safety and enjoyment while on the water. The experience gained this time will make the next vessel safety check team effort even better.



*Article and photos by Thom Weber, SO-PA 8
Cold Spring, NJ*

"Re - Requals" - What Are They?

On the morning of Saturday, August 16, 2003, two facilities from Flotilla 81 headed out on patrol on the ICW behind Ocean City, NJ. In addition to the normal routine of a safety patrol, the members of the two boats: Coxswains Dick Keast, Howard Friedman, crewmen Marilyn Hughes, Joe Skutlin, John Reinhardt, and Walter Alsegg participated in "Re-Requals."



What are Re-Requals, you ask? Well, here's the story. On a patrol earlier this season, most of the above members thought that they had performed their requalification tasks (requals) for this season. So why do them again? Because the papers for one of the facilities had unknowingly not gone through the validation procedure, thereby invalidating the previous exercise.

But, as is often said, sometimes things that seemingly appear to be extra work, in reality turn out for the best. In addition to obtaining further experience in the skills of stern and side towing and the art of teamwork and communication, the six of us got together after the patrol for lunch.



During our hoagie "fest", not only were we able to observe and critique the "techniques" of the boating public on the ICW, but more importantly, we got to know each other at a more personal level than just that as crew members and fellow Auxiliarists. The result was a great learning

experience, a great training experience, and one of the most enjoyable safety patrols in which I had ever participated.

As a result of this patrol, I'm going to suggest to the other coxswains and facility owners in our Flotilla that, whenever possible, we add this "Re-Requal" feature to more our regular patrols and, of course, include a post-patrol "fest". For me, I just have to remember to specify "no peppers" on my hoagies. ☼

*Howard Friedman, SO-CS, FSO-MT 81
Margate, NJ*

AROUND THE DISTRICT

Division 8
Southeast Jersey

BOATING CLASS - ROAD SHOW

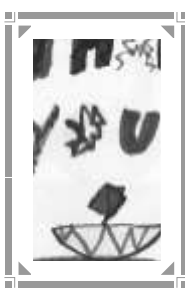
In May of 2003 Saint Francis Academy in Bala, PA was visited by Lewis Hause, FSO-PB/VE 86 and Robert Oliveri, also of Flotilla 86. The lesson plan "Boating Fun" was presented to 32 third grade students.

The highlight of the class was the donning of life jackets. Each youngster mailed a hand made thank you card to the instructors.



What more reward is needed than teaching the youth of today "Boating Safety?" ❀

*Lewis Hause, FSO-PB/VE 86
Cape May Beach, NJ*



FLOTILLA 82 ANNUAL PIG ROAST

The weather was perfect at the Coast Guard Base pavilion. On Saturday, 23 August, Flotilla 82 under the command of John Burns FC held their annual Pig roast. Special guests were Captain Curtis Odom, our newly appointed Commanding Officer of CG TRACEN Cape May, his wife Gail, and Lt. Mike Dupont, Commanding Officer of CG Station Cape May.



While the athletes worked at horseshoes, Frisbee and volleyball, others relaxed in the shade and engaged in light conversation, all patiently waiting for the arrival of "Porky" and his sidekicks: grilled chicken, hot dogs, baked beans, and corn on the cob. Salads, desserts and cold beverages rounded out the meal. Fun and relaxation were the orders of the day, and the payoff came later when no one had to cook dinner that night! ❀

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

THE 0730 CLUB

During the week of 14-18 July 2003, two members of Flotilla 82, John Gallagher, and Fred Klemm and one member from Flotilla 81, Marilyn Hughes, were up bright and early to attend LAMS – Leadership and Management School. Some members of the CGC Vigorous and some other employees of the TRACEN also attended the classes, held at the TRACEN in Cape May. The class was taught by Mike Conroy, USCG-CWO, John Goulet, USCG-DCC and Karen Kimmel, PhD, USCG Training Specialist.



(L-R) John Gallagher, 82; Marilyn F. Hughes, 81; Fred Klemm, 82

The courses centered around helping mid-level managers develop greater leadership skills.

Emphasis was placed on the importance of looking at one's self before attempting to change others. The curriculum relied heavily on class discussion, group interaction, role playing, case studies, and experimental learning. Some topics covered were self-awareness, situational leadership, and ethics, among others.

From the Auxiliarists perspective LAMS was very worth while. At the end of the course, Mr. Goulet gave me a copy of the curriculum that can be adopted for Division or Flotilla level use. ❀

*Marilyn F. Hughes, FC-81
Woodbine, NJ*

WHO IS THIS MASKED MAN?



"Jake" Lincoln, D5-NR Historian is "hiding" behind the mask.

AROUND THE DISTRICT

Division 9
Western Lakes PA

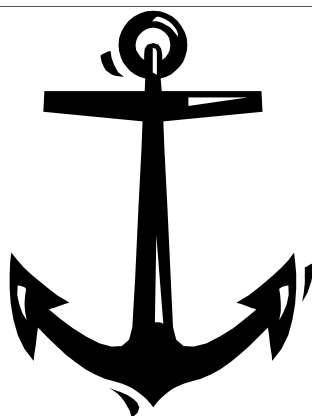
COXSWAIN CANDIDATE CHECK RIDE



Karen & Jack Fessler practicing tasks for Coxswain Ratings.



QE Howard Guest checking Karen's performance. Jack & Karen both passed. Boat is the Mocking Bird, and the Mentor, Seth Shafer, took the photos from the Crows Nest (actually the cabin top).



AROUND THE DISTRICT

Division 10
Allentown, PA

CARIBBEAN ADVENTURE

Under most circumstances, it would have been a beautiful sail aboard the chartered 37 foot sloop - ghosting almost silently along at four knots with only a partially furled headsail with the wind off our starboard quarter. Having finally "turned the corner" after beating furiously into the strong winds around the island's southern point, things were now much more sedate with the lower apparent wind speed on this new point of sail. With dusk fast approaching, my wife and first mate, Diane, took the helm as I made my way carefully to the bow. Coming into the nearest protected anchorage in 30 knot winds with a failed engine meant no anchor windlass, so I opened the anchor locker and flaked out at least 70 feet of heavy chain on the foredeck.



Duane Ising getting ready for the charter.

Plans already discussed and understood, our crew of two rounded the dangerous rocks guarding the harbor. Seeing far more boats than I had expected, and knowing that no engine meant no way to maneuver confidently amongst the throng, I elected to drop anchor just a few hundred yards inside the rocks, but still 200 feet from any boat or shoal, in about 15 feet of water. This was no time to dwell on that fact that I had never before dropped anchor in a large boat while under sail-only; confident execution of all that stored-up theory was called for now.

Only an hour earlier we were under full control, trying to get our less-than-stellar charter boat to beat to windward. For more reasons than can be explained here, it was necessary to furl the headsail and turn on the engine to safely make way. Being the relatively new skipper, and looking forward to a part-time cruising life in the not-too-distant future, I am perpetually eager to learn, and to share. Diane patiently endures my mini lectures, knowing our overall safety and confidence is my goal.

I was just getting into my lecture mode and started quizzing Diane: "so, what if the engine failed right now?" Now, I'm not a superstitious person (although sailors traditionally are), but son of a gun if that engine didn't quit within a minute of uttering that question! We were on a lee shore with no ability to claw off under sail and no engine to power off, so I quickly jibed into a deep broad reach to clear the point, but we were now heading back

(Continued on page 60)

AROUND THE DISTRICT

Division 10
Allentown, PA

(Continued from page 59)



toward our departure point. Knowing it was further back than ahead, I resumed beating under sail toward Trellis Bay, since that was the closest safe haven.

So there I sat on the foredeck an hour later, anchor chain ready to deploy. At my command, Diane headed the boat up into the wind and after all way was off, I paid out the anchor chain as the brisk wind blew us back. Fortunately, the holding was excellent in that anchorage and the anchor set on the first try.

Our location, however, was optimized for the security of the other boats and ours and not for our comfort. Since we were not in a very protected spot, I used all 100 feet of chain and 50 feet of nylon even though the depth was only about 15 feet. Our plans to eat at the local restaurant ashore that evening were dashed since I was not leaving that boat in those circumstances. Needless to say, with the wind howling at 30+ all night, we did not get much sleep. The boat veered back and forth on the anchor rode and pitched in the seas. I slept in the cockpit with fenders at the ready in case our anchor dragged and we came up upon another boat.



The next morning, the mechanic from our charter company arrived and for several hours proceeded to clear severely clogged fuel lines and replace the fuel filter. You hear stories about heavy seas stirring up any sludge in the fuel tank - well, now we know what they mean. The remainder of our 10-day cruise had a few challenges, too, especially since the fuel lines plugged once more (only several hours after the mechanic had finished), but overall it was a wonderful trip. Most importantly, Diane and I learned that we can handle these types of crises (yes, there were a few others, too) without yelling at each other. We worked great as a team. What more could a sailing husband want from his mate? ❀

*Duane Ising FSO-PB 10-2
Nazareth, PA*

AROUND THE DISTRICT

Division 11
Reading, PA

WATER SAFETY FESTIVAL

A Water Safety Festival was held at Blue Marsh Lake, near Reading PA, in June. The annual event is sponsored by the U.S. Army Corps of Engineers and is geared to promote safety awareness among boaters.

In addition to Coast Guard Auxiliary Division 11 members, a number of local safety, rescue, and boating organizations participated. Demonstrations by the attending groups were scheduled throughout the day. Auxiliaryists manned Safety Booths and conducted Vessel Safety Checks at the boat ramps. A safety display was set up in the activity area, where Division 11 members also provided a flare demonstration. Three Auxiliary vessels assisted by keeping spectator boat traffic from entering the demonstration area. ❀

*Article and photos by Bill Lewullis SO-IS 11
Aristes, PA*



An amphibious vehicle, owned and operated by the Reading Fire & Rescue Dept., makes way toward the demonstration area. The craft is specially equipped for diving and rescue operations.

Diving and Rescue unit preparing to conduct their demonstration.



Facility and crew from the Pottstown area (Division 10) helped with control of boat traffic during the event.

Carl Sheetz, SO-OP 11 is at the helm of his facility with Marc Benner VFC 11-9 on station near the demonstration area



AROUND THE DISTRICT

Division 11
Reading, PA

WATER SAFETY FESTIVAL (Cont.)

The Blue Marsh Lake Water Safety Festival is always held on the first Sunday of the month of June. This safety festival is open to the public. There were 15 safety booths and demonstrations that were shown to the public, sponsored by the US Army Corps of Engineers. Events included diver search and rescue, kayaking, rules of the road on the waters, therapy dogs, canoe and swim safety, man overboard, flare demonstrations and marine radio operations.

Division 11 had four patrol boats on Blue Marsh Lake that day. They also assisted the flare demonstrations and a hypothermia demonstration. Vessel safety checks were provided to boaters at the docks and ramps.

Even though the afternoon weather was cold and rainy. There were about 400 people that came to the safety festival. ❄

*Article & photos by Terry Hilbert, DCP 11
Fleetwood, PA*

DIVISION 11 VISITS SARDET WILMINGTON

On July 27, 2003 four members of Division 11 conducted a safety patrol on the Delaware River with members of the US Coast Guard Auxiliary Search and Rescue Detachment (SARDET) Wilmington.

We had a great day on the Delaware River with members of the SARDET. We all took turns manning the controls of the boat following the instructions of the River Patrol. We conducted various other duties, while on board. ❄

*Article & photos by Terry Hilbert, DCP 11
Fleetwood, PA*



Robert Walley, Captain, Division 11 manning the vessel safety check station.

←←←←←



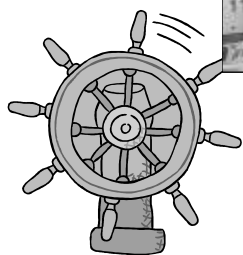
Taking a break during the safety patrol day.
(L to R) Marc Benner, IPFC 11-9; Terry Hilbert, VCP 11;
William Lewullis, PDCP 11; and Carl Sheetz, FC 11-9.

Vincent Zaffira, FSO-PA/CC, Flotilla 11-3 and Hansel Harrell, Commander, Flotilla 11-4 manning the Boating Safety Booth. →→→→→



(Background) Hansel Harrell, Commander, Flotilla 11-4, providing a flare demonstration while (foreground) Richard Bossler, FSO AN/CC 11-4 talks to the public about the proper use of flares.

→→→→→



AROUND THE DISTRICT

Division 11
Reading, PA

FLOTILLA 11-6 CELEBRATES 30 YEARS



On 18 August 2003 the Upper Reading Flotilla 11-6 celebrated their 30th anniversary at a fete near Blue Marsh Lake. The Flotilla was chartered on 20 August 1973. Submitted by Terry Hilbert, VCP 11

VESSEL SAFETY CHECK BOOTH



Terry Hilbert, VCP 11, is manning a vessel safety check and safety information booth in the WalMart Shopping Center in Temple, PA. Over 60 boaters received safety check offers for vessel safety checks at Blue Marsh Lake, PA.

Submitted by Terry Hilbert, VCP 11

AROUND THE DISTRICT

Division 12
Southern Delaware

HELICOPTER TRAINING



Thirteen Auxiliarists involved in coxswain and crew helicopter training at Indian River CG Station.

Photo by Ralph Gilganast, SO-OP 12

THANK YOU, GOVERNOR

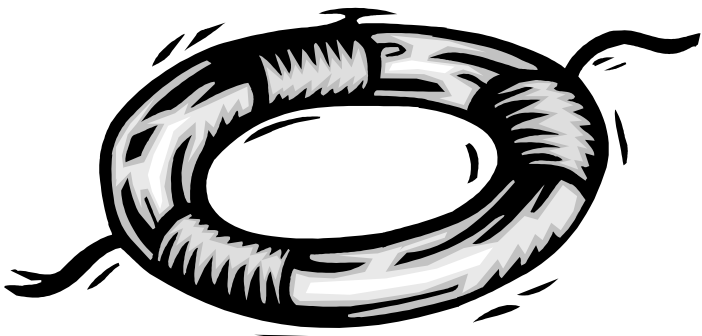


Auxiliarists Charlotte Anderson, (I) FSO-PA Flotilla 12-2 and John Bernath, Chairperson-National Safe Boating Week, Flotilla 12-2 presented Delaware Governor Ruth Minner a Certificate of Appreciation for attending the National Safe Boating Week event at Indian River on May 24, 2003.

The Governor also received gratitude for making the week of July 17-24 known as "National Safe Boating Week" in Delaware.

This picture was taken on July 2 at the Delaware Governors Office. ❁

Charlotte Anderson, FSO-PA
Millsboro, DE



AROUND THE DISTRICT

Division 12
Southern Delaware

OPEN HOUSE - INDIAN RIVER CG STATION



Color Guard from Sussex Central High School (the young gentlemen on the far right is Sheila Bowden's (12-2) son Sean).

photo by Carolyn Otto 12-5, Dover, DE



Delaware's Governor Ruth Ann Minner [r] RADM Sally Brice-O'Hara [2nd from left] and DCO Gene Bentley [l] at the ribbon cutting ceremony.

Photo by Carolyn Otto 12-5, Dover, DE



Kids enjoying themselves interacting with Coastie. Coastie was a huge hit with the kids and adults alike.

Photo by Carolyn Otto, 12-05, Dover, DE



One of Division 12's safety booths.

Photo by Carolyn Otto 12-5, Dover, DE



RCO-C Robert Amort [l] escorting Governor Ruth Minner to the ribbon cutting ceremony along with RADM Sally Brice-O'Hara and LCDR Ron LaBrec, Commander Group Eastern Shore.

Photo by Shelia Bowden 12-2, Millsboro, DE



AROUND THE DISTRICT

Division 12
Southern Delaware

TURTLE RESCUE PARTY

On patrol this July in Delaware Bay, Dick Stevenson and crew members Bud Noe and John Morrill from Flotilla 12-9 provided assistance to a CG boat working out of CG Station Roosevelt Inlet.

The task at hand was to assist a team from the Marine Education Research and Rehabilitation Institute (MERR) in rescuing a sick loggerhead sea turtle from Lewes Harbor. The team, initially on board the CG vessel, was unsuccessful in the rescue because of the size of the boat. The team was then transferred to Dick Stevenson's boat to continue the effort.

After numerous passes and misses, the turtle was finally netted and brought aboard. After checking in, the MERR Team and turtle were taken to CG Station Roosevelt.

Back at the station the success of the effort was reviewed. How were we able to finally recover the turtle? A lot of perseverance and practice at man overboard drills.

According to MERR Team Leader, Susanne Thurman, the turtle was taken to Brigantine Rehabilitation Center for treatment. There it was diagnosed as having internal infection requiring long-term treatment. Plans are to transfer it to the Virginia Beach facility which is best suited for this rehabilitation work. ☼

*Richard B. Stevenson, FSO-PB, 12-9
Lewes, DE*



Pictured on Dick's boat with the turtle are MERR Team members Jane Cole(l), Susanne Thurman and Darrell Cole.

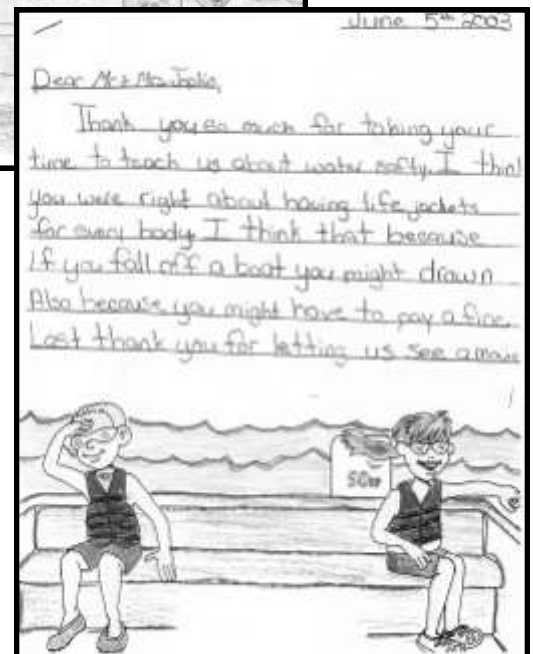
WATER & SAFETY PROGRAM

Robert and Ruth Jopling of Flotilla 12-2, Lewes, Delaware conducted a water and safety program for 568 children at the Longneck Elementary School in Millsboro, Delaware. The children were in classes Kindergarten through fifth grade.

The classes were given on June 2nd and 4th, all-day, both days. A video called "Anything that floats" and one called "Whales Tails" were shown. The children had fun trying on life jackets. A class participation with questions and answers on what they had learned followed.

Twenty-one of the children sent letters to Robert and Ruth Jopling, below are two of them. ☼

*Submitted by John Bernath, VFC 122
Millsboro, DE*



AROUND THE DISTRICT

Division 13
Central New Jersey

THE SPIRIT OF GIVING

It was a typical Flotilla meeting as the Public Affairs Officer stood up and suggested the Flotilla purchase an instant picture camera. She explained it would facilitate one's ability to meet closing submission deadlines for publication articles and associated photographs. Beneficial yes..... but logistics, costs?

The spirit of giving stood in the form of a lithe 13-year-old girl who unselfishly offered her Polaroid camera as a gift to the Flotilla, and she did just that.

Pictured above is Samantha Klein, presenting her camera to Norma Hunter, Flotilla Commander 13-3.



Samantha is a sixth-grade student at St. Stephen's school in Pennsauken, New Jersey. She plays both softball and track and participates in a drama club.

Her immediate goals are to succeed in obtaining her boating license and join the Coast Guard Auxiliary alongside her father, David Klein. Her aspirations are to pursue a career in forensic science. ✿

Article by Patricia A. Phillips, FSO-PA 13-3

*Photo by Vic Paterno, 13-3
Pennsauken, NJ*



THE "EAGLE" ARRIVES

It was August 15, 2003 at approximately 10:30 am. They had waited patiently, however, they were about to give up and cast off from Penn's Landing dock. When she appeared.... the U.S. Coast Guard training vessel "Eagle" magnificently navigating through Horse Shoe Bend, near the former Philadelphia Navy Yard.

He powered ahead to welcome this impressive ship and capture the moment on film. Aboard were Dave Tryon, FSO-OP 13-3, and his mother, Virginia Hollins, a former U.S. Coast Guard Auxiliary air patrol pilot.

Delighting in the moment, it had been well worth the wait! ✿



Article by Patricia Phillips, FSO-PA 13-3

Photo by Dave Tryon, FSO-OP 13-3

VESSEL SAFETY CHECK STATION

On August 3, 2003 members of Division 13 held a vessel safety check station at Wiggins Park Marina in Camden, New Jersey. In attendance from Flotilla 13-3 were examiners, IPDCP David Berlin, Dan Vitarelli, Gary Knepp and Patricia Phillips, along with Ed Schulsinger from Flotilla 13-5 (photo below).

A successful day on the beautiful Camden waterfront in the shadows of the grandeur of the Battleship New Jersey.

Article by Patricia Phillips, FSO-PA 13-3

Photo by Gary Knepp 13-3



AROUND THE DISTRICT

Division 13
Central New Jersey

GROUP PHILADELPHIA HOLDS COAST GUARD AUXILIARY APPRECIATION DAY

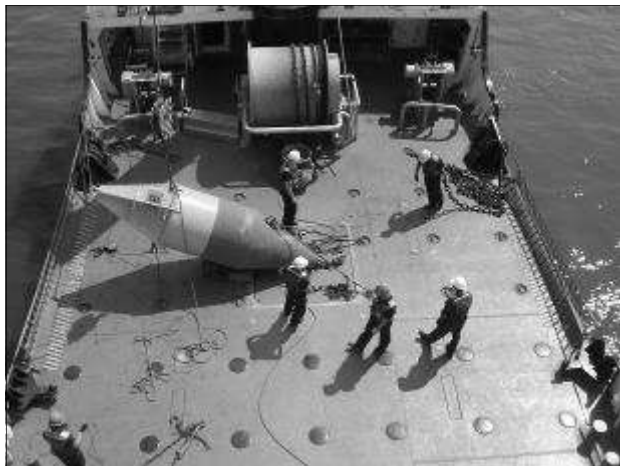
On June 24th United States Coast Guard Group Philadelphia held its Auxiliary appreciation day in honor of the 65th anniversary of the Coast Guard Auxiliary. Auxiliary members from Division 13, other local Auxiliary Divisions and family members and guests of active duty personnel were in attendance.

The highlight of the day was a cruise aboard the USCG Cutter William Tate. After a welcome message from Lt. Dunbar, Captain of the Cutter William Tate, there was a safety briefing from the Master Chief. We proceeded south on the Delaware River and all the assembled guests were treated to an actual operational placement of a yellow anchorage buoy.



Along the way all the guests were given virtually unlimited access to the entire ship and at duty stations aboard ship. Assigned personnel were eager to describe their duties and answer questions. After placement of the buoy all aboard were served hotdogs and hamburgers grilled on the stern deck. All in attendance had indeed an exciting day.

As a relative newcomer to the Auxiliary family, a number of personal observations were noted. First was



professionalism and pride exhibited by the crew in their tasks at hand and their ship.



The

buoy launching process had all the hallmarks of a well-oiled machine. Each step was well practiced and it was obvious that safety was a major concern. Lessons could be learned in watching how well the crew communicated each step before proceeding to the next. What came to mind was how we should follow this example when performing our operational tasks such as a towing evolution.

The next observation was that there are opportunities for Auxiliary members aboard ship and at the facility if the member's time and desire allows. At



Group Philadelphia there are a number of Auxiliary personnel who have become important members of the team and contribute to the overall mission on a daily basis. I left at the end of the day with a new appreciation of the efforts of the Auxiliary.

Finally I was amazed at how young many of the crew were and how fortunate our country is to have such dedicated young people willing to serve. We all should be very proud of their service and as Auxiliary members be proud to stand with them. ✱

*Article and photos by Martin Abelkop, SO-PA 13
Morrestown, NJ*

AROUND THE DISTRICT

Division 14
Western Lakes PA

DIVISION 14 PATROL PHOTOS

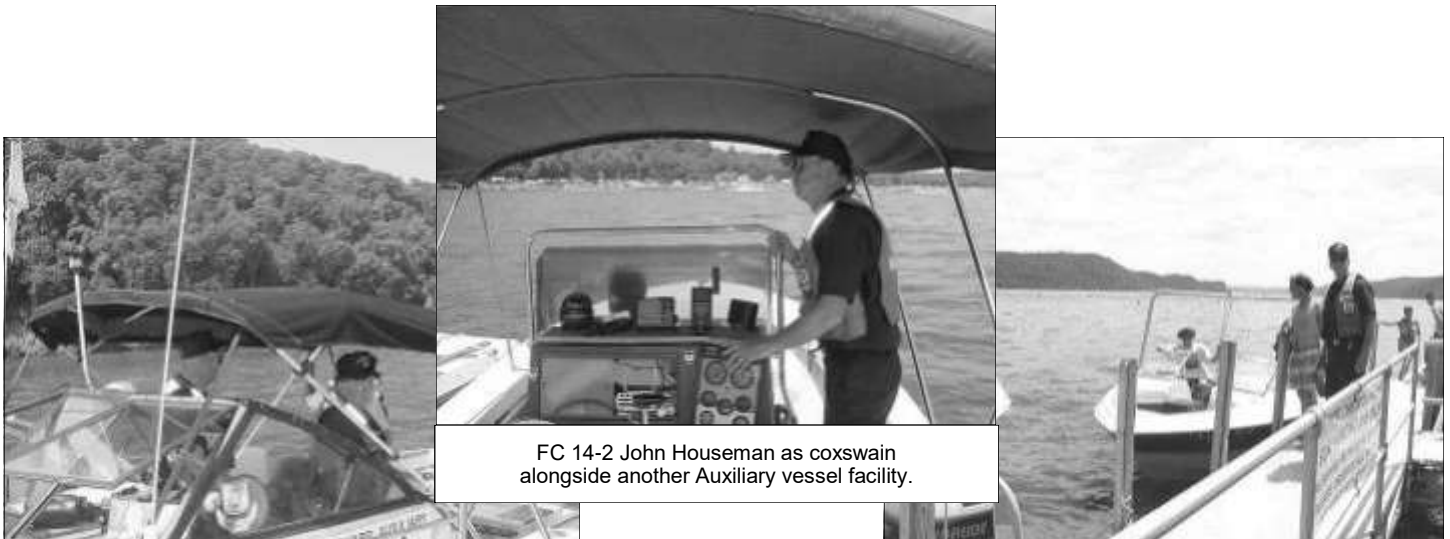
I took some photos while riding with Division 14 on a patrol out of Search and Rescue Detachment (SARDET) Long Level, PA.

The coxswain of our vessel was John Houseman, Flotilla Commander 14-2, our crew that day was RCO-W Henry Reeser.

Also on the water were Auxiliary vessel facilities with Ed Ross (Flotilla 14-2) as coxswain and Lindy Harrison (Flotilla 14-2) who provided dedicated search and rescue (SAR) support to a personal watercraft (PWC) regatta just south of SARDET Long Level.

We had one SAR case (tow of a disabled pleasure craft from down-river back to Long Level) - great job by all crews on the water. ❁

CDR Stephen J. Minutolo, DIRAUX
• Philadelphia, PA



FC 14-2 John Houseman as coxswain
alongside another Auxiliary vessel facility.



Northbound toward SARDET Long Level
on the Susquehanna River
(Turkey Hill of Turkey Hill foods-fame on the right)



On SARDET Long Level boat - RCO-W Henry Reeser (l), yours truly [c] and coxswain, FC 14-2 John Houseman (r) at the dock at patrol's end.

AROUND THE DISTRICT

Division 14

Western Lakes PA

CODORUS BLAST 2003

Flotilla 14-4 participation in Codorus Blast 2003

The activities at Codorus State park included vendors from various boating, handicraft, State and local agencies and local emergency response organizations. Throughout the day there were fire competitions, rescue dog demonstrations and good food. Flotilla 14-4 had two boats on Lake Marburg for most of the day and during the evening fireworks. A boating safety information booth was set up at the Main Landing.

Visitors to the information booth received a host of information, publications, and good conversation. We had one retired ice breaker "Coastie" and one active "Coastie" and family visit the booth. We also now have two prospective new members.



Early in the day we received a request from a Park Ranger to locate a boat and inform the occupants that they had a family emergency. They were to immediately return to their camp-site. The radio watchstander took the information and immediately relayed it to the Auxiliary vessels on the water.

At the time of the call the two facilities were in a side-by-side tow exercise, with a QE on board checking the activities. As the watchstander radioed the information the Park Ranger

stood by to relay information back to the camp-site.

This lake has about 26 miles of shoreline and it can take some time to locate individual boats on the water. Just after completing the information exchange the watchstander received a request for a name of one of the boat occupants. Just as the information was relayed the Coxswain of one of the facilities radioed back that the information had been passed on to the boaters and they were on their way back to the camp-site. **Time lapse from request to completion of the mission was less than 2 minutes.**

The Codorus State Park officials were impressed! ❁

*Robert W. Whyland, FSO-PB 14-4
Spring Grove, PA*

AROUND THE DISTRICT

Division 15

Frontier

HIAWATHA RIVERFEST REGATTA

The first ever Hiawatha Riverfest Regatta, at Susquehanna State Park, on the Susquehanna River, at Williamsport PA was held July 11-13 2003. It was the first event of its kind held in the Williamsport area since 1957.

Flotilla 15-1 participated in the boat parade, on "Sunny Daze" piloted by Flotilla Vice Commander Jack Fessler. Members of the Flotilla helped decorate and man the boat for the parade. The Coast Guard Auxiliary flag and banner were part of the decorations. "Sunny Daze" won third prize in the parade for best decorated boat.

Flotilla 15-1 helped the West Branch Motorboat Club, sponsors of the event, in any way they could. Jack Fessler, and his wife, Karen and Coxswain John Kowalick of Flotilla 15-6 manned a patrol boat to help with crowd control. Other Flotilla members helped behind the scenes.

Between 2000 and 3000 people were spectators to the event. Flotilla 15-1 received many complements for their presence. They spread a lot of goodwill among the many facets of the regatta.

*Joseph and Barbara Kustanbauter, 15-1
Montoursville, PA*



(Above) A view of part of the boat parade.

(Below) Jack and Karen Fessler and Coxswain John Kowalick on patrol at the regatta.



AROUND THE DISTRICT

Division 16
Jersey Shore

LAKEHURST NAVAL AIR STATION ACADEMY DAY

In August 2003, Lakehurst Naval Air Technical Training Center and the NAVAIR Public Affairs Office sponsored "Military Service Academy Day".

The daylong event was represented by the five service academies including: The USCG Academy, the US Naval Academy, the US Military (Army) Academy, the USAF Academy and the US Merchant Marine Academy.

In attendance, from the Central New Jersey area, were qualified high school students and their parents. The



students had a chance to talk to the academy recruiters, speak with active duty personnel and tour aircraft and vehicles.

Representing the USCG Academy where Auxiliarist Rich Collins and

USCG Academy recruiter Lieutenant John Cutler.

Rich Collins, Career Counselor Officer (SO-CC) for Division 16, heads up the AIM program (Academy Introduction Mission). The AIM program introduces prospective students to the USCG Academy. The AIM program is another way the Auxiliary is force multiplier to Team Coast Guard.

Service Academy Day introduced students to the benefits of a military service academy education. Staff Officer Rich Collins said, "This was an excellent opportunity to introduce students to the possibility of a

USCG Academy education. My job is to help them prepare for this... by telling them to prepare for the SAT and other requirements they need to get in."

One interesting aspect of the event was that all services provided displays for the event. The Army supplied a Bradley Fighting Vehicle for display. The Navy and Marine Corps had F-18 Hornets on display. Representing the USCG was the HH-65 Dolphin, Search and Rescue helicopter.



Weeks before the event, Lakehurst NAVAIR Public Affairs Office contacted USCG Auxiliary Division 16 Public Affairs Office about obtaining a an active duty helicopter and crew from the Coast Guard, to provide a static display during the event. The Auxiliary SO-PA coordinated with the Public Affairs Officer at USCG Group Air Station Atlantic City to get a Dolphin HH-65 Helicopter (and crew) for the event.

The USCG aircrew was on hand to answer the student's questions about what life is really like in the USCG. Of all the service displays, the USCG Dolphin HH-65 was the most popular display with the students.

*Joseph M. Cocozza, SO-PA 16
Freehold, NJ*

MAJOR DIVISION 16 ACTIVITIES

During the summer of 2003, USCG Station Manasquan Inlet had two major public outreach programs. Assisting the Coast Guard Station Manasquan in these events were the members of Division 16.

Kicking off the summer boating season was the "Boat Safe Expo." This event was held at the CG Station Manasquan Sail Loft. The Auxiliary provided various displays on boating safety, knot tying, child safety and marine radios. The event increased the awareness of Team Coast Guard and many boaters signed up for public education courses.

The major outreach of the "Boat Safe Expo" was vessel safety checks. Chief of the Station, Chief Boatswains Mate Brian Viveiros, requested that the

Auxiliary perform as many vessel safety checks as possible. The Chief made the Coast Guard dock available for the safety checks. Additionally, Coast Guard and Auxiliary vessels where on patrol in the back bay



CG Station Manasquan Inlet sail loft.

informing boaters that they could pull up to the station dock for a voluntary check of vessel's compliance with federal and state safety regulations.

(Continued on page 70)

AROUND THE DISTRICT

Division 16
Jersey Shore

(Continued from page 69)

Despite the raining weather, dozens of vessel safety checks were performed. The Chief was very pleased because he believes the safety checks are an important tool in boating safety.

Later in the boating season, on August 2, 2003, Chief Viveiros opened up the station to the public. The annual Open House was a chance for the citizens of Central Jersey shore area to see, as the Chief put it, "Their Coast Guard Station." Once again, the members of Division 16 answered the call and provided crucial assistance in making this event a success.

Over 300 people attended and Auxiliarists assisted by providing tours of the station, the 47' Motor Life Boat and FAST Boat. Coast Guard recruiters were in attendance as well as Auxiliary Career Counselors promoting the Coast Guard Academy Introduction Mission (AIM) program. TV and print press were in attendance and produced news stories of the US



Boat tours of the 47' Motor Life Boat.

Coast Guard and the Auxiliary.

Auxiliary Division 16, D5-NR, is comprised of seven Flotillas covering the area of the New Jersey coast from Long Branch to Seaside Park. Division personnel train and support operations at both Manasquan and Shark River Coast Guard Stations. ✱

*Joseph M. Coccozza, SO-PA 16
Freehold, NJ*



File photo of the 47' MLB, definitely not taken outside of CG Station Manasquan Inlet. :-)

VISIT TO THE "JEANNIE JOHNSTON"

On 24 June 2003 Thomas A. Kindre, a member of Flotilla 16-10 led a group of 38 Flotilla members, spouses and friends on an educational visit and private tour of the full scale replica of the sailing ship, "The Jeannie Johnston."

It was an exceptional opportunity to get a complete unhurried tour aboard, led by Tom and Captain Michael Coleman.

The voyage of the "Jeannie Johnston," from Ireland to the United States, was fully covered on the national web site "SITREP." Tom Kindre was an able bodied crewmember aboard that vessel during the entire trip. Tom sent daily reports about his adventure and has since published a book which details his trials and tribulations during the 59 day voyage.

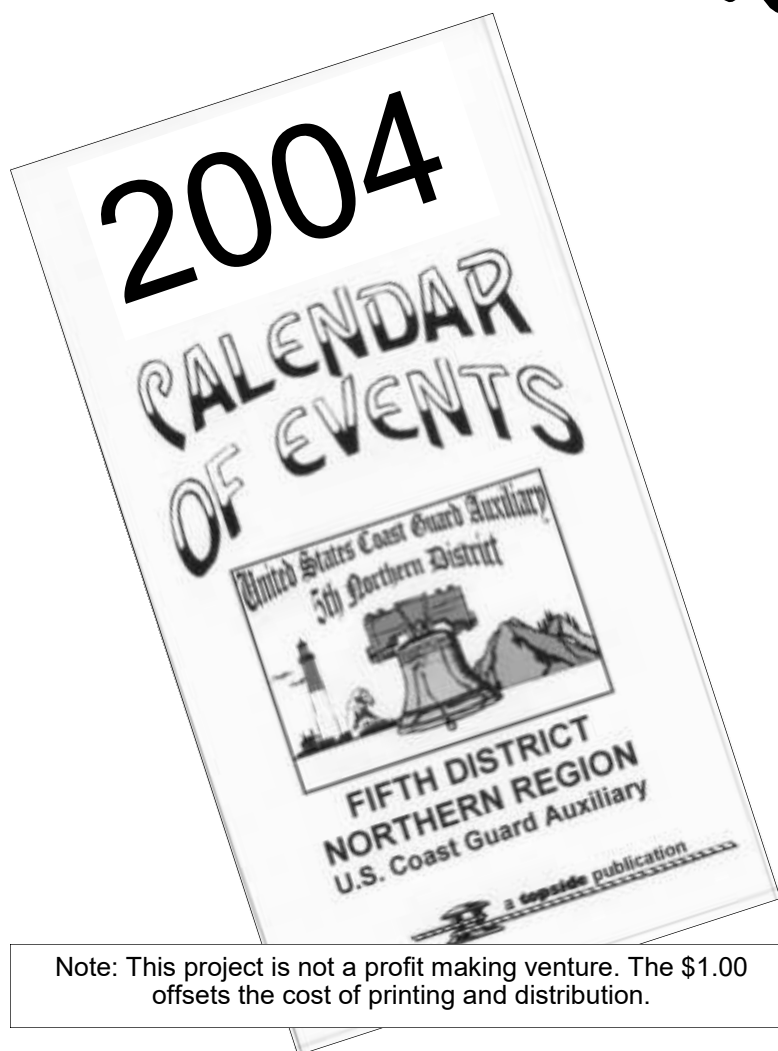
The visit aboard was a tremendous success. We stepped back in time and history. It enabled us to better understand the rigors of the early Irish immigrants during the 116 voyages the original "Jeannie Johnston" made. ✱

*Slade Carter, FSO-PA 16-10
Point Pleasant, NJ*



2004 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, RCO-E, 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, 2004

United States Coast Guard Auxiliary

Fifth Northern District - 2003-2004 Calendar of Events

| NOV | DEC | JAN | FEB |
|--|--|--|--|
| <p>1 Winter Uniforms Begin</p> <p>3 Audio-Visual Inventory Letters Mailed</p> <p>4 EXCOM</p> <p>4 Election Day</p> <p>11 VETERAN'S DAY</p> <p>14 Eastern Area Transition Meeting</p> <p>15 Unit Meeting Reports Due</p> <p>15 Western Area Transition Meeting</p> <p>27 THANKSGIVING</p> <p></p> <p>30 Disenrollment Deadline to DSO-PS</p> | <p>1 Division Auxiliarist of the Year Nomination to DCO</p> <p>2 EXCOM Meeting</p> <p>15 Unit Meeting Rpts Due</p> <p>20 Admins 2 & 3 Due</p> <p>20 HANUKKAH</p> <p>25 CHRISTMAS</p> <p>31 NEW YEAR'S EVE</p> <p>31 Annual Currency Maintenance Deadline</p> <p>31 <i>Winter topside Deadline</i></p> | <p>1 NEW YEAR'S DAY</p> <p></p> <p>3 Central Area EOT</p> <p>5 EXCOM</p> <p>10 Eastern Area EOT</p> <p>15 MARTIN LUTHER</p> <p></p> <p>KING BIRTHDAY</p> <p>15 Unit Meeting Reports Due</p> | <p>2 Groundhog Day</p> <p>2 EXCOM</p> <p>12 Lincoln's Birthday</p> <p>14 Valentine's Day</p> <p></p> <p>14 Western Area AOT</p> <p>15 Unit Meeting Reports Due</p> <p>16 President's Day</p> <p></p> <p>21 Eastern Area AOT</p> <p>22 Washington's Birthday</p> |



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