

# t pside

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in this issue.

An Open Letter from District EXCOM  
**Marine Safety.... New Tasks for the Auxiliary**  
**“The Auxiliary in World War II” .... a look back.**



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**NEXT DEADLINE  
30 April 2004**

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**On the Cover:** Division 12 conducted their first winter patrol of 2004. Six Auxiliarists have been outfitted with the new 900 dry suit and PEPiRBs. They are training with crews out of CG Station Indian River, DE.

(L to R) BM1 Ben Brown, Auxiliarist Charles Woolson (12-1), BM3 Tony Knotts and BM3 Jim Krepps.

*photo by Elaine M. Gilgenast, DCP 12*

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# SPRING CONFERENCE Spouse and Guest Saturday Programs

9:30 - 10:00

Get together with coffee, tea  
and sweets

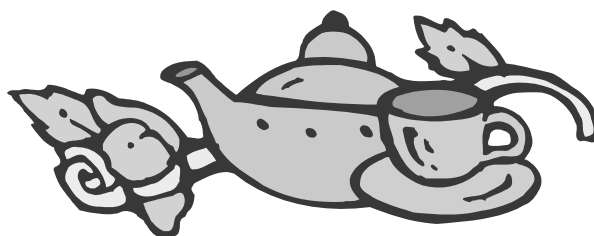
10:00 - 12:00

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



# DIRECTOR OF AUXILIARY

At a recent Flotilla Change of Watch, I tried to pull the old, “Be careful of what you ask for...because you may just get it...” routine on the incoming Flotilla Commander (FC).

The FC-elect had written an outstanding open letter to Flotilla membership and had printed it in the program booklet.

I zeroed in on his statement, “I see myself as a member who volunteered for *more responsibility*...”

When called on for some remarks, I drew attention to this statement...and then proceeded to run off a litany of ongoing and upcoming Auxiliary programs towards which any FC is responsible for steering a Flotilla’s success: “Operation Patriot Readiness III;” “Operation Boat Smart;” the “You’re-in-Command” campaign; new personal security investigations; the vessel safety check program; the boat crew qualification program; the aviation qualification program; the communications qualification program; the recreational boating safety visitation program; the Trident marine safety, security and environmental protection qualification program; the Academy Introduction Mission (AIM); membership recruiting; membership retention; the “Coastie” and public outreach programs; augmentation of active duty units; and on, and on, and on...

I asked the new FC if he realized that all of this fell under the definition of, “...*more responsibility*...” He said, “Yes.” Then I asked him if he was really sure that he was ready to take on so much, “...*more responsibility*...” Again, he said, “Yes.” And then I agreed with him.

I agreed with him because his statement about *more responsibility* was immediately followed in his letter by another key statement, “*We have to work as a team to keep on track to be the best...*”

One of the most fundamental and important tenets of leadership is that leaders cannot expect themselves to be responsible for doing everything. Note, I said, “...*doing* everything...”

Leaders are ultimately responsible for ensuring that things get *done*. If they try to personally *do* everything towards this end, however, they will crash and burn like many a micro-manager before them.

That’s why the new FC’s observation about *teamwork* is so important. If you are, or if you strive to be, an elected or appointed Auxiliary officer, then you must

periodically remind yourself that you have a lot of team resources available to help you lead your Flotilla, Division or program to success – and that your willingness to serve in any leadership capacity is something that you should never perceive as a go-it-alone proposition.

In D5-NR, there are many team resources that should be tapped into whenever a leader of any sort encounters a dilemma, question or concern that seems overly challenging.

Flotilla Commanders have their Flotilla staffs immediately below them and their Division staffs immediately above them for assistance. Likewise, Division Captains have their Flotillas immediately below and their Rear Commodores and District staff immediately above.

Team resources can come in from the sides, too, like the Past Captains Association, the District Advisory Committee, Mobile Unit Training Teams, TCT Facilitators and even web sites like:

the Auxiliary’s ([www.cgaux.org](http://www.cgaux.org)),  
the Chief Director’s ([www.cgaux.info/g\\_ocx/](http://www.cgaux.info/g_ocx/))  
and that of D5-NR ([www.5nr.org](http://www.5nr.org)).

These are all great sources of advice, guidance, experience...and plain, old *help*!

Make no mistake, we have forged into yet another year of action, challenge and, yes, change. But not one of us is in it alone. Do not underestimate, overlook or forget the value of the *team*. You are part of it, as are those around you. Take advantage of this remarkable aspect of our organization...as you reach for and lead to success in 2004. Go get ‘em! ☼

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



# DISTRICT COMMODORE

## OPERATION PATRIOT READINESS PHASE III

Are you a PATRIOT?

As an Auxiliarist are  
you READY?

Are you  
OPERATIONAL?

What did you do  
during Operation  
Patriot Readiness  
(OPR) Phase I and II?

Did you submit a completed Member Audit Form? Did you enhance your Auxiliary skills with the increased member training offered in 2002 and 2003? Read on to see where we are going with OPR III.

During phase I of OPR the Auxiliary collected data from members who gave their name, flotilla number, telephone number, address, availability, qualifications, medical skills (if any), other special skills and ownership of a facility.

Dudley Gallup, Emergency Response Coordinator and Coordinator of Operation Patriot Readiness, compiled this data, providing an invaluable database for 5NR. Unfortunately, as of the end of November 2003, only approximately half of 5NR Auxiliarists had returned the Member Audit Form.

We strongly urge those Auxiliarists who have not yet completed and submitted the Member Audit Form to do so as soon as possible.

In January 2003 the Auxiliary initiated Phase II of OPR which was a continuation of data collection as well as an expansion of member participation in all traditional Auxiliary missions. We emphasized Maritime Domain Awareness (MDA) through public education, vessel examinations, recreational boating safety visitation and public affairs programs.

We are now in Phase III of OPR, the phase of "Execution and Deployment". In this phase we will continue to pursue our traditional missions, such as Recreational Boating Safety (including AN, PV, OP, PE and VE) and acquisition of new members, especially in areas where our resources are spread thin or are nonexistent.

We need to increase our activities in Maritime Domain Awareness. We have increased our role as expanders of the regular Coast Guard and the Reserves. In the future we will be even more widely utilized in Standard Operations and Maritime Security (MARSEC) 1



and in surge operations (MARSEC 2 and 3). We have touched on this at the Area Elected Officer Training sessions.

We plan to continue our emphasis on member training. Each area has had Elected Officer Training and Appointed Officer Training programs. In addition we plan to schedule Part B of AMLOC (Auxiliary Mid Level Officers Course) and also are arranging for the AUXLAM (Auxiliary Leadership and Management) Course to be presented.

We plan to continue the Boat Crew Schools in 2004 and to increase the training of coxswains so that we can be ready for any eventuality. We will present the mandatory Operations Workshops and the Instructor Workshop at least once in each area as well as at the Spring Conference.

In 2004 there will be combined air and surface training exercises. A high priority item is the formation and training of crews to compete with other crews from the Districts in Atlantic Area East to be allowed to represent this area in the International Search and Rescue (ISAR) 2004 competition to be held in the Portsmouth, VA, area of the Chesapeake Bay. The Canadian Auxiliary teams are formidable competitors.

Be a proud member of Fifth District, Northern Region; we are proud of what the members of this district accomplish. Somewhat later in 2004 we will describe more about OPR Phase III and how members can participate. ❁

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



COMO Bentley (L) and CDR Minutolo at NTRAIN 2004

## VICE COMMODORE

Several weeks ago I received a very interesting newsletter about Operation Boat Smart. The newsletter unveiled some very interesting statistics that have been obtained over the two year period 2000 – 2002

Let's review the four life saving principles of "Operation Boat Smart":

1. Wearing life jackets.
2. Boater education.
3. Safe Boats.
4. Safe and sober boating.

According to the statistics:

1. Boater education has increased about 20%. This includes numbers from the Auxiliary and the US Power Squadron.

2. Vessel safety checks (VSC) have also increased by 37% in the same two-year period. (2000 – 2002). We can increase the VSC's by doing more small boats.

3. Boating and Alcohol. It is difficult to obtain statistics on this area. Dr. Rob Foss, Manager of Alcohol Studies at a Research Center concludes that the number of persons boating with some measurable level of alcohol impairment at any one time is less than 20%; and the number of legally intoxicated boaters at a given time is considerable less than that. The Foss study also found that more than half (68%) of the fatalities they examined involved impaired passengers as opposed to impaired operators (48%), and half of all deaths occurred while the boat was stationary, either moored or at anchor. It takes very little alcohol involvement to significantly increase the risk of a fatality.

4. Personal Flotation Device (PFD) wear. The study is very disappointing as it shows very little increase in PFD wear especially in adults. What seems even stranger is the fact that the manufacturers of PFD's claim they are selling more PFD's than before, but they are not being worn. On the positive side there has been a 90% increase in the wearing of PFD's by children under 12 years of age.

We as Auxiliarists have done a great job for Operation Boat Smart since 9-11. With the added responsibilities of harbor patrols, marine safety, and increased safety patrols, I was afraid that this program was becoming a poor second cousin; however, the statistics seem to prove otherwise. ❀

*Leon E. Kehr, VCO D5-NR  
Souderton, PA*



## REAR COMMODORE-EAST

### REMEMBER OUR CORE VALUES

The Auxiliary and some of its Auxiliarists are being trained and asked to task themselves in activities reminiscent of the Auxiliary of the early 1940's. There are new adventures coming down the pike for some of us, and those that volunteer and are chosen for these tasks will no doubt enjoy participating in them.

As with all new and exciting "action" programs, they seem to grab the headlines and magazine covers. Similar to military and commercial recruiting posters that feature the "glory" activities, although few who enlist will actually serve in that capacity.

Many an enlistee into the service stared at the picture of a pilot in the cockpit of a jet fighter, yet most found themselves in the supporting tasks that kept those jets flying, yet never once sitting in the pilot's seat.

What am I getting around to? Simply, most if not all of us joined the Auxiliary to serve our communities and better our knowledge of the marine environment, boat handling and the like. None of us actually "signed up" for the marine environmental and security tasks that are becoming a part of the National Auxiliary program. We signed up to promote recreational boating safety through educational and operational programs.

This is as it should be and this is still our core value. Our "four cornerstones," public education, vessel safety checks, operations, and fellowship, have not changed very much. A bit of tweaking here and there, but the basic programs are still with us. And while we're participating in these activities we manage to throw in a considerable bit of fellowship, just to keep things on the fun side of the ledger.

This is what most of us "signed up" for. And this is what we must support in our flotillas and continue to use for our recruiting of new members. Sure, mention the new "stuff" to prospective members but keep it in its true perspective.

Bottom line.... Our core values are here to stay, those values that made our Auxiliary the premier volunteer organization it is today. It's what we do best and we continue to do so. And for most of us, that's what we "signed up" for. ❀

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



## REAR COMMODORE-CENTRAL

It is hard to believe that a year has passed and a new one is starting. The Central area has accomplished a lot in the past year. I am proud to say that I am associated with you and lucky enough to represent you at the District level. So what can I say that will be meaningful to all, since we in the central area are not the only ones who read TOPSIDE.



We are inundated with good and bad messages. Sometimes it's difficult to maintain a positive attitude when so much around us seems to be negative. The Coast Guard Auxiliary is filled with willing volunteers, giving of themselves so that others may learn what is necessary to be safe and thoughtful on our waterways. New areas are opening up to us all the time, giving us an opportunity to participate in essentially all Coast Guard activities except police work and military actions. We have taken on a vital role in the service of our country, and I am very proud to say that I am associated with such a fine group of volunteers.

Our world is constantly changing. Nothing stands still today. One change for the Auxiliary is coming in the form of finger printing and background checks. This is to ensure we can continue to work with the Coast Guard and the Department of Homeland Security. No one is trying to pry into your private life. It's just part of our changing world, a need that was not there before, but a must in the world we live in today.

We must not let the changes affect those of us who believe in what we are doing. So please don't resist these changes. Let's just keep working with the same enthusiasm we have had all along and keep doing what we love to do best. Give of ourselves!

Remaining a member of the Coast Guard Auxiliary is important to us as an organization. We also need to recruit new members willing to get actively involved. New members need mentors who will make them feel welcome and train them in new skills. If you are a new member, don't just sit there, look for jobs in the flotilla that interest you and get involved. We as an organization have a proud heritage of giving to our country.

Yes, things are moving at a hectic pace today and technology is giving some of us fits. Being the resilient group we are, though, we will overcome and go on to serve more efficiently and professionally than before. ❀

*Bob Amort, RCO-Central  
Dover, DE*

## REAR COMMODORE-WEST

As the new RCO-W, I've been told that I hold the record as to having the longest distance to travel to get to meetings and events. I've even been equipped with a "eye in the sky" for live video connections in case I get snowed in, here in Northern Pennsylvania.



As I ponder my new position I can't help but think how did I get here. Why did I join the CG Auxiliary in the first place? Looking back I did what most inexperienced boaters do. When I retired, I bought a new boat to fulfill my lifelong dream. One of the first trips with our new boat was to North Carolina and the Inter Coastal Waterway and of course, fishing in the ocean. No knowledge of boating, and with no experience we were lucky to come home alive. Did I have all the required equipment? I really don't remember since no one had given me a vessel safety check. Heck, I didn't even know there was such a thing.

When we returned home an advertisement in the local "Penny-Saver" caught my eye.... a safe boating course taught by the Auxiliary. This was just what I needed. I took the course, passed with flying colors and with the persuasion of instructors Don Bowes, Henry Reeser, Jim Ulrich and Bob Wecker, I became an Auxiliarist.

Back to my question. Why did I join the Auxiliary? What initially attracted me was the boating course but as I learned more about Auxiliary I could see all the benefits of belonging since I was now a full-fledged boater. I could learn from other Auxiliary instructors, do self-study on all aspects of boating and it was all for free. Eventually I saw how I could help other "wish to be boaters" and pass my newly learned knowledge to them. Those vessel safety checks that I do now, will insure the new and old boaters alike that they do have all the equipment that they need to be safe on the water. What I did not expect as one of the benefits of joining Auxiliary was the fellowship that I have experienced. Our diverse group of flotilla members who have become fast friends, would have never met otherwise. The people that I see at meetings and conferences have become my acquaintances and friends. Now back to my question. I now know why I joined the Auxiliary. What about you? As the new season of boating approaches, take time to answer the question for yourself. What have you gained from your Auxiliary membership and what can you give back to your fellow boater and fellow Auxiliarist? ❀

*Harold Miller, RCO-West  
Covington, PA*



# AN OPEN LETTER TO D5-NR AUXILIARISTS

In D5-NR, as a general rule, direct insight into the actual machinations of a typical monthly Executive Committee (EXCOM) meeting is not afforded to anyone other than the EXCOM members themselves – but in this case, it is important that we make an exception. Your EXCOM is composed of the District Commodore (DCO), Vice Commodore (VCO), three Area Rear Commodores (RCO's), Immediate Past District Commodore (IPDCO) and the Director of Auxiliary (DIRAUX). We receive close counsel from the President of the Past Captain's Association (PPCA) and the Operations Training Officer (OTO), and we meet every month, usually at the Coast Guard Marine Safety Office in Philadelphia. In effect, we lock ourselves in a room and review the good, the bad and the ugly of this great Auxiliary region. We try to pick problems apart in order to get to their true roots...and then prescribe solutions to them, we set strategy and policy, and we advise, counsel and play Devil's Advocate to one another – and we never, ever leave the room until the business is done (at times, it can make for an awfully long night...).

At the January 2004 EXCOM meeting, a key topic was the issue of personal security checks for all Auxiliarists. Of greatest import was the notion that too many anecdotes that we had heard or personally encountered were substantiating the perception among many members that these personal security checks constituted an invasion of their privacy and a sacrifice of their rights. *This* is the sort of thing that your EXCOM collectively agonizes and loses sleep over at night – not because it is troublesome, or because it may result in decreased membership, or because it poses yet another dilemma on an always-full plate of issues. Rather, because every member of EXCOM has also been on the receiving end of major cultural changes, changes that were difficult to understand and even more difficult to embrace – and we understand the value of proper perspective and solid explanation.

The institution of personal security checks for all Auxiliarists is a *major* cultural change in our organization. We all acknowledge that. But we must also stop short of the idea that it constitutes an invasion of privacy. An invasion implies the onset of something deliberately harmful, which is simply not the case in terms of the spirit and intent of personal security checks of public servants. We recognize, though, that in the context of what used to be Auxiliary membership, this is an added hurdle to clear in order to be part of the organization. This new hurdle must be kept in proper perspective. The U.S. Coast Guard has spent countless years, dollars and literally lives among its ranks to earn its share of the public trust. Today, as the lead maritime agency within our nation's Department of Homeland Security, a Department that was borne of despicable acts that cut to our nation's quick, our share of the public trust *must* be improved upon if we are to ever ensure that such despicable acts never happen again. The conduct of personal security checks on all Auxiliarists is one step in improving upon that trust. Frankly, this step is not long overdue so much as it is the *right thing to do*. Any element of today's governmental organizations, especially military organizations, must hold themselves to higher standards...and any member of such organizations should be duly proud of being held to them, for that is what quality is all about – that is what fosters community reassurance - and that is what the American public expects to see when they turn to the Coast Guard and its Auxiliary in any time of emergency or crisis.

Nor is the conduct of a personal security check a sacrifice of rights. We all live under terms of the same Constitution, the same federal laws, and the same state and local regulations and ordinances. None of that will change by submission to a personal security check – a check that is conducted in the interest of helping our organization protect those rights amongst ourselves and the public that we serve. Nor will the fact change that we all serve in the Coast Guard Auxiliary by abiding by the governing policies established by the Commandant. One of those policies now requires every member of Team Coast Guard to have their personal background checked in order to serve.

Ultimately, there is nothing that anyone can do to dissuade a principled person - rightly so in our country...because it is the legacy of our founding fathers, forged in their principles, that we are fortunate enough to live with, cherish and defend. But if there is one thought that we want to ensure is left with all D5-NR Auxiliarists, especially those who regard the institution of personal security checks as the last straw of their association with this great organization, it is this – the principles that brought you into the Auxiliary, be it one day ago or 50 years ago, still reside within you. *Those* principles are the ones that make the difference between a safe, well-educated boater and an irresponsible boater who is doomed to become another accident statistic. Those same principles translate into a well-equipped boat that leaves the dock instead of a floating death trap that carries no life jackets nor any flares, that keep more and sharper professional eyes on the facilities which, if attacked, could harm thousands and thousands of your neighbors and countrymen, and that make the difference between enabling our children and young adults to gain appreciation and understanding about boating safety early in their lives rather than having to learn about it the hard way when their boat runs into bad weather and turns an otherwise wonderful adventure into a fight for their lives against a stacked maritime deck. If we can all remember and focus upon these principles...and apply them as we serve in the Coast Guard and the Coast Guard Auxiliary...then our service will truly be safer, more secure and more effective than ever. Semper Paratus! ❀

Respectfully,  
*The D5-NR Executive Committee*



# AIDS TO NAVIGATION

**A**s an Auxiliarist there are many things that you can do to provide information to the ATON (Aids to Navigation) program by providing reports. Such reports permit the Coast Guard to correct problems with ATONs, bridge owners to correct problems, National Ocean Service (NOS) to up date nautical charts and Coast Pilot publications and Private Aids Verifiers to provide information verifying data on Private Aids to the USCG.

There are two types of aids, federal and private. Federal are maintained by the Coast Guard. Such aids are in Federal waters, as in rivers and bodies of water connecting to the sea, ICW, inlets and offshore. PATON (Private Aids to Navigation). All aids in state waters are classified as private aids. Private aids are also owned and maintained by private parties or corporations (example, a pier light).

There are 3 basic types of reports:

1) Discrepancy Reports on problems with an aid or a bridge that requires correction;

2) Chart-up-dating reports provide information to NOS, which allows them to update nautical charts, and Coast Pilot publications;

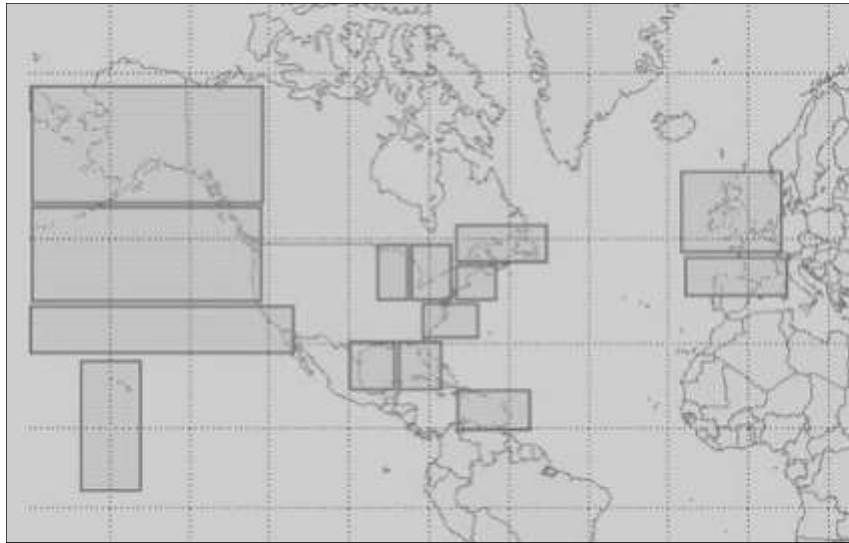
3) Private Aids Verifier Reports wherein private aid information is verified for the USCG.

This article will cover Discrepancy Reports for several reasons:

- 1) discrepancy reporting can be done by any member;
- 2) it is most useful in that it gives information on a problem with an aid that USCG may not be aware of, allowing correction;
- 3) it can be done whenever you are out on the water, or if aid is visible from land, can be done from land;
- 4) it is relatively simple to report, assuming you have enough knowledge to be able to read a chart.

**Critical Discrepancies-** Could cause possible loss of life or damage to vessel. Report by radio immediately to local CG Station (confirm with written report to the District Staff Officer, ATON (DSO-AN)).

**Urgent Discrepancies-** Will result in no loss of life, but may result in the grounding of a vessel. Report by telephone as soon as possible to local CG Station (confirm with written report to the DSO-AN).



All reports should be made out on Form CG -5474 (AUX) or 5NR-5474-EZ (whenever a bridge report is made, note at top of form "BRIDGE").

If on scene with a discrepancy, make notes of problem and then fill out form and send promptly to:

Richard S. Keast DSO-AN (D5-NR); whose address can be found

in the current D5-NR Directory.

Do not check box "Mail" unless you actually mail the report to a CG unit. Mailing to the DSO-AN does not mean you are notifying CG unit. The DSO-AN will send confirming copy to CG Group.

Typical of items to be reported for aids are:

- Light signal: improper characteristics, extinguished, dim, and/or obscured.
- ATON obscured, or day board missing, delaminated or retro reflective material inadequate, numbers obliterated, or if a buoy: off station, sinking, missing, and/or stranded.
- Structure deteriorated, leaning more than 15 degrees, damaged by collision.
- Sound Signal failure.
- Bridges, lights extinguished, clearance gauges missing or illegible, fender system structure collapse, channel obstructions.
- If it **doesn't look right to you** then submit a report, or if unsure if reportable, talk to your Flotilla ATON Staff Officer (FSO-AN).

**All members should be checking Aids to Navigation for Discrepancies when under way, don't take the position "some one else will do it."** Remember, the correction you submit may help some less knowledgeable mariner and prevent an accident or loss of life. ☼

*Richard S. Keast DSO-AN  
Ocean City, NJ*

# COMMUNICATION SERVICES

## Communication Awareness – Part 1

This is the first segment of the Communication Awareness Program. The program is designed to familiarize all members of D5-NR about the importance of proper communication and encompasses all phases of communication, except radio comms.

Part 1 pertains to email etiquette and the proper protocol. Much of the information was previously presented in past issues of *TOPSIDE* but needs to be repeated as a refresher for some and as new information for others.

Email communication is the primary communication process for the Coast Guard and the Coast Guard Auxiliary. It is not something in the future, but is here today and is destined to remain for the foreseeable future. It is a great way to send reports and keep members informed on a regular basis.

But let's not get ahead of ourselves. The first step in email communication is to establish an email address. You can apply to your Internet Service Provider (ISP) or obtain a free email address from *hotmail.com* or other free service providers. The next step is to complete a Change of Member Information Form (ANSC 7028) and submit it to your Flotilla Information Services Staff Officer (FSO-IS) who will forward it to the Division Information Officer (SO-IS) to enter the information in AUXDATA. Also, very important - when your email address changes, you should notify your FSO-IS with the "Change of Member Information Form."

After your email address is in AUXDATA it will automatically be included in the National Email Directory. You can find email addresses for all Auxiliary members, who have email, by accessing the National EMail Directory. Go to the National Web Site,

<http://www.cgaux.org/>

click on "Members' Deck" and then "E-Mail" and follow the instructions.

The Email Directory features include:

1. The last date an update was performed
2. The ability to display the Offices Held and/or the Competencies of the people in your search result. They appear as checkboxes in the Standard and Advanced search options. These settings will be saved with a saved search. You can choose default values for Offices Held

and Competencies for new searches in the Preferences page.

3. The ability to view all of your flotilla's officers in one place. Simply click on the "My Flotilla Officers" link on the toolbar

4. A secure server. This means that all traffic to and from the site is encrypted, making it impossible for outsiders to access your data (just like e-commerce sites do to protect your credit card numbers) The only difference you should notice is the "lock" icon on your web browser, and the word "https://" in the address instead of the usual "http://". The extra "s" means "secure".

Although email has made it simpler for members to communicate, it hasn't necessarily made communication clearer. And there's also the question of what's appropriate to communicate via email. Email is still relatively new to the Auxiliary and there are no written rules about when and when not and how and how not to use email. However, some rules for correspondence for the Auxiliary do exist and some of those rules apply to e-mail. Other rules are still evolving, but in the meantime let's explore some guidelines:

1. Auxiliary email address lists must never be used for personal correspondence i.e., non-Auxiliary correspondence, chain letters, personal and political viewpoints, etc.
2. If you receive warning messages, messages that state that you will receive some type of remuneration for forwarding to your friends, etc. always check to verify that the message is not a hoax because in all probability it is.
3. Always keep your email address current by notifying everyone who has your email address with changes and keep your own e-mail lists up-to-date. A major faux pas is inadvertently putting in the wrong email address, which can be embarrassing for all parties involved.
4. If you commit a faux pas, don't forget to send a "mea culpa" (I'm sorry!).
5. Check your email frequently. You should reply when you finish reading the message or as soon as possible if required to research an answer or perform a task
  - a. It you receive information (FYI), a report, or a message that does not require a response, reply with a

(Continued on page 11)



## COMMUNICATION SERVICES

(Continued from page 10)

short note that you received the message. “Got it - thanks” will suffice.

b. Always be careful when you put something in writing. Never send an email message with contents that you may later regret.

6. Do not reply to a message if you are upset or in emotional turmoil. Take time to assemble your thoughts in a cohesive manner. Road rage on the cyber highway is not good.

7. If a subject matter requires a human moment or human emotion, email is the wrong vehicle – do not use it.

8. Be concise and to the point and prepare your message in a professional and structured manner.

9. Rereading your message before sending will guard against misunderstandings. Sometimes what you meant to express comes across the wrong way.

10. Do not expect an email recipient to read your mind. State details in a manner that does not require interpretation or guess work.

11. Use a spell checker to avoid misspelled words.

12. Be careful forwarding or cutting and pasting to prevent copyright infringements.

These are but a few of the many caveats regarding email. Sending email is similar to being out on the water in your boat. Courtesy and common sense will help keep you out of trouble.

There are various web sites available where you can check email messages for viruses, hoaxes and scams. The Coast Guard Auxiliary has comprehensive list of available sites at

<http://www.cgauux.org/cgauuxweb/infoserv/virus.htm>

In conclusion, email is an excellent way to communicate and is cheaper than using the telephone. Use it for sending reports, information, contacting members and requesting information.

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

*Harry Dyer, DSO-CS  
Washington Crossing, PA*

## PUBLIC EDUCATION

### Where have they all gone?

The Public Education (PE) Program is one of the key programs of the Coast Guard Auxiliary. To the extent that we can educate boaters, the waters will be safer and there will be less need for Search-and-Rescue operations. What is happening to our enrollments in PE courses is thus of critical concern to all of us.

I have received correspondence over the year from some flotillas that have reported declines in the number of students and from a lesser number that have reported increases. What are the real facts?

The number of boating safety certificates issued by Pennsylvania over the last decade provides some evidence. In 1991, it issued 3694 certificates. Thirty-six percent were the result of Auxiliary classes. By 2000, the number of certificates issued increased to a peak of 49,429, of which 9.6 percent were from our efforts.

There are two ways to look at these numbers. First, our market share fell from 36 percent to 9.6 percent—not good. Second, the Auxiliary increased the number of students that it taught by over 250 percent—good.

What probably happened is that the state requirement that certain boaters in Pennsylvania have a certificate stimulated a big increase in demand. The State course, and particularly the State internet course, satisfied much of this demand.

Since 2000, the demand for state certification has dropped dramatically. In 2002, Pennsylvania issued 15,231 certificates, of which 11 percent were due to the Auxiliary. Through November 2003, Pennsylvania issued 13,500 certificates, of which 10 percent were due to the Auxiliary and importantly 66 percent or 9000 were due to the State internet course.

The number of students taught by Auxiliary courses is now roughly where it was in 1991. We benefited from the increased demand during most of the 1990s, even though our market share was falling. Today, there has been a structural shift in how boating safety course are delivered. Many prefer the State course on the internet.

What do these figures say about the future? First, we are likely to have fewer students taking our one-day courses than in the past. Second, the Auxiliary needs to promote our more advanced courses to those students who have taken our basic courses and to others who have not taken our courses but have taken the State internet courses.

To reach both groups will require that a rethink of how we market our courses. The future will be a challenge. ❁

*Marshall Blume, DSO-PE  
Villanova, PA*

# MARINE SAFETY & ENVIRONMENTAL PROTECTION

## TRIDENT PROGRAM BASICS



The object of this article is to attempt to consolidate at least a portion of the vast amount of information available regarding the Trident program and where to find that material. Hopefully this article can save you some time in your search.

The stated purpose of the Trident program is to provide standardized training, qualification and certification for all Auxiliarists interested in participating in the Auxiliary's Marine Safety and Environmental Protection (MSEP) program. By following the recommended progression, an Auxiliarist will be able to integrate into and effectively contribute to the Coast Guard's "M" community. Upon successful completion of the Trident program, the Auxiliarist will be awarded the Auxiliary Marine Safety (M or Trident) device.

The trident is a 3-pronged spear. Each prong, or point, symbolically represents an objective or aim. These aims are education, service and practical skill.

The first point, education, is currently achieved by completing three courses and successfully passing their respective examinations. These courses are "Introduction to Marine Safety & Environmental Protection," "Good Mate" both found at:

[www.auxtrain.org/tridenttext.html](http://www.auxtrain.org/tridenttext.html)

and "Incident Command System" found at:

[www.auxtrain.org/icsmodule1.html](http://www.auxtrain.org/icsmodule1.html)

The online courses also provides the associated online examination. To begin practical skill training, in D5-NR, you must complete at least "Intro to MSEP" and "Incident Command." Before your qualification will be awarded, however, you must also complete "Good Mate."

The second point is service. Service requirement is at least 384 hours over at least four years in direct support or administrative support of the Coast Guard's "M" program. At least 96 hours in any calendar year must be recorded in AUXDATA for that year to count toward qualification. The years in an "M" program activity need not be consecutive to be credited and hours recorded starting January 1, 1997 will serve to qualify. For acceptable "M" program activities, check the instructions for form ANSC 7030, Activity Report-Mission, under the 28 and 70 missions.

The third point is practical skill, which may be achieved by successful completion of at least four

approved Auxiliary MSEP Personal Qualification Statements (PQS). A PQS documents the requirements, training and certification for each position. Although there are 10 PQSs approved, MSO Philadelphia is currently training for the areas in which it needs Auxiliary support. These PQSs are Asst. Facilities Inspector, Asst. Harbor Safety Specialist, Asst. Pollution Response Specialist and Asst. Pollution Investigator. You must first qualify as Asst. Facilities Inspector, before moving on any other qualification. Asst. Facilities Inspector is the baseline for the "M" program in D5-NR.

Each step in a given PQS must be signed-off by a qualified verifying officer or mentor. Currently only Coast Guard personnel are qualified to act as a verifying officer/mentor. As an Auxiliarist successfully completes a PQS, he or she may then act as a verifying officer/mentor for that qualification and may assist in training fellow Auxiliarists. I am happy to say that Hugh Sweeney, Division 2 MS Staff Officer (SO-MS), has completed the Asst. Facilities Inspector PQS requirements. All PQS requirements can be found at:

[www.cgaux.info/gocx/publications/comdtinst/pqss/index.html](http://www.cgaux.info/gocx/publications/comdtinst/pqss/index.html)

Additional information such as Trident Up-Date Bulletins,

PowerPoint presentations, memos and Coast Guard directives regarding the Trident program can be found at:

[www.auxonline.org/~msep/trident.html](http://www.auxonline.org/~msep/trident.html)

Another helpful website is DSO-MS Lyn Thomas' web page at [www.5nr.org/dso/ms/](http://www.5nr.org/dso/ms/).

The aim here at D5-NR is to involve Auxiliary members who will work with the active duty and augment, and strengthen the Coast Guard's "M" program. The door for Auxiliary participation was opened at the D5-NR 2003 fall conference when Captain of the Port of Philadelphia, Captain Jonathan Sarubbi, and D5-NR Commodore Eugene Bentley signed the "Auxiliary Augmentation Program." This document establishes guidelines and procedures for integrating the Auxiliary into the D5-NR Coast Guard District "M" program.

Although this article is aimed at the Trident program, members do not have to pursue the Trident program to assist in any of the Coast Guard "M" missions or qualifications. In fact we welcome your involvement. Marine Safety is but one of the opportunities open to



(L) CAPT J. Sarubbi, USCG, awarding Hugh Sweeney, SO-MS Division 2, his Asst. Facilities Inspector Qualification.

Photo by PO Anthony Mantolonis

(Continued on page 13)

# MARINE SAFETY & ENVIRONMENTAL PROTECTION

(Continued from page 12)

members who do not own a facility, but would like to participate in an active environment.

Any member wishing to become involved in the Trident, the Auxiliary MSEP or the Coast Guard "M" programs should contact their FSO or SO-MS. If your unit does not support the marine safety mission contact myself, ADSOs Mickey deFerrari, Ken Kehrer or Tamra Neer; or finally DSO-MS Lyn Thomas. We are all in the D5-NR "Calendar of Events" booklet as well as online at: [www.5nr.org/dso/ms](http://www.5nr.org/dso/ms)

*Allison Revy, Jr., ADSO-MS (Trident Program)  
Little Egg Harbor, NJ*

## THE FUTURE OF CG AUXILIARY PARTICIPATION AT MSO/GROUP PHILADELPHIA

Auxiliarists have had an important and long-standing role at (Marine Safety Office) MSO/Group Philadelphia. The help they provide in our (radio) watchstanding, Aids to Navigation Program, and organizing and providing boat patrols has increased the overall operational capabilities of the unit. In a time where the Coast Guard's role is expanding as we continue to fulfill our homeland security mission, additional support from the Coast Guard Auxiliary is both welcome and needed.

An ALCOAST (a message to all Coast Guard personnel) came out in June announcing the "Performance Qualification System" workbooks for the Trident Program. This program provides opportunities in a variety of marine safety functions and promising chance for the Coast Guard to tap into the resources and talent of the Coast Guard Auxiliary.

At the Fall Conference in September 2003, Captain Jonathan Sarubbi, Commanding Officer of MSO/Group Philadelphia, and Commodore Eugene Bentley signed a Standard Operating Procedure (SOP), which integrates the information in ALCOAST 262/03 into how we operate at the Marine Safety Office. The SOP outlines the Performance Qualification System that the Marine Safety Office can support and conduct training for, including: Assistant Facilities Inspector, Assistant Harbor Safety Specialist, Assistant Pollution Response Specialist,

and Assistant Pollution Investigator.

A talented group of Auxiliarists who are interested in earning their marine safety qualifications has already volunteered and begun working towards the Assistant Facilities Inspector and Assistant Harbor Safety Specialist qualifications.

The MSO has provided classroom training on Facilities Inspections and Harbor Safety, and opportunities for the Auxiliarists to accompany Petty Officers on inspections. In addition to the group working towards their qualifications, we also have two Auxiliarists working daily at the Marine Safety Office, and one Auxiliarist who is managing an inspection program outside of the office. Mr. Tom Warwick, Flotilla 6-10, helped organize and plan our environmental response PREP drill and Mr. Rudy Romano, Flotilla 48, works as a member of the Waterways Management Branch. Ms. Tamra Neer, Flotilla 72, has taken over the day-to-day operations of the Commercial Fishing Industry Vessel Safety program from the MSO's Inspections and Investigations Department.



Asst. Facilities Inspector training at Coastal Eagle point. (L to R) DSO-MS Lyn Thomas, ADSO Al Revy, SO-MS Hugh Sweeney and PO Jeffrey Fry.

*Photo by PO Anthony Mantulonis*

We are looking forward to expanding the role of the Coast Guard Auxiliary in the marine safety field. Starting in 2004, every first Tuesday of the month there will be a class held at the MSO on "Facilities Inspections." The class is limited to 10 participants per month and will be coordinated by the Auxiliary's Marine Safety Team. We will also be holding training on a monthly basis for Assistant Harbor Safety Specialist but the day has not been decided. An announcement will be forthcoming.

We hope that once several Auxiliarists have been through the courses at the MSO, they will be able to provide training to their own flotillas. We look forward to working with you and hope you will be in touch with your Division and Flotilla Marine Safety Officers to schedule training. We appreciate your help. ❀

*LT Becky Jones, USCG*  
BKJones@msogruphila.uscg.mil

## VESSEL EXAMINATIONS

First of all, I would like to thank each and every vessel examiner (VE) in the Fifth Northern District for what you have accomplished within the VE Department during the year 2003. THANK YOU.

Now on to the HOT Subject: Sponsorship of the vessel safety check (VSC) decals for year 2004. There has been a lot of communication on this subject. National is well aware of your comments and some concerns, these concerns have been forwarded to National by me, as your District VE Staff Officer (DSO-VE), and by our District Commodore

As it stands at the present time, the 2004 decals will stand as printed. Some have indicated their displeasure with the commercialism indicated on the new VSC Decal. This has been noted and forwarded.

Most, if not all, have considered what is the most important aspect of the decal, its true meaning, that the vessel exhibiting the decal has exhibited, by regulation, a safely equipped vessel. The safe vessel acts as a prevention to an accident and could SAVE A LIFE. The decal, regardless of what it looks like, is representative of our recreational boating safety mantra of saving lives through public education, of which the VSC program is a large part.

D5-NR was third in the nation for conducting VSC's during the 2003 year. Let's not let weather or any other activity keep us from making sure that as we examine as many boats as possible to assure their safe status.... Thereby SAVING LIVES IN 2004.

A vessel examination class is scheduled at the Spring Conference for the first 25 people who apply. The plan is to have these members receive training, test and become qualified as a VE during this weekend. Vessels will be on site to provide a hands-on training experience.

I would again ask each Division to hold at least 2 Division wide VSC Stations during the year. These should be held sometime during the first part of the boating season. These stations should be made up of different VE's from different Flotillas within the Division. This gives all of us a chance to see how other Flotillas conduct a VSC Station, and maybe pick up some different points.

Thanks again for all that you are doing. ❀

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



## RECALL ALERT REGISTRY

### FREE BOATUS RECALL ALERT REGISTRY HELPS BOAT MANUFACTURERS REACH CUSTOMERS

The registry connects boat builders to owners when recalls arise. Boat manufacturers know that for a period of ten years after a boat is built, federal law requires them to recall and repair their vessels if they are found not to be in compliance with Coast Guard regulations or when they contain safety defects. But the law only requires that U.S. Coast Guard Defect Recall Notices be sent to original owners. With most vessels changing ownership at least once during their first ten years of life, well-meaning manufacturers often have difficulty reaching subsequent owners to let them know they have a fix available to remedy a safety problem.

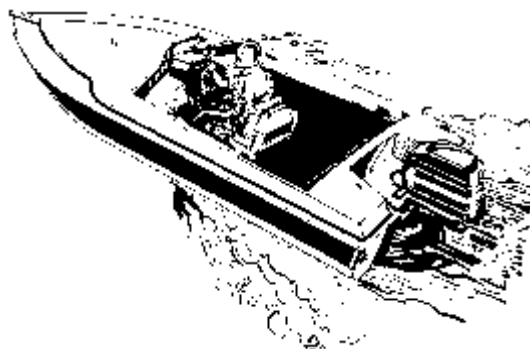
The nation's largest recreational boat owners association, BoatU.S., has stepped in to fill this important gap between boat builders and owners with its National Recall Alert Registry, a free service for manufacturers that connects them to owners with U.S. Coast Guard recall actions.

"No one wants a recall action," says Caroline Ajootian, BoatU.S. Consumer Protection Bureau director. "But when one does occur, the system often fails because second or third owners aren't notified. It also fails when new boat owners don't return warranty cards. In both cases, manufacturers have no way to notify owners about a recall and their good efforts to correct them."

"The way the recall is handled is often remembered by boat owners and using this registry helps to reinforce the positive image of a company and its product. It can only help a difficult situation get better," said Ajootian.

"We want manufacturers to know that this system is secure," commented Ajootian, "So each manufacturer can view only the database of owners having their product."

To register, manufacturers can go to the "Manufacturers Query" link at <http://www.BoatUS.com/recall>. Since its launch four years ago, the Registry's database has been utilized in several recall actions, saving manufacturer's time and efforts and potentially many lives. ❀



# MUTUAL ASSISTANCE

Coast Guard Mutual Assistance (CGMA) has a long history of helping the men and women of the United States Coast Guard, active duty, reserve and Auxiliary.



- ♦ Originally established in 1924 as The League of Coast Guard Women, the organization was to “minister to the general welfare of the commissioned officers, warrant officers, enlisted men and civilian employees of the Coast Guard and their immediate families.”
- ♦ In 1941, Coast Guard Welfare was formally established and took over the mission from the League.
- ♦ In 1979, the name was changed to Coast Guard Mutual Assistance. CGMA was incorporated in the State of Virginia on 01 January 1998.
- ♦ Today, CGMA offers aid to the entire Coast Guard family; active duty and retired military personnel, civilian employees, commissioned officers of the Public Health Service serving with the Coast Guard, Reservists, Auxiliarists, and their families.
- ♦ Coast Guard Mutual Assistance is an independent non-profit charitable organization established to provide financial aid to the entire Coast Guard family in time of need. Though CGMA works closely with the Coast Guard, is not part of the Coast Guard. Its mission is to promote the financial stability and general well being of Coast Guard people through interest free loans, grants, and financial counseling.
- ♦ Additional information about CGMA can be found at [www.cgmahq.org](http://www.cgmahq.org).
- ♦ The annual Coast Guard Mutual Assistance campaign will kick-off on March 1 and run for two months. CGMA contributions can be made at any time of the year, but it is during this period that it receives dedicated advertisement. As in the past couple of years, CGMA materials should be mailed to Flotillas by mid-March. Please distribute them among membership to advertise CGMA’s worthy benefits of “helping our own.”

*Of all 16 national Auxiliary regions, D5-NR has historically led the entire pack in annual CGMA donations.*

If you would like to donate to CGMA, contributions should be mailed directly to the CGMA office at the following address (please do not mail them to the DIRAUX office). You may use the coupon below to submit your contribution.

**Coast Guard Mutual Assistance  
4200 Wilson Boulevard, Suite 610  
Arlington, VA 22203-1804**

Ensure that your unit number is marked on any check along with “D5-NR”. ☼



## USCG AUXILIARY CONTRIBUTION TO US COAST GUARD MUTUAL ASSISTANCE

Indicate source: INDIVIDUAL ☐ FLOTILLA ☐ DIVISION ☐ AMOUNT \$: \_\_\_\_\_

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

UNIT NR. (Flotilla/Division): \_\_\_\_\_ D5-NR

MEMBER NUMBER IF AN INDIVIDUAL CONTRIBUTION: \_\_\_\_\_

Make check payable to “CGMA”

Send to: CGMA, 4200 Wilson Blvd., Suite 610, Arlington, VA 22203-1804

**D5-NR**  
TOPSIDE



**MATERIALS**

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For more info contact Marty at  
[martin.abelkop@totalsolutions-nj.com](mailto:martin.abelkop@totalsolutions-nj.com)




# HOW TO BE A "GOOD MATE"

## Fast Facts About Vessel Maintenance Pollution

Spring is near, and a sailor's thoughts turn to boating. It is that time of the year when tens of thousands of power boaters and sail enthusiasts alike are preparing their vessel for the upcoming boating season.

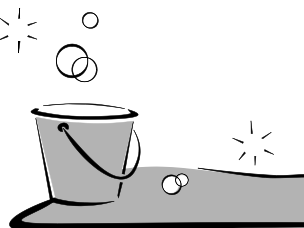
Whether you store your vessel on the water, in the boat yard, or in your own backyard, this article will help you be a "Good Mate" and keep the marine environment "clean and green."

### WHAT ABOUT VESSEL MAINTENANCE POLLUTION?



In the next few weeks and months, vessel maintenance and repair activities will be taking place virtually all around us. These activities include surface cleaning, sanding, washing, waxing, scraping, painting, as well as replacing hardware on the boat, lines, cleats, etc. Moreover, many people change their oil in anticipation of the season, and dispose of batteries, antifreeze, and other toxic materials.

Cleaning products used to get boats ready for the season include soaps, solvents, cleaners, waxes, teak cleaners, and fiberglass, wood, and chrome polishers. A number of these products contain ammonia, phosphates, chlorine, hydrocarbon products, and otherwise harmful ingredients that are hazardous to humans as well as the aquatic environment.



### CLEAN WATER - IT'S THE LAW

The Clean Water Act prohibits the discharge of harmful quantities of pollutants into the waters of the United States. Many states, including California, have additional regulations, often more stringent than the Clean Water Act. As in many cases, ignorance of the law is not an excuse! There are often severe criminal and civil penalties that may be imposed for violation of these federal and state laws.

### WHAT'S THE BIG DEAL ANYWAY?

Many of the items used to clean your boat from all the winter grime can be quite toxic and harmful to numerous types of marine life. Some examples include hull sandings which can increase the particulate matter in the water column, reducing the light penetrating the water, and this reducing the water quality. Moreover, cleaners and detergents can add nutrients to the local waters, degrading water quality, promoting algae growth,

and causing an algae bloom. This reduces the oxygen in the water, which can result in a massive fish kill, which may impact the entire food chain adversely.

### WHAT'S A SKIPPER TO DO?

Here are some of the things that boaters can do to be kind to the environment:

- Avoid using products that contain chlorine, phosphates, ammonia, hydrocarbons, or any other product labeled hazardous to humans. If a product is hazardous to you, chances are its hazardous to the aquatic environment as well.
- Rinse your boat with clean, fresh water after each use. This stops organism growth, extends the life of the protective paint, and reduces the need for heavy duty cleaners. Use more "elbow grease," not more product.
- Use only the amount of cleaning product you need, and be sure to clean up any spills with a rag and dispose of the rag properly.
- Conduct all sanding and scraping operation while the boat is in the boat yard. If you must sand while the boat is in the water, use a vacuum sander to ensure debris doesn't get into the water, and use drop cloths to prevent paint chips from contaminating the aquatic environment.
- Try using hull paints containing Teflon, silicon, or cayenne pepper rather than toxic metals, like copper and tin. If you must paint the boat's topside while the boat is in the water, make sure you have a tarp to catch any spills.
- Be sure to dispose of oil and batteries properly. If your marina doesn't have a hazardous material receptacle, encourage them to get one. Dispose flares in a flame proof container, or transported to the local fire department for proper disposal.
- Encourage your marina or marine dealer to stock environmentally friendly products.
- Boaters are only part of the Marine Partnership necessary to ensure a healthy aquatic environment. Marinas also play an important role in keeping the waters "clean and green." Here are some of the things marina operators can do to be a Good Mate:
- Make sure storm drains located near work areas in the boatyard are covered to prevent toxic materials from entering the waterway.
- Provide clearly marked bins for hazardous waste and otherwise dangerous products.



(Continued on next page)

## HOW TO BE A "GOOD MATE"

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- Stock environmentally friendly products for sale to your customers.
- Post environmentally friendly cleaning tips at the marina, or include a flyer with cleaning product purchases.

### PRACTICE THE THREE R's

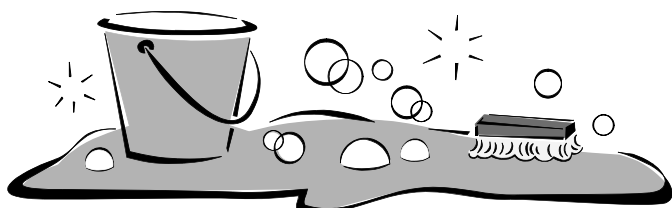
We're not talking reading, 'riting, and 'rithmetic, nor are we talking about another three R's that many mariners are familiar with, "red right returning." Here we're talking about REDUCE, REUSE, and RECYCLE. The gist of this article in how to prevent/mitigate vessel maintenance pollution is on the first "R" - **reduce the use of toxic products whenever possible, and use less product, and more elbow grease!**

### BLOW THE WHISTLE

What should you do if you observe pollution? Report it by calling 1-800-368-5647 to locate the nearest U.S. Coast Guard Marine Safety Office nearest you. To report an oil spill or other hazardous release, call the National Response Center at 1-800-24-WATCH.

As you can see, the introduction of man and his seafaring vessels into our lakes, rivers, bays and oceans can profoundly impact the marine environment. But with a little common sense and the knowledge gained from above, we can all have clean waterways to boat, fish, swim, and maintain a healthy aquatic environment. ❁

*Provided by Ed Sweeney, Division Chief  
National Department of Public Affairs*



## THE AUXILIARY IN WWII

*Editor's note: This remarkable treatise authored by the Auxiliary's National Historian, C. Kay Larsen, is presented complete as written.*

*I chose to include it in this issue of TOPSIDE as our tasks and duties are being expanded by the Department of Homeland Security. As you read through this documentary of the Auxiliary in WWII take a moment or two and reflect how events have a habit of repeating and the duties required by these events also repeat. Then and now, the US Coast Guard Auxiliary..... SEMPER PARATUS*

*The artifacts exhibited throughout the article came from the estate of Charles Barger, who proudly served as an Division 7 Auxiliarist until his death a few years ago.*

### Bravo Zulu:

#### The Coast Guard Auxiliary in World War II

**I**n the Beginning.... In *Spirit of the Times's* 1901 history of American yachting, the author surveyed the activities of prominent yacht clubs around the country. According to the popular sporting magazine, the members of the Seawanhaka-Corinthian Yacht Club on Long Island--the home club of the Roosevelt family--were the first to promote of the idea of an American naval militia.



Charles Barger

Local "boosterism" aside, club members needed only to have read British yachting history to know that in England, yachtsmen and the Royal Navy had had a close relationship going back to the Napoleonic Wars. At the time royal yacht club squadrons frequently participated in maneuvers with the navy.

During the American Civil War, private American yachts were loaned or leased to the U.S. Navy. The New York Yacht Club's famous racing schooner, *Henrietta*, was loaned and commanded by its owner, James Gordon Bennett, Jr., son of the owner of the *New York Herald*.

During World War I, the U.S. Naval Reserve organized yacht clubs like "The Boston" "into submarine watches to ease fear along the coast and raise morale by giving everyone a greater piece of the action." The BYC also formed a volunteer harbor patrol, although it soon disbanded due to cessation of hostilities. The 1916 naval reserve act provided for enrollment of civilian boats and crews "suitable for naval purposes in the naval defense of the coast." 1.

Given this history it is not surprising that during the 1930s, American boaters and yachtsmen began to press the U.S. Coast Guard for a role in its operations. One of these was Malcolm Stuart Boylan, Commodore of the Pacific Writers' Yacht Club in Los Angeles, California. On August 23, 1934, he wrote a letter to Lt. Francis C. Pollard of the Coast Guard, following a cruise Pollard had taken with the club. Boylan suggested the formation of a Coast Guard Reserve.

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# THE AUXILIARY IN WORLD WAR II

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The letter, in part, read: "This brings me to the suggestion that a Coast Guard Reserve would be an excellent thing to perpetuate these traditions, preserve its entity, and, more practically, to place at the disposal of Coast Guard officers, auxiliary flotillas of small craft for the frequent emergencies incident to your twenty-two prescribed and countless unexpected duties."

Later Boylan made trips to Washington to promote the idea which bounced around Coast Guard headquarters for five years. As the war clouds darkened over Europe and the Pacific, Coast Guard officials began to recognize the need for more manpower on the home front should hostilities break out. Within the Coast Guard itself, the future Commandant, Adm. Russell R. Waesche, became the "prime mover and chief official angel" of the formation of the Auxiliary. He believed such a civilian organization could help lessen boating accidents and encourage adherence to laws and regulations.

By the mid-1920s, America had become largely a middle class society and was taking to the water like it was taking to the highways. The Coast Guard could not keep up with the growth of the recreational boating industry. This was greatly due to manufacturing technologies that dated to the development of mass-manufactured interchangeable parts in the mid-nineteenth century. To some extent, Henry Ford only added the assembly line.

During the 1920s Christopher Columbus Smith's Chris Craft Company was the first to begin the mass manufacture of recreational boats. By 1936, the family cruiser had become the backbone of the U.S. motorboat industry. These cruisers would become the backbone of the World War II Auxiliary and CG Reserve small boat fleet.

Without these social, economic, and technological advances that had been building in the country for more than a century, America would not have been able to provide the vessels that protected its coasts during World War II.

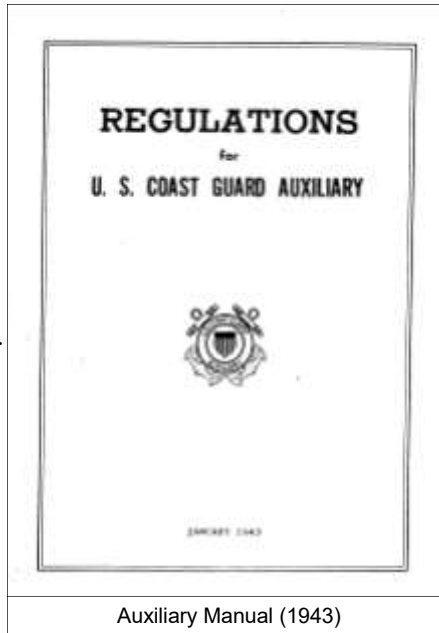
Giving voice to these demands in January 1939, Rear Adm. Thomas Molloy, USCG, gave a speech on small boat safety in New York in which he cited the increasingly large number of calls for assistance the Coast Guard was receiving from boaters.

Three hundred thousand pleasure boats were cruising federal waters and an unknown number were operating on sole state waters. An estimated 150,000 outboards were skirting around the country, being the jet skis of their day.

The Depression-era dam- and reservoir-building programs had brought man-made lakes under federal control and hydroelectric plants such as the Hoover Dam needed protection. Thus, the Coast Guard's prewar responsibilities had mushroomed considerably, in spite of the economic doldrums of the Depression.

In his speech, Molloy also recalled the work of civilian boaters in World War I. "Should a similar crisis arise in our national life again, your boats and your experience will be needed." As a result of these factors and concerns on 24 April 1939, Rep. Schuyler Otis Bland of Virginia introduced Bill No. 5966 which would create a Coast Guard Reserve as a volunteer civilian force to promote small boat safety and to facilitate Coast Guard operations.

In testifying before Congress, Acting Treasury Secty. Steven P. Gibbons stated, "The Coast Guard had [sic] felt for some time a definite need for such an organization to assist in the performance of its duties. . .such as the conduct of regattas marine parades. . .which might require facilities beyond those available to the regular Coast Guard."



Auxiliary Manual (1943)

The bill was signed into law on 23 June 1939. After its passage, the Coast Guard began to enroll volunteer crews and boats and established training programs for them. The basic operating unit, known as a flotilla, was comprised of a minimum of ten boat owners. Uniforms, insignia, flags, and burgees were designed. A Coast Guard officer would serve as the Chief Director in Washington and additional officers would direct Coast Guard District activities. By the end of 1940, the Coast Guard Reserve numbered 3,000 members who owned 2,700 boats, organized in 150 flotillas. 2.

As the prospects for U.S. involvement in World War II heightened, officials also saw the need for a military, as well as a non-military reserve. The Coast Guard required a force that could be called to active duty and whose personnel would be subject to military discipline and the articles of war. Thus on 19 February 1941, Congress amended the 1939 act to create the Coast Guard Reserve as a military reserve, and renamed the 1939 civilian reserve, the "Coast Guard Auxiliary," maintaining its volunteer status and purposes. Under the terms of the February legislation, a Coast Guard petty officer would be assigned to every Auxiliary patrol.

A 1941 *Popular Science* article enthusiastically touted the virtues of the newly-minted "Paul Reveres of the sea." The author recognized that two different sets of skills were needed to handle merchant ships versus small

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boats. While merchant mariners were entering the Navy, the Coast Guard was: concentrating on its friends, the yachtsmen, whose knowledge of seamanship, navigation, and gas engines, plus familiarity with local waters and boatmen, makes a national-defense asset immediately convertible to a useful purpose. These men would be greenhorns aboard a battle-wagon, but along the line of their own hobby, many of them are extremely good. And so are their boats.

The *New York Times* reported in August 1941 that in nearly every yacht club along the East Coast “a batch of members had banded together in a Coast Guard Auxiliary flotilla.” By 1943, there also were approximately 100 women members; many were boaters on Lake Winnebago, Wisconsin. Initially these men and women assisted with search and rescue and the enforcement of the 1917 Espionage and the 1940 Federal Boating Acts and carried out collateral duties such as making deliveries to lighthouses. They also patrolled regattas like the Harvard-Yale boat race. **3.**

During 1941, as German submarine attacks on U.S. ships became sporadic, in spite of its neutral status, America’s “Battle of the Atlantic” began. The Germans had been waging war against British shipping since 1939. American lives had been imperiled when British or neutral ships on which U.S. citizens had been traveling were torpedoed. After the torpedoing of the U.S. merchant ship, *Robin Moor*, on 27 May, President Franklin D. Roosevelt declared an Unlimited National Emergency.

In July, the Coast Guard called for the enrollment of 270 Auxiliary and other civilian vessels for use by Coast Guard Districts; each boat was to have six crew members. Waesche specifically cited the need to protect the Tennessee River Valley Authority lakes and other defense sites. Vincent Astor’s 263-foot yacht, *Nourmahal*, “donned CG gray for the duration as a floating meteorological station.” The service also commissioned 100 Reserve officers and 126 warrant officers. These men and vessels were added to a fleet of 276 cutters (72-foot or longer) and 199 picket boats. Most of the temporary Reserve boats were 30- to 40-feet in length and used for harbor patrols. More than 100 of the largest U.S. yachts had already been taken into service by the British government.

In September 1941, the German submarine threat was such that the Navy began convoying merchant shipping

from Newfoundland to Iceland. On 1 November 1941, the Coast Guard was transferred from the Treasury Department to naval command, as required by law in wartime. **4.**

On 7 December 1941, Japanese fighters and torpedo bombers attacked Pearl Harbor naval base in Honolulu, Hawaii, as well the Army’s nearby Hickman Air Field.

The surprise attack resulted in more than 3,500 casualties and America’s entry into World War II. Members of the Honolulu Coast Guard Auxiliary rushed to the Coast Guard Station and conducted patrols of the harbor until the afternoon when they were relieved by regulars. San Francisco flotillas began night and day patrols on 7 December. Flotilla 27 of Seattle assisted the Navy by providing picket boats for its minesweepers doing checks of Puget Sound shipping lanes for enemy-laid mines. Nation-

wide during the first six weeks of the war, the Auxiliary largely took over harbor patrols.

As a patriotic fervor swept the country following Pearl Harbor, hundreds of yachtsmen and other recreational boat owners flooded into existing Auxiliary flotillas and many new ones were created. Large numbers of men and women enrolled in order to qualify for commissions or ratings in the active duty Coast Guard. “Flotilla Commanders suddenly found themselves snowed under with work, day and night: patrolling, enlisting, organizing, teaching.”

## The “American Hunting Season”

On 12 December 1941, five days after Pearl Harbor and one day after Germany declared war on the United States, German Chancellor Adolf Hitler and Adm. Eric Raeder, naval commander-in-chief, met in conference and decided to send U-boats to raid American commerce. They based these plans on hopes that the U.S. Navy would transfer ships to the Pacific. They might also buy time in the European war. What they did not know, however, was that it had already been decided with the British that if the United States entered the war, it would do so on a Europe-first strategic basis.

Even though the Mediterranean was a priority, ADM Raeder sent six 500-ton submarines captained by “aces” to waters off the U.S. coast. Taking a month to deploy, by January an average of nineteen submarines operated in the U.S. Strategic Area on a daily basis. Their fuel capacity would allow them to operate in American waters for a two-week period. Each German submarine carried

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Auxiliary Member Certificate (1944)

# THE AUXILIARY IN WORLD WAR II

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fourteen torpedoes and their deck guns were lethal enough to sink a ship by themselves. By the time the Germans arrived, U.S. forces had only been able to lay 365 mines off the Chesapeake Capes and submarine nets and booms off New York and other harbors. (New York was the busiest port in the world with an average of 50 arrivals and departures per day in November 1941.)

First blood was drawn on 12 January 1942 when the British passenger steamship, *Cyclops*, was sunk 300 miles off Cape Cod. In February, 432,000 tons of shipping went down in the Atlantic, 80 percent off the American coast. In March seventy ships were sunk along the coast. One of the factors that added to the casualty rate was that East Coast cities initially refused to dim their lights which silhouetted ships at night. Finally waterfront and sky signs were shut off on 18 April; a stricter order was imposed in May. Merchant ship captains sailing independently hugged the coastlines, believing the U-boats could not penetrate inshore which was not the case. In March, representatives of the petroleum industry met with Navy and War Department officers, warning them that if the rate of tanker sinkings were maintained, after nine months America's war-waging ability would be crippled due to lack of fuel oil. (They estimated a 40 percent further loss of ships and possibly the deaths of 3,000 more seamen.) The Germans proclaimed this period "the American hunting season."

During this time, the U.S. government had its hands full supplying ships for two oceans. Moreover, initially, it responded ineffectively to the submarine threat. Adm. Ernest J. King, the new chief of naval operations, focused on the Pacific War and naval offensive strategy, and thought the submarine threat would soon diminish. Further, he lacked convoy escorts; officials would have staged maritime executions if they had bunched ships together without adequate protection. Moreover, ADM King's dislike of the British was well-known in Washington and he received conflicting advice from the Royal Navy.

However, Army General-in-Chief George C. Marshall, was one of those who argued the importance of implementing defensive measures, as a result of his fear that he would lack transports to deploy troops overseas, which was a priority even at that early date. In May 1942, ADM King finally ordered coastal convoying between Maine and Florida. 5.

Regardless of these problems, the coastal defense of

merchant ships had to be provided for with a limited number of small military ships and acquired civilian vessels. In March, all Naval District Commanding Officers were ordered to "leave no stones unturned" in searching for vessels appropriate for antisubmarine work.

In April, the number of vessels authorized for the Coast Guard Reserves was increased. By 1 April, the Eastern Sea Frontier Command had at its disposal sixty-five (75-90-foot) Coast Guard cutters, three 173-foot PC's, twelve Eagle boats and converted yachts and fourteen armed British trawlers. Eight-four Army planes and eighty-six Navy planes were flying out of nineteen bases. The Royal Navy also loaned the United States twenty-two converted trawlers whose crews had had substantial antisubmarine warfare experience.

Meanwhile other defensive measures were being implemented, the most important being the coastal convoy system. Army, Navy and Civil Air Patrol planes increased patrols. Because of the prevalence of night attacks, vessels were ordered to anchor overnight in the Chesapeake and Delaware Bays and behind Cape Lookout in North Carolina. They were also routed through Long

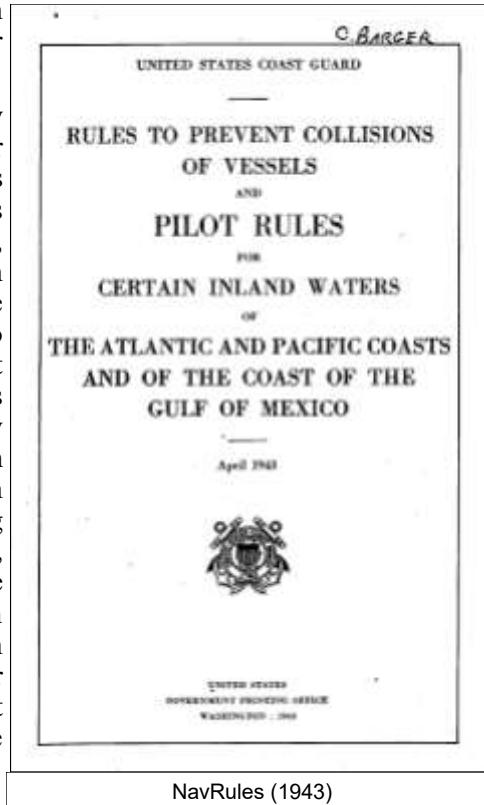
Island Sound and the Cape Cod Canal. Later Navy destroyers were assigned the near futile task of hunting the U-boats, as President Woodrow Wilson had described it in World War I, like chasing hornets around a barnyard.

Although potential losses diminished as a result of these efforts, the cumulative total rose as spring foliage bloomed along the East Coast. In a case in point, only one member of the Chilean freighter, *Tolten*, survived a torpedoing thirty miles from the Ambrose Channel that leads into New York Harbor.

During this time the Coast Guard Auxiliary was performing important security and search and rescue duties, freeing up Coast Guard assets. In Massachusetts, Salem and Marblehead flotilla members conducted 12-hour winter patrols in an open unheated sea skiff.

**New Jersey flotillas** checked "commercial fishing boats and their crews upon departure and arrival at docks in **Wildwood, Two Mile, and Cape May** to guard against their carrying supplies to enemy vessels off-shore or bringing enemy agents ashore. . . ."

The Auxiliary's Cape Fear, North Carolina Division patrolled twenty-six inlets on a 24-hour basis, enduring



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the blazing hot sun during the day and sand flies and other insects at night. During the war, members rescued 300 persons from marshes and waters between Wilmington, North Carolina and Fernandina, Florida, most of whom were victims of plane crashes and small boat cases.

German tactics introduced in May presented new dangers to patrol boats. Eleven mine fields were laid by submarines off U.S. seaports which fortunately caused little damage (six ships were sunk or damaged, five in the channel approaching the Chesapeake Capes). Seven were discovered and swept up; the presence of the other four was not made known until the end of the war through German records. 6.

The increased effectiveness of defensive measures on the East Coast caused the Germans to concentrate off Florida and the Gulf of Mexico at the end of April where pickings were better. Six submarines began operating in the area. In May, forty-one ships were sunk of which 55 percent represented tanker tonnage. Two target-rich areas were the Florida Straits and the Passes in the Mississippi below New Orleans.

On 7 December 1941, William M. Mansfield, a noted Florida sportsman, reported to the Fort Lauderdale, Coast Guard Station and offered his services to the commanding officer. Within the next few months Mansfield used his considerable network of friends to enroll hundreds of boat owners in the Coast Guard Auxiliary. By September 1942, flotillas had sprung up in sixteen coastal cities. Members had offered 165 30-100-foot boats for use as operational facilities.

The area of the Florida Straits off the Cape Canaveral Lighthouse was a prime hunting ground for submarines, as it was lit, had a deep narrow shipping channel, and was fifty miles from the nearest small boat station.

Small Auxiliary vessels patrolling offshore with no running lights risked being rammed by merchant ships that were also blacked out. Crews were in danger of being shot at by newly-trained naval gun crews then aboard merchant ships or mistaken for the enemy by the Coast Guard.

On 28 April 1942, the District Director of the Coast Guard Reserve and Auxiliary reported that on 9 April

orders had been issued to dispatch as many Auxiliary vessels as possible to the shipping lanes between St. Augustine and the Jupiter Light, 7:00 P.M. to sunrise, to look for distress signals and to rescue survivors. The report noted that given the dangers of mistaken identity, "The possibility of loss of Auxiliary personnel and boats on this patrol should be considered." It concluded that in the future it would be safer to station vessels close to the beaches. In this way they could be out of the shipping lanes, but be near enough to be able to respond to distress calls.

Auxiliary Uniform Price List (1944)

On 5 May, the Commandant of the Coast Guard sent the following to the 7th District Commander: "In view of the heavy losses among personnel of torpedoed vessels along the coasts, the Commandant directs that immediate steps be taken to utilize vessels and members of the Auxiliary to the fullest extent for the purpose of rescuing survivors."

In spite of hazards, during one 2-week period, Auxiliary crews rescued 151 survivors of submarine sinkings. The tanker, *Halsey*, was torpedoed just before dawn on 7 May. Coast Guard Auxiliary and commercial fishing vessels rescued 32 men.

Also in May two Mexican tankers were sunk, a week apart. Members from three Auxiliary flotillas rescued 22 survivors from the *Petrero de Lano* that was engulfed in flames "while hundreds of civilians lined Miami Beach or watched [the rescue

operation] from skyscraper hotel windows," as the ship was torpedoed a short distance from shore. The Auxiliarists "drove their little boats right into the flames" that had spread over the water to take on the men.

Active duty Coast Guard crews rescued 28 from the second Mexican ship. Auxiliarist Kit Johnson and crew rescued 22 merchant seamen from lifeboats off the SS *Java Arrow* that had been torpedoed on the night of 5 May. Johnson's overloaded boat was in a sinking condition when he brought it into the dock at the Fort Pierce Coast Guard Station.

In what was perhaps the largest Auxiliary/Reserve rescue of the war, on 8 July 1942, Dr. E. E. Kitchens and Mr. B. R. Smith, both members of Miami flotillas, were on vacation with their families in the Keys. The American tanker, *J. A. Moffett, Jr.*, was torpedoed eight

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miles off shore.

Coast Guard boats were laid up with repairs, so Kitchens and Smith took the crews on board their two boats and left in heavy seas for the scene. Before they reached the tanker, survivors in two lifeboats were located. Kitchens took them on board and started to return to the station. Smith, with eleven survivors including the Chief Engineer, continued on to the tanker to try to find the captain, retrieve the ship's papers, and determine salvage needs. The captain was found dead, caught in the lifeboat falls.

Meanwhile, Kitchens found sixteen more survivors and was now dangerously overloaded with at least thirty people on board. To return, he had to navigate without lights, in heavy seas, and through shallow channels. For his feat in bringing his boat and victims into port safely, Kitchens earned a commendation from the Commandant.

Willard Lewis became a local celebrity after he and crew members met up with a German submarine. While patrolling in a 38-foot cruiser off Ft. Lauderdale, Lewis was ordered to search for survivors of a tanker that had been torpedoed. Soon they came upon a U-boat whose diving fins had apparently been damaged by shots from the deck gun of the tanker; it was diving and surfacing repetitively. After it dove a second time and Lewis waited for it to resurface, he told his crew "the boys" back at the base would never believe that they had seen a sub. Suddenly with "crunching impact" the submarine surfaced under them, lifting the cruiser and tumbling Lewis and crew onto their deck. Lewis's boat limped back to the station with the paint marks of the U-boat as souvenirs and proof of their encounter.

Records state, "Time after time, these Auxiliarists took their tiny boats out, a few armed with rifles, others with boat hooks and flashlights, to haul drowning, burned, merchant seamen from the sea." Ultimately, the Coast Guard Auxiliary rescued more than 500 seamen from the sea during this dark period of the war.

Members also supplied vital local information and identified potential hiding places of submarines. At least four female temporary Reservists conducted patrols as operators and crew. In the case of Jean Linderman, the Coast Guard considered it too costly to train and house crews on her Florida Key, so they assigned her her own patrol area of responsibility. In her finest hour, she led authorities to a military deserter who had been living on a local island. 7.

Early in 1942, the 7th District detailed the assignment of Coast Guard boats in the state. As an example at Key West there were: 2 examination vessels; 4 boats for convoy anchorage; 2 boats for carrying men and messages for convoys; 6 boats for harbor patrol; 6 boats for bridge patrols on keys; 1 fire boat.

By the end of May 1942, the German submarines had made their way into the Gulf of Mexico. Coast Guard commanders there had many fewer ships and aircraft to deal with the threat than had their counterparts on the East Coast. At the beginning of April, only three yachts, nine Coast Guard cutters, and two destroyers were available. Army and Navy planes patrolled from Miami and West Palm Beach air stations. During May and June an additional thirty-four cutters, patrol boats, and minesweepers, along with one converted yacht were added to the ASW fleet. As in the North, officers improvised. They changed shipping routes, concentrated search boats, and set up killer groups of ships and planes. More aircraft also became available.

The submarine situation in the Gulf was so severe that local Coast Guard officers did not wait for the establishment of operations on a national basis. The Auxiliary Coast Patrol was formed as a task group, headed by the commanding officer of the 8th District. Five bases were manned by Regulars, Auxiliarists, and Reservists. In Morgan City, Louisiana, in November 1942, the Patrol consisted of 137 boats, 126 of which were owned by shrimp fishermen. Allowances were made for their livelihoods, as they could fish at random and took turns manning their stations. These crews operated all over the Gulf and were furnished with guns and radios. They were ultimately responsible for saving the lives of many survivors of torpedo sinkings.

As an example of the Auxiliary's work in the Gulf, at 0210 EWT on 29 June 1942, the British tanker, SS *Empire Mica*, was torpedoed off Florida. It was enveloped in flames and the majority of its crew was trapped below decks. At 0540 when the Auxiliary vessel arrived, it found no survivors. It then received a call of a sighting of a life boat four miles to the northeast. CGAV *Countess* proceeded to the location and took the lifeboat with fourteen survivors in tow.

Taking note of the Auxiliary's work, at a Washington conference in May, it was decided that the Coast Guard was to provide additional coastal patrol craft. Admiral King directed the Commander of the Eastern Sea Frontier to put out a call for boats which could remain seaworthy for forty-eight hours in good weather; these would constitute the Coastal Picket Force. The ESF Commander's order to the Districts stated: "The use of the Coast Guard Auxiliary vessels, operating from Coast Guard Stations at various inlets along the Coast and patrolling inside and outside the shipping lanes, has already proven the feasibility of such a plan and warrants a much more extensive use of such vessels for rescues and observation purposes. A number of small yacht owners have signified their willingness to go to sea and, while cruising off shore, act as observation vessels."

All Commandants will therefore take steps to contact all yacht owners and, through the Coast Guard, after

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certification as to nationality, etc., get as many as possible of these craft at sea on observation duty. . . . Steps are to be taken also to induct into the Coast Guard Auxiliary service as many vessels as possible to act as rescue boats from Coast Guard Stations and as patrol boats for inside and outside sea lanes.

Aside from these measures, Washington hoped to replace lost ships. According to the *New York Times* in May, two armed merchant ships a day were coming off the production line. The government promised that by December this would be increased to three. 8.

## The Coastal Picket Force

To meet the on-going crisis in June of 1942, transfers to and enrollment in the Coast Guard Reserve on a part-time or intermittent basis were authorized under an Amendment to the 1941 Auxiliary and Reserve Act. Thus, more Auxiliarists transferred into these units on a part-time or intermittent basis without military pay or on a full or part-time basis with military pay. The age limits for the Reserve were 17 to 64 and the physical requirements were not strict. For the most part then, Auxiliarists who could not meet the physical requirements of the Reserve stayed in the Auxiliary and those who were physically fit transferred into the Reserve. By June 1942, the Auxiliary had 11,500 members and 400 flotillas; 1,000 boats already had been taken into the Reserve.

Men and women--sometimes married--from all walks of life now flooded reserve units. Members included accountants, secretaries, doctors, janitors, teachers, construction workers. In one case a bank president stood watch with his clerk. Arthur Fiedler, conductor of the Boston Pops, joined, as did a former Governor of Maine. World War I veterans were represented in force. The Boston area distinguished itself by having the largest enrollment in the Auxiliary and, hence, as temporary Reservists. There were approximately 13,000 Auxiliary members. Of this number, nearly 10,000 enrolled as temporary members of the Reserves. Flotilla 201 of Portland, Maine had the largest number: 431, as of 1943. By the end of 1945, the 3rd Naval District in New York counted 11,318 members and 3,487 boats.

By July 1942, two developments spurred even greater organizational efforts. First was the unremitting toll on merchant shipping. In the Gulf, between 6 and 20 May of 1942, there were eighteen attacks on merchant vessels in which ten were sunk. In June, two teams of four German saboteurs each were landed on Long Island and near Jacksonville, Florida, from submarines.

In reaction, enrollment in the Coast Guard Reserve on a full-time paid, but intermittent, basis was begun aggressively. In the same month, an integrated Army-Navy-Coast Guard "Sea Frontier" defense system was fully established that included beach, inshore, and offshore patrols; volunteer port security units; and a coastal picket force.

The system that was established was for Auxiliary and small Reserve vessels to do inshore and near offshore patrols and larger, seaworthy vessels of the Coastal Picket Force (CPF) to conduct patrols along a 50-fathom curve of the Atlantic and Gulf seaboard, sometimes as far as 150 miles out to sea.

Both motor- and sailboats were used for the Coastal Picket Force. Boston Auxiliarists enrolled 60 sailboats and 40 motorboats in the CPF. In New York, a 7-member committee consisting of Coast Guard and Auxiliary officers and some of the premier names in American yachting, such as Charles F.

Chapman, author of the classic, *Chapman Piloting*, worked at the New York Yacht Club for two months enrolling boats and crews. **9.**

The two largest CPF bases in the New York region were at Greenport, Long Island and **Manasquan, New Jersey**. It appears that the Auxiliary's major role in the CPF was to enroll the vessels. However, a number of yachts and crews were manned by Auxiliarists who transferred into the Reserves. An "associate" membership category was created to accommodate those who were not boat owners and, thus, civilian crews flooded into units.

The first Coastal Picket Force boat, *Two Pals*, left the Greenport base on 29 July 1942. Stations were assigned according to the Army's Interceptor Command system. This divided the U.S. into 15 nautical-square-mile sectors and boats patrolled grid areas for specified periods of time. Crews were to "observe and report the actions and

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Temporary Reserve Document (1944)

# THE AUXILIARY IN WORLD WAR II

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activities of all hostile submarine, surface and air forces.”

From June until December 1942, many Reservists came into the CPF full-time with pay, serving one- to five-month periods. In the middle of December, the temporary members of the Reserves were given the choice of enrolling in the Reserves on a full-time paid basis, staying in as Reservists on a full or part-time basis without pay, or separating from the service.

By mid-September of 1942, 480 CPF vessels were working along the Atlantic and Gulf coasts out of more than thirty bases. By December, nationwide, there were 2,093 Reserve vessels. Together with Coast Guard craft (regular and acquired), the total number of vessels operating offshore was 3,256.

The large 50- to 100-foot sailboats were the signature vessels of the CPF. They became important assets for antisubmarine patrol, as they could hear submarines more easily than motorboats and the Germans could not hear them. In addition, they had longer cruising ranges and could take heavy weather better.

Members of the CPF at Greenport, Long Island lived up to their hardy sailor reputations. As the winter of 1942 approached, the Coast Guard wanted to transfer many of the boats south, because of the particularly severe weather conditions. The members, however, pleaded to stay in operation, saying they thought they could “take it.” As a result, the group sustained operations during the winter in all but the most severe weather conditions.

In December of 1942, Adm. Adolphus Andrews, commander of the Eastern Sea Frontier, sent the following (excerpted) letter to all task group commanders. He ordered that the letter be posted at all coastal picket stations: “On three recent occasions coastal picket vessels have been caught offshore by sudden winter gales. Certain of these vessels have been severely punished by the elements and faced conditions which made it impossible even to maintain fires in their stoves for cooking or for heating.... One picket boat with all hands busily engaged in an effort to keep afloat in the high seas, had an additional task of extinguishing a fire which broke out in the engine room. Another boat, after battling head winds and high seas for a day and a night, exhausted its fuel supply. In consequence of the excellent seamanship displayed by the commanding officer of this boat, and of the assisting boat, fuel was transferred at sea under the existing difficult conditions.... In spite of the discomfort and danger connected with their tasks, it is noted that those men who have undergone these experiences are anxious to refit as expeditiously as possible, and return to their patrols. Such morale on the part of the coastal picket men is commendable in the highest degree.”

To effect their anti-submarine work, CGR vessels were armed with four 300-pound depth charges, one (usually .50 caliber) machine gun, and a radio. The key

to this work was to man the listening devices and keep contact with and track the submarine. “Often other vessels were sent to pick up contact, and if the source were located the area was ‘developed’.”

If vessels with heavier armament took up the search, the Coastal Pickets resumed their patrols.” Planes might be sent to investigate. Navy vessels and convoys were informed of the contacts. As long as the small boats could keep the submarines submerged, the probability of sinkings lessened. Due to the necessity for greater speed, the German submarines tracked the convoys and usually attacked surfaced, and at night.

The doctrine for the CPF was very clear and worth quoting at length: “It may be assumed that enemy action will take one of the following forms: a) Submarine activity against shipping; b) Aircraft attack on New York vicinity; c) Surface craft employed as raiders or scouts; d) Attempts to land ground forces; e) The laying of mines in coastal waters by submarine, surface vessels, or aircraft; f) Bombardment of shore objectives by submarine or surface vessels.”

Therefore the mission of the CPF boats was fourfold: a) report instantly b) maintain observation c) attack when armament permitted and d) report distress of U.S. forces and assist. Orders emphasized that protection could only be afforded if convoys were adequately warned.

Therefore, crews must be constantly alert and their radios had to be in good working order. Further: “Contact with the enemy having been established by sight or sound will not be broken as long as it is possible to maintain it.” This may mean certain destruction of a picket boat but may save a convoy. Men in the old Life Saving Service confronted with the necessity of launching through a dangerous surf had a slogan which seems applicable also to the Pickets, “You have to go out, but the Regulations don't say you have to come back.”

The performance of the third part of the mission is simple. If you have “cans” [depth charges] use them. Your Lewis guns are not able to compete with the 9" or even the 20 millimeter guns of the enemy but by vigorously rushing him you may prevent him from manning these guns and may thus force him to submerge.'

Aside from the submarine work, the Picket Force's other main duty was search and rescue of survivors of torpedoed vessels and of other distress cases. They also were responsible for recording sightings, unidentified sounds and significant flotsam and jetsam.

As an example of a CPF case, on 17 May 1942, the English vessel, *Peisander*, was torpedoed 300 miles off Bermuda and three lifeboats were launched. The CGC *General Greene* received orders to join the search on 24 May. In the meantime, lifeboats 4 and 6 (22 and 21 survivors respectively) were located and towed in by CGR-37 and a CG lifeboat from Maddaket Station.

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On 25 May, *General Greene* departed Nantucket with two CG reserve vessels in search of the third lifeboat. At 0945 hours, it sighted it and a sub as well. It swung its bow around to try to ram the submarine, but the U-boat dove. *General Greene* dropped three depth charges and an oil slick 400 feet in diameter appeared and no sound contact was made for the next twenty-five minutes. The *General Greene* then took on board the eighteen survivors from the lifeboat and they explained that the submarine had been trailing them. When the SS *Plow City* had attempted a rescue four days before, it was torpedoed (thirty crew members of the *Plow City* were picked up five days later). At 1601 hours the CGC *General Greene* arrived in Nantucket and all the survivors from the three lifeboats were taken to Newport, Rhode Island.

In another incident on 19 September 1942, in the 4th ND, a Civil Air Patrol (CAP) plane spotted a submarine and dropped a smoke bomb to identify its position. The smoke was seen by CGR-4436 which proceeded to the sighting at full speed. The plane dropped another smoke bomb off its bow. The CGRV dropped a depth charge which resulted in the eruption of a large column of water with black oil. By the time the submarine was attacked, five CAP planes, four Navy planes, one Navy blimp, and two Navy vessels had joined in on the case.

The case of the CGR 3070, a.k.a., *Zaida*, became legendary. In December 1942 as it was ending its week-long patrol, the 58-foot yawl with her crew of nine nearly rolled on its beam in gale force winds that snapped the mizzen mast and caused other damage. Skipper Curtis Arnall, one of the radio voices of comic book hero, "Buck Rogers," was able to send a distress message. Then he headed the boat southwest, running sometimes with winds so strong that they sailed bare poled. Over the course of the next twenty days, more than twenty-five planes and ships of the U.S. Army and Canadian Air Forces, the U.S. Coast Guard and the U.S. and British navies searched for the sturdy craft. During this time, all the while experiencing a number of wrenching failed rescue attempts, *Zaida* sailed 3,100 miles from off Nantucket Shoals to Ocracoke Inlet, North Carolina. Finally the boat was sighted fifteen miles from shore by a blimp and was taken in tow by a Coast Guard cutter. The hunt for *Zaida* constituted the largest search and rescue operation in the Atlantic by Allied Forces during World War II.

A significant duty of CPF vessels was to record critical incidents and sightings. Vessel logs recorded: sightings of submarines, aircraft, unidentified vessels, fishermen and lifeboats; floating drums, mines, loose

buoys, and targets; gunshots and explosions heard; oil slicks discovered and oil samples taken for analysis; towing and other SAR cases. CGR-3065 even recorded the landing of a homing pigeon with an injured leg. 10.

## Port Security

During the war, thousands of Auxiliarists, serving as Reservists, also performed port security duties. Uniquely in the First and Third Districts, the Auxiliary (as temporary members of the Reserve) was solely responsible for port security. Commands known as Volunteer Port Security Force Units were organized in twenty-two port cities as Temporary Reserve (TR) units. Although most other Auxiliary/TR units operated separately, VPSF units were enrolled from the Auxiliary in southern California, the upper Midwest (9th ND), and in the Northwest (13th ND). Los Angeles and Long Beach California Auxiliarists held dual titles as members of the Auxiliary and the local VPSF Unit. In other cities, Auxiliary/TR units afloat cooperated with VPSF ones.

Prior to and during World War II new regulations, laws, and amendments increased the Coast Guard's enforcement powers in harbors and at waterfront facilities. Following the 1939 Neutrality Proclamation, the Coast Guard was charged with sealing ships' radios to prevent communication with the enemy. Ships were checked to make sure armaments were not being brought into ports. Anchorage regulations were revised and the Dangerous Cargo Act of 1940 was passed. Explosive regulations were implemented in April 1941. In June 1942, all port security responsibilities were delegated to the Coast Guard.

Port security duties included: controlling entrance, movement, and anchorage of vessels; fire prevention and fighting; supervision of loading and storage of ammunition and explosives; sealing ships' radios; guarding piers, stored cargo, docked ships, and harbor areas; licensing of commercial vessels operating in local waters; issuance and checking of identification cards for access to waterfront facilities and for recreational vessels; enforcing regulations pertaining to use of cameras and binoculars. Because of the voluminous amounts of ammunition being shipped, fire prevention and detection (particularly because the dangers of smoking and of cutting and welding in repair facilities) was a primary duty. German sabotage was also a concern. The 1942 burning of the French liner, *Normandie*, that was being converted to a troop transport, moved the Coast Guard to augment cities' fireboat fleets by converting 150 small craft--tugs, luggers, tourist, fishing vessels--to fireboats.

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The service also built 103 30-foot Harvey boats that were equipped with four 500-gallon-a-minute fire pumps. Temporary Reservists manned fireboats in Portland, Maine; Providence, Rhode Island; Washington, D.C.; Cleveland, Ohio; and Galveston, Texas. Units at St. Paul, Minnesota; Rock Island, Illinois; and Memphis, Tennessee were manned entirely by "TRs," as they were popularly known.

Beating their dockside and ship posts TRs detained, interrogated, and arrested persons; detected and extinguished ship and pier fires; thwarted incidents of theft and assaults; assisted at large fires, medical emergencies, drownings and during storms; and enforced laws and regulations. Munition ship security details consisted of men at each hold; one on the weather decks; one for the gangway; and several on the piers.

As an example of the work of the port security units, the Los Angeles Auxiliary/VPSF unit at its peak comprised 2,400 members, including 175 women. Members served as "commercial fishing boat inspectors, fire watchers, guards and sentries at docks and piers, in the ID office, and on transportation and radio watches, as well as on duty in vessels at piers." **Farragut Flotilla No. 25 Reservists from Camden, New Jersey** saved twenty-four women and children from drowning on 19 August 1944 when the gangway of the steamer, *State of Pennsylvania*, collapsed while taking on passengers (a 12-year-old boy drowned and an elderly woman later died of a heart attack.) During the war, the port of **Philadelphia** that was manned by TRs in abundance, handled 100 million tons of shipping, yet there were no cases of uncontrolled fires or sabotage.

More than 2,000 women also served as temporary Reservists in VPSF units. In some Districts they received the same training as the men, including small arms training. They checked ID's in security booths, performed administrative duties, and served as drivers, messengers, and auto mechanics.

Nationwide Auxiliary/Reserve members were less active in beach patrols that included foot, canine, and mounted patrols; these were mostly conducted by active duty Coastguardsmen. Yet in Florida and other Districts, members stood lookout in watchtowers on beaches. In Panama City, Maj. Frank Wood's, USA (ret.), flotilla members also served in mounted units, as well as on every other type of patrol. New England members were extensively used on beach patrols, pounding lonely beaches on hot summer days and cold winter nights, often accompanied by trained dogs.

A member of Flotilla 600 in Duxbury, Massachusetts on Cape Cod reported: "The beach itself is annoying rather than dangerous. During most of the year it is covered with round, slippery rocks concealed by slimy kelp; it is strewn with lobster-pots, barrels, ships' fenders, water-logged mattresses, flotsam, jetsam, and just plain

skudge."

Approximately 15 percent of TRs on Lake Michigan stood lookout in lifeboat stations. Sightings included submarines, flares, suspicious lights, and unlit vessels. Beach patrols members saved people from drowning. During the worst of the submarine warfare in the spring of 1942, Daytona Beach Flotilla members located bodies during their rounds. **11.**

Land and dock patrols were conducted by a mix of active duty members and temporary Reservists. Regarding harbor and inshore patrols, however, "Virtually all duty by Temporary Reservists enrolled by the Auxiliary was, in the earlier days, confined to the operation of patrol craft. . . . Uniforms were not issued until July 1942 and given the large influx of new members during the first months of the war, often men went on duty without proper uniforms." As one commented, "It is a wonder that a lot of us were not shot by men in the boats we stopped and boarded thinking we were enemies bent on sabotage or piracy."

In Booth Bay Harbor, Maine, Fuller Dunton and Cliff Huskins conducted two 12-hour night inlet patrols a week, after which they reported to their regular jobs in the morning.

The duties of harbor, inlet, and river patrol members were to constantly watch for fires and unauthorized craft with no or improper identification; report unidentified vessels; report and clear navigation and seaplane landing hazards; report aids to navigation that were off station; maintain a lookout for accidents and assist with search and rescue; assist at boat fires, drownings, and plane crashes; salvage planes and boats; and recover bodies.

A great number of landing craft, ranging from small infantry barges to large landing ships, transited south down the Mississippi River and its tributaries from Midwest factories during the war. Reservists were out in force on the rivers, serving as picket boats for this line of sail. Because of the need for local river knowledge, given the changing channels and strong currents, to say nothing of islands and debris, in some cases Reservists went on board Navy ships to act as advisory pilots.

Especially in the early days, most flotillas conducted their own training. Later specialized schools were established in some locales such as the Auxiliary "boot camp" in Bourne, Massachusetts. Members were also sent for Coast Guard training in such specialties as firearms and firefighting. Aside from the typical nautical topics of rules of the road, boat and line handling, aids to navigation and piloting, members were trained in such topics as military ranks, ratings, courtesy and customs; loading explosives; chemical warfare; first aid; radio communications; motor mechanics; blinker and semaphore communication. In many locales a combination of written and oral examinations qualified

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members.

The TR patrols compiled a staggering list of accomplishments. Three hundred TRs patrolled the lakes of the Tennessee River Valley Authority. In New Haven harbor, Yale undergraduates crewed two 6-hour night shifts seven days a week. Enthusiasm was so high that the reserve list totaled sixty men.

On 19 August 1943, men were underway in fifteen minutes after having been called from their jobs in Middletown, Connecticut. The crew reached the scene of a plane crash five miles off shore in thirty-five minutes. The body of the pilot was recovered by TRs after a two-day search by several agencies. A tugboat exploded in Port Angeles, Washington. TRs were first on the scene and to apply water to the fire; they saved the master who had been blown overboard; and stood by to render additional assistance.

On 3 January 1944, at 0640 a series of explosions shook the USS *Turner* a destroyer anchored approximately three miles from the Ambrose Lightship off New York City. Among other Coast Guard and Navy assets, twelve boats, partly manned by Reservists, were dispatched from Rockaway and Sandy Hook Lifeboat Stations reaching the disaster area between 0730 and 0755. CGR-1904 alone evacuated 39 survivors. Of the 156 survivors, 160 were taken off by the Coast Guard "in accordance with the traditions of the service."

Natural disasters have always provided the Auxiliary opportunities to conduct dramatic rescues. The same was true during wartime. During a "big blow" in Bellingham, Washington on 15 January 1945:

Two-thirds of the TRs turned out for night-long special duty to save dozens of families from hunger and discomfort, and many craft from destruction. They protected small boats from damage by 30-foot logs broken loose from a boom which were sweeping about the harbor like battering rams. Later, a TR-manned Coast Guard vessel, hampered by high seas and heavy icing, provided food and livestock feed for 15 families in isolated inlets.

During the May-June 1943 disastrous Mississippi floods during which more than 6,000 families were affected or made homeless by 15- to 20-foot waters, 250 TRs assisted. Coast Guard members helped rescue 7,000 head of cattle, 17,000 hogs, 600 horses, 900 mules, and 20,000 poultry. Only six human lives were lost. 12.

As the submarine threat diminished after March 1943 and the need for overseas deployment increased, the roles of the Auxiliary and temporary Reservists shifted. From May 1943 on, Auxiliary efforts became directed at training men for active duty in the Reserves. By the end of 1943 most water patrols had ended and units were shifted to perform shore duties.

## "You're in the Army Now!"

After the attack on Pearl Harbor that ushered America into the war, U.S. officials looked west to America's Pacific possessions and allies that were seriously threatened by the Japanese military machine. During the 1930s two brothers from Long Island, A. Bruce and J. Sheridan Fahnestock, along with their mother and friends, had conducted two highly publicized South Sea exploring expeditions sponsored by the American Museum of Natural History and other institutions. The Fahnestock family were also personal friends of President Roosevelt. As a result of their sailing experience, the Fahnestocks became impressed with the need to establish a small boat fleet if America became involved in the war. The southwest Pacific was riddled with islands and reefs that would make invasions difficult and afford little maneuverability for battleships, aircraft carriers, and other large warships. Thus in December 1941, "Mission X" staff consisting of the Fahnestock brothers, exploring crew members, and other analysts met in Washington to develop a plan to relieve the Philippines. However, given the swiftness of Japanese advances, Army Chief of Staff George C. Marshall saw that the real priority was to save Australia. After he evacuated to Australia from the Philippines in March, Gen. Douglas MacArthur determined that New Guinea would be its defensive line. In July 1942, Japanese forces invaded the north coast of New Guinea at Buna and other points. MacArthur spent the next two years retaking the inhospitable island.

In the spring of 1942, the Fahnestocks and others who had been commissioned as army officers arrived in Australia to cobble together a small boat fleet under the terms of a reverse lend-lease agreement. This motley assortment included ferries, fishing trawlers, coastal traders, pearl luggers, and more. It became known as "MacArthur's Navy." In November, the first invasion along the north shore of New Guinea at Pongani was headed by the Fahnestocks in their small boat fleet. Over the next few years, this force would serve as the major life line for MacArthur's forces on the island. These craft brought in everything from canned and powered food, to ammunition, to airstrip matting, to medical supplies. Crews also evacuated the sick, wounded, and dead.

Yet by the spring and summer of 1943, the Army was becoming increasingly short of not only boats, but crews, to supply MacArthur. Hence U.S. boatmen and mariners were recruited as civilian contract employees in the Army's Small Ships Branch of its Transportation Corps. Although the precise number is unknown, many Auxiliarists signed up for this duty. Edwin Dennis and five other members of their Queens, New York flotilla enrolled in the fall. Three weeks after his visit to an Army Brooklyn recruiting station and testing in California, Dennis found himself in New Guinea. He became the deck engineer on the *Jane Moorehead*, an 1885 72-foot ketch that had been brought into service as

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part of the Fahnestock fleet. It was equipped with two .50 caliber machine guns and had no electricity, refrigeration, or toilet facilities. Their boat ferried supplies up and down the New Guinea coast and into combat areas. As Dennis remarked, "If you could handle a small boat and you didn't mind going into a combat zone in a virtually unarmed vessel, you were signed on." Dennis later was transferred to a medical evacuation ship. In total approximately 1,300 Auxiliarists and other American mariners served in the Army's navy during the war in the Pacific. 13.

## Above and Beyond Their Regular Duties

The above catalogues only some of the highlights of maritime service contributed by members of the Coast Guard Auxiliary and Reserve during the war. However, their ancillary work demonstrated an even more impressive record. A few units established medical units: three completely equipped medical ships in the Seattle area; a floating hospital off Miami. A home economist established a small-boat cooking school in Seattle. In the 4th Naval District, men procured and trained dogs. More common corollary duties included as radiomen, plumbers, carpenters, electricians, mechanics, painters, metalsmiths and more. Most units published their own newsletters, directives, and magazines; many District ones are still in print.

The Third District established the Auxiliary press that published training manuals and news publications for the whole country. In a typical month, it completed 500,000 impressions.

Members sold millions of dollars worth of war bonds, and bought them as well. The Auxiliary fielded a number of bands. The Cleveland one was awarded a distinguished service citation by the Music War Council. San Francisco Auxiliarists raised \$437,000 in war bonds in 1944 and fielded a 35-piece band.

As was the case with other citizens, blood-giving became a habit. Among Auxiliarists there was a "two-gallon" club. In 1944, Temps conducted a recruiting drive for CG Women Reservists, known as SPARs, and active duty Reservists. Throughout the Auxiliary's existence, fellowship, has been a major cornerstone, so social activities such as dinners, dances, and clambakes, were organized that included the participation of active duty personnel. 14.

## Casualties

It must also be noted that 137 of these men and women Reservists died while in active service during the war, relatively, a large number for homeland duty. A number of deaths resulted from pneumonia and heart attacks, no doubt due to winter patrols in open boats and the more advanced ages of the reservists. A significant number also sustained injuries: falls on docks and off decks, in car accidents, burns, slips on ice, etc. 15.

## Conclusion

So what is the historical significance of these 50,000 Auxiliarist and 50,000 temporary Reservists who played an extraordinary role in homeland defense during the war? ***Most obviously their importance was the number***

***of Coastguardsmen they released for duty overseas.*** During the war, the Coast Guard manned 349 Navy vessels, 291 Army vessels, and 762 Coast Guard vessels (65-foot or longer) totaling 1,404 large craft. Given that most reservists volunteered 24 hours per week, a full-time equivalent has been estimated to be a ratio of 6 TRs for

each active duty member released. The official number of Coast Guardsmen, thus, released for overseas duty is estimated at 8,250.

Also at the end of 1944 the Auxiliary's air wing which supports Coast Guard air operations had just been formed. Further, during the week large numbers of these volunteers were employed in wartime business. Because of their civilian training, they often brought extra skills to the Coast Guard. Their ancillary duties were also largely undertaken on their own initiative.

Given this addition of skill and time, one must consider that their volunteer time was more valuable than if one new active duty recruit had replaced a Coastguardsmen deployed overseas.

Two other factors stand out in viewing the Coast Guard Auxiliary's record of service during World War II: the volunteer and maritime traditions in America. To many Americans the images of minute men and militias might seem to be quaint, candy caricatures learned in elementary school. The power of their real existence should not be underestimated, however. Militia proved their worth at Lexington and Concord and their presence was pivotal at the Battle of Saratoga during the Revolutionary War.



RIDING THE WAVES—Patrolling the Delaware River are members of Coast Guard Auxiliary Flotilla 66—Jim Kelly, Commander Charles Ruggie, and Ralph Semmes. Auxiliarists must perform a certain number of patrols each year on patrol and inland waterways.

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America is the only nation whose society and government were built from the bottom up. Each frontier community largely was responsible for itself. Our Constitution declares that sovereignty resides with the people.

One of the major reasons for the American Revolution was that the British government tried to impose an imperial government upon an already well-developed political entity. This fact, enforced by religious and political ideals and laws, has given Americans a sense of "ownership" of their government that, this author believes, is unique in the world.

The spirit of volunteerism in America stems in good part from this sense of ownership and fact of societal development. The Coast Guard Auxiliary is just one shining example of this tradition.

Finally, there is an appeal in the maritime tradition that has few equals. As a boater stated to a *Time* magazine reporter in 1959, "Out there. . . a man's a boy and a boy's a man. When you're out of sight of land, life loses its complexity; it's just you and the sea, and suddenly north is important to you."

And so we have seen that during World War II, bank presidents stood watch with their clerks. Orchestra conductors crewed with janitors. Both had to be clear about where north was and be responsible for each other.

Moreover, all made meaningful contributions to the war effort whether it was checking identification cards, discovering a fire, rescuing a drowning victim, or depth charging a submarine.

Today, a few World War II Auxiliarists are still members. There are many actively serving World War II veterans. This author believes it was and is the meaningful work and the maritime egalitarian traditions of shared knowledge, competency, and responsibility that created such a powerful, vibrant organization during the years of World War II and that continues to this day. The Coast Guard Auxiliary motto is a fitting one: "A Proud Tradition, A Worthy Mission." **16.**

*Provided by and authored by C. Kay Larson,  
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# PROFILES IN SERVICE

## It Took Almost 60 Years Auxiliarist John Schreik



John Schreik

Friday, October 24, 2003. The first time you meet Auxiliarist Sebastian "John" Schreik (pronounced Shrike) you will think to yourself, this is a quiet, grandfatherly gentleman, someone you would probably like to know a little bit better. If this was your first impression, as it was mine, you would be on the right track. He has a smile, though, that sort of lets you know that there is a keen mind and energetic spirit lurking within.

John is a long-time member of Flotilla 7-12, D5-NR, Barnegat Light, New Jersey, and an active participant in many Auxiliary activities. John, along with his buddy, Auxiliarist Tom Horan, also of Flotilla 7-12, spend many days each month at U.S. Coast Guard Station Barnegat Light, NJ. There, he and Tom are carpenters, painters, and fixer-uppers of whatever needs to be fixed. They recently assisted in improvements that made the Station handicapped accessible.

All that has been said is important, but the story here is about a man who served his country in World War II (WWII), came home without much fan fare, raised a family, and was a success in business. Along the way, his exploits during the war went pretty much unrecognized. Certainly the awarding of four Purple Heart Medals was a pretty good clue as to the metal of the man, but those medals and the "Ruptured Duck" which every WWII veteran received, were the only recognition he received.... until about 5 years ago.

Approximately 5 years ago the French Government decided to honor a select group of WWII veterans for their exceptional bravery and service. Auxiliarist Schreik, at that time was awarded the French Legion of Honor Medal.

John is proud to show off that medal at Auxiliarist gatherings when the Service Blue uniform is the uniform of the day. The medal hangs suspended from around his collar by a red, white and blue ribbon. But even with that medal, John's story went pretty much untold.

John's WWII past has finally caught up to him and the "story" finally got to be told. On Friday, October 24, in front of the full compliment of CG Station Barnegat Light active duty personnel, John was presented with the American Campaign Medal and the Bronze Star Medal. Making the presentation was the Station Commander, Chief Warrant Officer David Umberger. The Bronze Star Medal award citation was read by the Commanding Officer of USCG Air Station Atlantic City, Captain Robert Durfey. Also in attendance was Captain John A. Gentile, Chief of Operations, Fifth Coast Guard District.

In part, the citation reads, "The President of the United States... has awarded the Bronze Star Medal to Sebastian E. Schreik, then Staff Sergeant Infantry, .... for meritorious achievement while serving with Company B, 38th Armored Infantry Regiment, 7th Armored Division, in the European Theater of Operations from 11 June 1944 to 21 September 1944, in military operations against an armed enemy of the United States during World War II. Staff Sergeant Schreik's exemplary performance of duty in active ground combat was in keeping with the finest traditions of military service and reflects great credit upon himself, the 38th Armored Infantry Regiment, and the Army of the United States."

The medal pinning ceremony was brief and was followed by a standing ovation and prolonged applause. This warmth and recognition finally got John to "open up" and tell his story. He proceeded to relate the events of a four or five month period that had the Coasties rapt with attention.

It seems that John was one of three advance men for a group of tanks that were coming to occupy an area that was "formerly" held by German troops and was used by them as a training/staging



CAPT. Durfey reading the Bronze Star citation as CAPT. Gentile looks on.

area. "We came upon this wagon loaded with hay in the middle of the road. We figured it was left there by some farmer who was chased out of the area, so we decided to move it out of the way of our tanks," said John. "One man went to the rear to push and I started to push down on one of the wheel spokes to get the wagon moving, the wagon moved about an inch and there was a terrific explosion. The wagon was booby-trapped."

John continued, "I was blown off to the side of the road, my face and arm burning as if it was on fire. I was pretty dazed, but I was able to get up with the aid of my rifle and make my way to my other men."

"No sooner did I get up when artillery shells started landing around me, shells being launched from our forces. I was hit again by shell fragments, tearing a hunk out of my left side and back," recalled John. "Somehow me and my other men made it to a farmhouse that was not too far away. We entered a kitchen and proceeded to go down the steps, into a dirt floor basement."

"The shells were coming down pretty heavy, so we decided to wait it out in the basement. In the middle of the barrage we heard footsteps from above and the sound of loud German yelling. We must have been spotted entering

*(Continued on page 33)*

# PROFILES IN SERVICE

(Continued from page 32)

the farmhouse and they were coming to get us. They yelled down to us to come up or they were going to throw grenades down into the basement. We had no choice, and I was in no shape to do anything but comply."

"We were ushered outside and told to climb into the back of a waiting truck... the shells were still coming in. The German soldiers kept yelling at us that the shells were American and not to blame them. The next thing I knew, I was hit by another shell fragment which literally took off my elbow. I passed out."

"I wound up in a German POW camp with many



CWO Umberger awarding the medal to Auxiliarist John Schreik.

other men. A captured French doctor tried his best to patch me up. He warned that if my healing didn't 'come around' he would have to take off my arm."

"I was finally repatriated in a secret prisoner of war swap with the Germans. I was sent to Switzerland and finally back to the United States," concluded John.

One of the Coasties, a 20+ year Chief Petty Officer said,

"Compared to that, I haven't done nothin' yet."

By the way, John told us that he was actually wounded five times but the Army only documented four of the wounds, therefore only (ONLY!) four Purple Heart Medals were awarded. ❀

*Article and photos by Mel Borofsky, RCO-E  
Little Egg Harbor, NJ*

## HE HAS IMPACTED OVER 15,000 BOATERS RAY BARTELL

For four weeks Ray Bartell (Flotilla 82) lay in his hospital bed – tubes attached. He has been plagued by emphysema for years. But one day while at home his lungs seemed to miss a beat...began to fail a bit...and Ray landed in the hospital. It was necessary for him to be on oxygen.



Ray Bartell

Ray has been an Auxiliarist for almost 30 years. During that time he has impacted the lives of many boaters while teaching classes. He probably would not be portrayed as a public speaker, but he has this dry wit about him, and the people never complain – they love his presentation. In fact, Ray regularly receives applause at the conclusion of his presentation. Ray makes his pitch for safety with humor and appropriate tales about the sea.

Over the years Ray has impacted the learning and safety of maybe 15,000 boaters in classes. How so? Well Ray does maybe 10 classes a year – times 50 boaters – times 30 years. You have to wonder how many accidents he may have prevented over the years – how many boaters never got into a precarious situation because of something they learned from Ray. Not only that but Ray never just breezes in for his hour or two of teaching. He's present at 7:30 in the AM – stays ALL DAY to assist the other instructors, helps with lunch and does clean up at the end of the day. He does all of this in a quiet unassuming manner as well. Not even all of his own flotilla members are aware of this time commitment.

How about Vessel Examinations? Let's do a little math again...how about 75 boats a year (a conservative number) times 30 years. Well, that's 2250 boats – and Ray approaches each new boat with the opportunity to teach that person about the water and the dangers that are possible, in a non-threatening entertaining manner. These two areas just scratch the service of Ray's involvement with the Auxiliary, but they are the most visible.

Recently, while in the hospital, Ray was confronted with having to make a decision about his health. There was the POSSIBILITY that Ray would have to undergo a life-altering procedure – one that would impact his ability to get around. He told the Division Captain of Division 8, Bruce Long, that if he couldn't continue his Auxiliary activities, he didn't want to continue living.

Ray seems to be on the road to recovery – without having to undergo any life altering procedure. He is eager

(Continued on page 34)

## PROFILES IN SERVICE

(Continued from page 33)

to get back to full health. The Coast Guard Auxiliary gives Ray a sense of purpose, doing things he likes to do, helping the public, impacting lives, contributing to the mission of Team Coast Guard. He has served his country well through his Auxiliary activities, as well as a tour of duty in Korea during the Korean conflict with the U.S. ARMY. The Auxiliary is honored to have a man such as Ray Bartell as a member; he is truly a Profile in Service.



Ray Bartell doing his "thing." His classes have impacted over 15,000 boaters.



*Article and photos by John R. Burns, IPFC Flotilla 82  
Cape May Court House, NJ*

### THAT'S WHAT WE DO!

Auxiliarist Fred McCarthy of Flotilla 16-7 is one of the eight people who have successfully completed the rigorous ten-week training to qualify as a Watchstander at the Coast Guard Atlantic Strike Team's Incident Response Center.

On a recent weekly watch assignment, Fred had a serious heart attack. The CG Strike Team members, assisted him with oxygen and had him transported to a local hospital for stabilization immediately. They met his call for assistance with action. Shortly thereafter, McCarthy was admitted to Deborah Heart Hospital in Browns Mills where they conducted a quadruple bypass operation.

McCarthy's family requested that the members of the Strike Team be thanked for the quick response in this emergency which was accomplished at a regular Quarters session. Petty Officer Pete Jagel who was one of the personnel whose quick action probably saved McCarthy's life, was thanked individually. He paused for a moment after being individually thanked. Then he said, "Yes, that's what we do."

Yes, Petty Officer Jagel, that is what you do. And it is why we in the Coast Guard Auxiliary are proud to play a small part in helping you do it. ❁

*Tom Murray, Auxiliary Liaison Officer  
CG Atlantic Strike Team*

END \*\*\*\*\* END \*\*\*\*\*

## MEMBER RECRUITING

### Plan Now:

1. Form a flotilla recruiting team consisting of Personnel Services Officer (FSO-PS), acting as chairman, and the officers for public education, public affairs, publications, career counselor, vessel examiner and the Vice-Flotilla Commander.
  2. Prepare a list of public education courses and dates, boating fairs, sportsman shows, county fairs, safety fairs at area malls, National Safe Boating Week (NSBW) events and assign flotilla members to man the "Booth."
  3. Update fliers, hand outs and packet of materials containing an "Invitation to Membership," prospective membership forms, opportunities for service, Homeland Security, etc....) labeling all materials with the names, address, phone numbers, e-mail addresses and of two flotilla members who may be contacted for additional information.
  4. Provide a good quality photograph, monthly, of local members performing a CG Auxiliary mission, receiving an award or new qualification. Your local newspaper is hungry for news of local happenings.
  5. Advertise your monthly meetings in the local newspaper listing a program of interest to boaters, inviting the public. Shorten the business part of the meeting by asking all officers to submit a written report. Introduce guests at the beginning of the meeting and socialize for a short period afterwards.
  6. Set in motion your flotilla NSBW preparations adjusting your program to fit local circumstances, cold weather, rain, floods, or lack of water. Make it a major recruiting experience.
  7. Ask each active member to recruit a "New active member".
  8. Veterans, "Stay in the LOOP !" is a recruiting project concentrating on a group of older veterans in 50 VVA, VFW and American Legion Units in Pennsylvania and neighboring States. It is an on going effort and will be reported as results are tabulated. Recruiting of radio-watchstanders is also being pursued among ham radio operator groups.
- Please share your successes and failures! I am impressed with the good recruiting results in 5NR Flotillas in 2003 and eagerly look forward to hearing how you do it ! ❁



*Don Bowes, SPO Member Recruiting  
Lewisburg, PA*

# PREP EXERCISE IN PHILADELPHIA

## MSO/GROUP PHILADELPHIA PREP EXERCISE



On 11-13 November 2003, US Coast Guard (Marine Safety Office) MSO/Group Philadelphia participated in a "Prep Exercise" in conjunction with the oil company, Conoco Phillips. This exercise was a two-day command post and field exercise of a major marine incident. The incident encompassed an oil spill and resulting law enforcement response within the Delaware River tri-state area of Pennsylvania, New Jersey and Delaware.

Participating in the exercise were Marine Police, Fire, Delaware Memorial Bridge Authority from Delaware, New Jersey State Police, PA Fish and Boat, FBI, Marine Safety and Security Team (MSST), USCG Station Philadelphia, USCG Cutters *Cleat* and *Capstan* and the Aids to Navigation Team (ANT).

As Auxiliary Liaison Officer to Group Philadelphia, I was asked to form an Auxiliary unit to act as the opposing force (OpForce - Terrorist) portion of the law enforcement part of the exercise. I also needed to supply two vessels for the control staff.

The control vessels moved from place to place on the river, both days, with the control staff evaluating the exercise. There were three OpForce (terrorist) vessels participating the second day with various types of simulated weapons; bombs, a hand grenade and missile launcher. The object of the terrorists was to infiltrate the security zone with these weapons and evade being caught. If caught, depending on our actions and weapons, we were then to be processed by appropriate law enforcement including the FBI. Our bombs and missile launcher were designed and built by Auxiliarists Phil Walmsley and John Stebbins. The simulated hand grenade was in the

possession of Jim Lafferty, who also was able to hide a weapon in the sling of his broken arm.

All OpForce vessels were caught before they were able to penetrate the security zone. We were handcuffed and relocated to Coast Guard or law enforcement vessels. We were searched and informed what would be done with our boats, like turn them loose and let them float away. We were also informed that we would be turned over to the FBI.

This was a real learning experience and good training for the coxswains and crew. Prior to the exercise, I had several meetings concerning safety issues. Following, I briefed the coxswains on the rules of play since we would be trying to run with them in pursuit. "We did run and we did get caught."

I attended the very informative debrief on Thursday morning where the attendees felt that the "Prep Exercise" went very well. They appreciated the Coast Guard Auxiliary being a part of this exercise and said we did a great job.

Auxiliarists participating in the Exercise were:

Control vessels: Walt Porter, Ted Archer, Robert Simpson, Joseph Domalewski, Richard Giduck, James Brennan, George Matuszewski.

Op Forces (Terrorists): Carol Owens, Phillip Walmsley, Mark Visconti (USCG SAR Controller) John Stebbins, Robbie Robinson, Jim Holefelder, Jim Lafferty, Lisa Epright.

Auxiliarists at the Command Center (Hotel): Thomas Warwick, Martin Abelkop, Warren Huff, Maurice Simpkins, David Berlin. ✱

*By Carol Owens, ADSO-OP (C)  
Wilmington, DE*



The nasty looking "terrorist" is none other than ADSO-OP Carol Owens. She is holding a simulated missile launcher used in the exercise.



Carol Owens and Phil Walmsley flanked by NJ State Police Officers. Note: All weapons were simulated.



# D5-NR AT N-TRAIN 2004



Thirteen members of "Team D5-NR" joined with Auxiliarists and active duty from around the nation in St. Louis, MO, on 23-25 January for the '04 edition of N-TRAIN (National Training Conference).

The District Staff Officer attendees participated in workshops geared to their particular specialties while the District Board members and DIRAUX attended their own workshops and business meetings.

Representing D5-NR at NTRAIN were CDR S. Minutolo, DIRAUX; CWO Joe Hartline, OTO; COMO Gene Bentley, DCO; Mel Borofsky, RCO-E; COMO Bob Perrone, IPDCO; Joe Barcelo, Department Chief, VE; Bob Myers, Chair of the National Long Term Planning Committee; and District Staff Officers, Sue Wade, Don Vaughn, Marshall Blume, Al Grimminger and Lyn Thomas. Betty Kain, from the Director's office staff attended early sessions prior to the general gathering.

*Photos by Mel Borofsky, RCO-E*



Betty Kain was here too, she just wouldn't stand still long enough for a picture!





# 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*

<b>Name</b>	<b>Flotilla</b>	<b>Joseph P.Albert</b>	<b>11-2</b>
<b>Brendan A. Arnold</b>	<b>2-10</b>	<b>Joseph P. Albert</b>	<b>11-2</b>
<b>Anthony J. Arnold</b>	<b>2-10</b>	<b>Kevin D.Barneff</b>	<b>15-6</b>
<b>Gloria R. Belcher</b>	<b>19</b>	<b>Eric A.Bloom</b>	<b>52</b>
<b>Donald W. Belcher</b>	<b>19</b>	<b>Brian J. Bretz</b>	<b>51</b>
<b>Randy J. Blazina</b>	<b>52</b>	<b>Silas E.Brown</b>	<b>15-6</b>
<b>Leslie D. Brown</b>	<b>72</b>	<b>George D.Bull</b>	<b>51</b>
<b>William L. Castagno</b>	<b>16-7</b>	<b>Joseph P.Capece</b>	<b>15-3</b>
<b>John M. Fisher</b>	<b>16-7</b>	<b>Patrick R. Cartwright Jr.</b>	<b>15-6</b>
<b>Raymond E. Flood</b>	<b>16-7</b>	<b>Burt T.Cullen</b>	<b>2-10</b>
<b>Reynolds A. Giovannozzi</b>	<b>14</b>	<b>Kenneth J.Cusatis</b>	<b>15-3</b>
<b>Richard J. Guarino</b>	<b>49</b>	<b>John C.Fanelli</b>	<b>10-5</b>
<b>Michael Habinowski</b>	<b>16-8</b>	<b>Robert J.Fiume</b>	<b>15-3</b>
<b>Patricia Habinowski</b>	<b>16-8</b>	<b>Elizabeth A.Fuller</b>	<b>2-76</b>
<b>Edward E.Hoffman Jr.</b>	<b>11-9</b>	<b>Carl E.Gross</b>	<b>24</b>
<b>Barry M. Jenkins</b>	<b>12-3</b>	<b>Edward A. Hilscher</b>	<b>15-6</b>
<b>Kim Marie Keshuta</b>	<b>81</b>	<b>Linda L.Hilseher</b>	<b>15-6</b>
<b>Samuel L. Morello</b>	<b>16-7</b>	<b>Jane M.Holefelder</b>	<b>47</b>
<b>Lois A. Myers</b>	<b>12-5</b>	<b>Diane L.Manning</b>	<b>26</b>
<b>Theresa A. Pierce</b>	<b>81</b>	<b>Joseph D.Milora</b>	<b>7-12</b>
<b>Benjamin E. Pope III</b>	<b>49</b>	<b>Chet S.Nesley II</b>	<b>16-10</b>
<b>David E. Richardson</b>	<b>13-5</b>	<b>Carmen J.Pizzano</b>	<b>15-3</b>
<b>Eugene Richardson</b>	<b>81</b>	<b>Phillip W. Roof</b>	<b>15-6</b>
<b>Janet Richardson</b>	<b>81</b>	<b>Bennett D.Schneider</b>	<b>16-8</b>
<b>Eugene E. Rolls</b>	<b>14-4</b>	<b>George J.Shedler</b>	<b>79</b>
<b>Gail O. Rolls</b>	<b>14-4</b>	<b>Nancy S.Shedler</b>	<b>79</b>
<b>Roberta D. Ryan</b>	<b>13-5</b>		
<b>Jelman S. Solomon</b>	<b>16-8</b>		

# "COASTIE"

## "COASTIE" MOVES TO NEW HOME PORT

Coastie #32 is now stationed at USCG Station Barnegat Light, NJ. Coastie received his new assignment while attending the D5-NR fall conference, September, 2003 in Lancaster, PA.

At the conference, Auxiliarist Tamra Neer, of Flotilla 72, was appointed Special Project Officer (SPO), and accepted responsibility, for "Coastie." Tammi, together with Jim Emery, Division 7 Captain, and several other Auxiliarists packed "Coastie" safely into his trailer and trailed him to his new home at Barnegat Light.

On Tuesday, November 4, 2003, Tammy and seven Auxiliarists from Division 7 gathered at Station Barnegat Light for a "train the trainer" session. These 8 Auxiliarists will serve as trainers, who will then train "Coastie" handlers from any division or flotilla in D5-NR wishing to utilize the robot boat.

The initial group consisted of Jim Emery, Lyn Thomas, Tamra Neer, Mickey deFerrari, Al Revy, Joe Gutierrez, Edna Winans and Bill Bori.

Although the weather turned "iffy", the group was able to fit in a full day of training, with everyone taking turn as a "Coastie" operator, voice, or escort (blocking out) for the boat. Station personnel stopped by to view the training and got a kick out of "Coastie's" capabilities.

"Coastie" has the ability to speak, wink, look side to side, sound his siren or air horn, play music and show his navigational lights, beacon light and spotlight. Except for

listening and speaking, all his functions are controlled through a single remote control unit.

After spending some time working with "Coastie," Tammy decided that a 3 person team should handle the boat at his appearances. This will enable the group to make the most efficient use of "Coastie" capabilities and provide the most entertainment (and education) to the viewing public, young and old.

As members of D5-NR express interest in becoming "Coastie" handlers, training sessions of 12 to 15 students will be scheduled at convenient locations. Any D5-NR unit wishing to utilize "Coastie" will have to provide an adequate number of trained handlers and have "Coastie" transported from and to USCG Station Barnegat Light.

"Coastie's" first formal Eastern appearance was at the Atlantic City Boat Show in February 2004, at the Atlantic City Convention Center.

Anyone wanting to become a Coastie handler or wanting to schedule a Coastie appearance should contact Tamra Neer by emailing her at [tsncpa@comcast.net](mailto:tsncpa@comcast.net).

*Allison Revy, Jr., FC-72  
Little Egg Harbor, NJ*



# "COASTIE"

## "COASTIE" MEETS A RESCUE DOG



Theodore the Rescue Dog plays with "Coastie."

"Coastie" the Auxiliary's robot boat, ambassador of boating safety, paid a visit to the recent Atlantic City, NJ Boat Show. Auxiliarists from Southern New Jersey, Divisions 7 and 8, accompanied "Coastie" on this particular outing.

While at the Atlantic City Boat Show, "Coastie" had an opportunity to meet and play with "Theodore the Rescue Dog." Theodore is the son of BEAR the multi decorated "American Hero" search and rescue dog. BEAR, with his "Dad," Captain Scott Shields, Safety Officer for New York's Harbor events, spent days at ground zero searching through the decimation, first for survivors, then for remains. Among the "too many" victims BEAR located was New York City Fire Department Chief Peter Ganci.

Coast Guard Vessels played a large part in delivering emergency personnel and equipment to and from the areas near Ground Zero. BEAR was even provided with water and food on the Coast Guard Cutter *Katherine Walker*. The *Katherine Walker* was the lead vessel in the rescue mission convoy.

BEAR subsequently died as a result of injuries resulting from the 9-11 rescues. A book has been published covering the life of BEAR. It is entitled "Bear, Heart of a Hero." In the book there is a chapter entitled "Coast Guard to the Rescue." You may purchase this book via the Web at: [www.herodogpublications.com](http://www.herodogpublications.com)

A portion of the profits from the sale of this book will go to "The Bear Search and Rescue Foundation." This foundation helps pay for search and rescue training and veterinarian bills incurred as a result of rescue mission injuries. ❀

*Article and photo by Edna Winans, ADSO-PB D5-NR  
Manahawkin, New Jersey*

## MISSION SUCCESS FOR "COASTIE" AT THE ATLANTIC CITY BOAT SHOW



"Coastie," the Auxiliary's robot boat, ambassador of recreational boating safety, always delights and educates crowds, young and old.

## DIVISION 8 AUXILIARISTS LEARN ABOUT HANDLING "COASTIE"

A combined team of Division 7 and Division 8 Auxiliarists were well received at the Atlantic City New Jersey Boat Show, February 4-8.

Division 7 certified "Coastie" Handler Instructors attended the boat show this year to instruct Division 8 members how to put "Coastie" through his paces and to assist manning the booths at the boat show.

The picture above demonstrates how effective "Coastie" is in attracting the attention of children as well as adults. We were pleased to note that a majority of the children "Coastie" talked to confirmed they always wore their life jackets. The "Coastie" coloring books were also a big hit.

Several schools visiting the boat show expressed interest in having "Coastie" visit in conjunction with a boating safety program.

Boat show officials accommodated the Auxiliary and "Coastie" with a key location near the entrance of the show. As a result of this last minute accommodation we had two locations at the show.

We also fielded a number of inquires on Auxiliary membership as well as boating safety and personal watercraft (PWC) certificate classes.

The days at the show were long, but certainly worthy of the effort put forth by the Auxiliary volunteers. ❀

*Article and photo by Edna Winans, ADSO-PB D5-NR  
Manahawkin, New Jersey*

# AROUND THE DISTRICT

Division 3  
West Jersey

## DIVISION 3 AUXILIARIST OF THE YEAR PDCP MAURICE J. KEEGAN



(L to R) Auxiliarist of the Year Mike Keegan, COMO Eugene Bentley, DCO 5NR, Gene Morris, DCP 3 and RCO-E, Mel Borofsky.

*Photo by Russell Galson, DSO-MV*

**M**aurice “Mike” Keegan, of Flotilla 32, joined the US Coast Guard Auxiliary in August 1993. In ten years of service with “Team Coast Guard,” Mike has shown extraordinary leadership capabilities in several areas of our missions.

In this time Mike has served his Flotilla as the communications officer, member training officer, materials officer, Vice Flotilla Commander and Flotilla Commander. Within the Division, Mike has served as the Division Vice Captain, Captain, public education officer and also as a Qualified Examiner.

Mike is active as a vessel examiner and instructor and a strong supporter of the “Operation BoatSMART Program.” He also has given exceptional support to the public affairs programs within the District. Mike has organized public education programs for special learning skills children and has hosted Division sponsored education classes.

Mike continues to find time for mentoring and training members in the crew program and marine dealer visitor program while also contributing as a Coxswain.

As an AUXOP member, it is clear that Mike has dedicated himself to achieving the highest levels of personal improvement. Mike Keegan has made every effort to raise the visibility of Team Coast Guard in his reliable performance as a member and a leader.

It is a privilege for Division III to present Mike Keegan as our candidate for Auxiliarist of the Year in 2004. ❀

# AROUND THE DISTRICT

Division 4  
Southeast Pennsylvania

## DIVISION 4 AUXILIARIST OF THE YEAR PDCP RONALD BOICE

**R**onald Boice is the Division 4 Auxiliarist of the Year. Ron has been a member of the United States Coast Guard Auxiliary for over 10 years. It's not that this year his service has been more notable than the previous ten years, it's just that this is the first time he's been eligible. Ron Boice has been an elected officer for most of his tenure in the Auxiliary.

Ron epitomizes the four cornerstones of the Auxiliary. Together with his wife Linda, they developed the children's program called “Captain Croaker,” a puppet show designed to teach children boating safety using a puppet created by Ron. Whenever he presents the Captain Croaker program, children are fascinated and stay well beyond the programs end to ask questions.

He has designed and conducted the Central Area Boat Crew Program, spending many hours in preparation. He is a Qualification Examiner who makes himself available to anyone who requests his services. He spends hours patrolling the Upper Chesapeake Bay and Delaware River.

He coordinated the PFD Panda program at the National level for several years. He is a Team Coordination Trainer (TCT), one of only a handful selected to teach active duty, reserve and Auxiliary personnel how to perform their assignments safely.

He has held elected positions as Vice Flotilla Commander, Flotilla Commander, Vice Division Captain, and Captain. As Captain, he guided Division 4 to be one of the best Divisions in the Auxiliary. He established the Auxiliary Training and Operations Command (AUXTOC) program for the Division which trains new crew members and coxswain's, establishes patrols in the area of responsibility, and teaches all the specialty courses necessary for members to attain the AUXOP designation.

He was appointed as District Staff Officer, Public Affairs Officer which he held for 6 years. Ron is currently the District Staff Officer, Operations. When the tragedy of 9/11 struck and additional security personnel were needed to secure MSO/Group Philadelphia assets, Ron volunteered his time and services for this assignment.

To sum it all up, Ron Boice is the Auxiliary's Auxiliarist. When needed, he steps up and accomplishes the job, professionally without question. ❀

# AROUND THE DISTRICT

Division 5  
Harrisburg, PA

## AUXILIARISTS TEACH MARINE SAFETY TO STUDENTS AT A LOCAL SCHOOL

Recently, three Auxiliarists, Betty Argenbright, Judy Dann, and Jane Turnau, conducted a "Marine Safety and Environmental Protection" presentation to students at Thaddeus Stevens Elementary School in Chambersburg, PA. The students attending were in the after school care program, grades Kindergarten (K) through 5th.



Betty and the kids.

The presentation began with maps of Eastern PA, showing how trash from their school grounds could travel down streams and rivers to the bays and finally to the ocean. The group then split up with Betty and Judy working with students from grades K thru 2nd.

The students had hands-on experiments showing how trash can harm marine animals. They also participated in the proper fitting of life jackets.



Jane makes a point.

Concurrently, Jane presented the video "Inky the Whale" to the students in grades 3 thru 5. The video is a true story of a sperm whale found stranded on the New Jersey shore. After the video, the group discussed how discarded

trash could harm sea life and how we can help prevent this from happening. Experiments and word games were used as illustrations.

The students were fun to work with and very receptive. The staff expressed their appreciation of the presentation. ❀

Story and photos by  
Jane Turnau, Flotilla 56  
Chambersburg, PA



Judy has their attention.

# AROUND THE DISTRICT

Division 6  
West Trenton, NJ

## DIVISION 6 AUXILIARIST OF THE YEAR TOM WARWICK

As a result of his outstanding administrative service, Tom Warwick was awarded the 2003 Auxiliarist of the Year for Division 6.



Tom volunteered on a full-time basis, regularly putting in at least 35 hours per week for many months. Almost 650 hours were volunteered.

He was recognized for his outstanding administrative service as the VIP/Observer Program Coordinator for Marine Safety Office/ Group Philadelphia's Preparedness for Response Exercise Program (PREP). Tom laughingly refers to all the hours as, "How I spent my summer vacation."

Having considerable experience in planning, Tom stepped in and managed the invitation and RSVP process for all 300 PREP exercise participants. He built numerous spreadsheets with contact information and maintained a constant real-time picture of participants, and kept an extensive chain of command informed of this entire process.

These various data elements were essential as this exercise grew exponentially from its inception and drew a great deal of attention from politicians both locally and on a national level.

Additionally, when Hurricane Isabel forced the rescheduling of the exercise from September to November at the last moment, he personally contacted each guest to notify them of the change in plans and then reapplied himself the very next week to start the invitation process all over again.

Mr. Warwick's devoted and dynamic efforts as a vital member of the Preparedness Department and the Coast Guard family make him a superb choice for Auxiliarist of the Year and are in keeping with the highest traditions of the United States Coast Guard and the United States Coast Guard Auxiliary. ❀

# AROUND THE DISTRICT

Division 6  
West Trenton, NJ

## NEW "PV" MEETS MUTUAL ENTHUSIASM

Since February of 2003 it has been my pleasure, under the new extended Marine Visitor Program, to have replaced and restocked a "Safe Boating Information" display at a local diner in Croydon, PA.

The diner's owner, a Mr. Hasan Ayaz, is pleased to provide the accident prevention literature to his customers. Many of Mr. Ayaz's customers are hunters, boaters, campers and/or fisherman.



In the photos, Mr Ayaz is seen proudly displaying his certificate of appreciation.

Another establishment, now falling into the extended marine visitor program, is a machine tooling company in Fairless Hills, PA. The company's manager, Mr. Alan Most, is pleased and very enthusiastic about coming aboard this potential life saving program.

It is my privilege to represent the US Coast Guard in this endeavor and get an opportunity to meet and share information with courteous and supportive business members of my community. ❁

*Bob Liebel, FSO-PV, 6-10  
Bensalem, PA*



# AROUND THE DISTRICT

Division 7  
Southern Ocean County, NJ

## DIVISION 7 AUXILIARIST OF THE YEAR KENNETH KENDALL

By way of background Ken Kendall joined Flotilla 7-12 in November of 2001. He completed qualifications as a vessel examiner, marine dealer visitor and instructor during 2002. In June of 2002 he took over the position of operations officer for the flotilla.

Ken has instituted in service training for our crew, coxswain and trainee personnel

in towing theory, use of flares, knot tying and other boating skills we all tend to need proficiency training in every year. Ken is also a mentor to new members.



Ken Kendall (L) received the Auxiliarist of the Year Certificate from DCO Eugene Bentley.  
*Photo by Richard Wagar, FI 7-12  
Medford, NJ*

Through the middle of September, Ken devoted 110 man days to the Auxiliary mission by examining boats, visiting marine dealers, teaching boating safety and patrolling our waters.

Most recently Ken has accepted the position of Division Staff Officer for Member Training. Less than a week after his appointment, I as Flotilla Commander, received a letter from the new SO-MT indicating where he would like to lead the division in that most important area. He included in his letter, in addition to the availability of an upcoming weather course, a description of the course contents and a reason why it is a valuable addition to an Auxiliarists skill set. This kind of attention to detail makes these programs fly.

The thrust of the Auxiliary is service to the boating community, the Coast Guard and, ultimately, to the Department of Homeland Security. Ken's activities in all the major areas of Auxiliary life merit him to be called the Division 7 Auxiliarist of the Year. ❁

*Anton Durner, FC 7-12  
Manahawkin, NJ*

# AROUND THE DISTRICT

Division 7

Southern Ocean County, NJ

## AUXWEA.... NO CINCH COURSE



Division 7 recently conducted an Auxiliary Specialty Course, Weather (AUXWEA) at host Flotilla 72's meeting place.

Instructor Joe Lupa (L) SO-PE 7, using "all of his powers" instructed this complex course of study.

There were times when the technical stuff started to get a little "cloudy," (below photo).

Auxiliarists Tamra Neer (L) and Lyn Thomas did finally "get it".

All 12 who tested at the end passed.

Good Show... Joe! ☼

*Photos by Mary Murphy, FL 72  
Little Egg Harbor, NJ*

## A LONG WAY FROM HOME

In the spring of 1997 I purchased my first new boat. It was a 20' walk around and I was quite proud of it. I found a slip on the Maurice River, near the Delaware Bay, and the first weekend I caught the striper bug. Since I was working in nearby Vineland, I called a friend and arranged to meet him after work. While preparing the boat, I got a call saying he couldn't make it. I decided to go alone.

With my new boat and visions of that 50lb striper in my head, I headed south out of the mouth of the river to the hot spot. Feeling very confident in my new rig, I anchored on a drop-off 10 miles down the bay and about 5 miles offshore. With 2 rods out and a great deal of anticipation, I began the long wait for that first runoff. It never came but some classic Delaware Bay nasty weather did.

I was wearing my PFD and decided to put on a life line and went forward to weigh anchor. I could not pull the boat forward at all. I tried everything I could think of but could not retrieve the anchor. It was getting dark and the wind was blowing about 25 knots from the NW. I just could not bring myself to cut the new anchor line. I devised a way to make a turn around a cleat, move the boat forward and retrieve the anchor rode at the same time.

It was dark. I was in unfamiliar waters and 10 miles from home port. After the third wave crashed into by bow, my old faithful Loran, which I had transferred from my old boat, went blank. I was in total darkness and in big trouble.

In 1983 I had taken an Advanced Seamanship and Coastal Piloting course offered by the US Coast Guard Auxiliary. I had learned how to fix my position and plot a course. Fortunately while I was fishing I had done just that. I took out the chart that I had marked with the course home. I steered my boat on the compass heading I had plotted earlier when it was only an exercise to occupy my time while fishing.

After an hour and a half of slow careful running, I came dead onto the first of the Maurice River entrance buoys. I had made it back safely without a distress call. I can only attribute this to the grace of God and the good CG Auxiliarists that had devoted their time to give me the tools that got me safely home.

Today I am a proud member of the US Coast Guard Auxiliary. I know from first hand personal experience the value of boating safety and public education courses. ☼

*James T. Taylor FSO-CS 7-12 5NR  
Shamong, NJ*



## CREW TRAINING



Crew training under the watchful eye of Aldo Guerino, FSO-MT, IPFC, Flotilla 7-12.

*Photo by Bill Michalski, FSO-PA 7-12  
Manahawkin, NJ*



# AROUND THE DISTRICT

Division 7  
Southern Ocean County, NJ

## WATERWAY WATCH 1-877-24-WATCH

The message "Security is Everybody's Business" was obvious as Ken Kendall SO-MT facilitated the comprehensive Coast Guard Auxiliary Power Point presentation entitled "Waterway Watch".

Those in attendance were Division Officers, Staff Officers and members. All came away with the awareness of the awesome responsibility the Auxiliary has in support of the Homeland Security Department and the Coast Guard. In addition, after educating ourselves we need to educate the public.



The public (after education) can and should play a significant part in monitoring everyday activities in and around our Nations waterways. The main thrust must always be "Observe and Report, never approach someone who may present a risk to you personally. ❀"

*Ken Kendall, SO-MT, Division 7  
Beach Haven Park, NJ*

*Editor's note: The "Waterway Watch" presentation is now a part of every public education class. The intent is to multiply the eyes and ears of homeland security by enlisting the aid of the general boating public. The presentation offers hints and suggestions that will help boaters discern "suspicious" activity and if such activity is noted how to whom it should be reported. ....MAB*

## LOCAL TUNA CLUB HOSTS BOATER EDUCATION



In an effort to increase boater safety and awareness a local Ocean County, NJ Tuna Club hosted a "Boating Safely" class.  
*Photo by Ray Jackey, PFC 79, Little Egg Harbor, NJ*

# AROUND THE DISTRICT

Division 8  
South Jersey

## DIVISION 8 AUXILIARIST OF THE YEAR J. DANIEL HARTMAN



COMO Eugene Bentley, Jr. (r) presenting the Division 8 Auxiliarist of the Year award to J. Daniel Hartman, the District Staff Officer for Information Services. The presentation was made at the Division's change of watch ceremony held on 6 December 03 at Tuckahoe, NJ.

*Photo by Thom Weber, SO-PA 8, Cape May, NJ*

## CAREER COUNSELORS AT WORK



Ken DeSoo offering literature at the fair.

On 25 September 03, Ken DeSoo, Captain of Division 8 and Thom Weber, Division Public Affairs Officer, manned their AIM (Academy Introduction Mission) booth at the West Catholic High School College Career Symposium, Wildwood, NJ. Approximately 75 colleges were represented.

The event included parents and students preparing for future education opportunities, several of which expressed a sincere interest in the Coast Guard Academy. ❀

*Thom Weber SO-PA 8  
Cape May NJ*



# AROUND THE DISTRICT

Division 8  
South Jersey

## DIVISION 8 CHANGE OF WATCH

At 1200 hours, 6 December 2003, Division 8 held its annual Change of Watch at the Tuckahoe Inn, Beesley's Point, NJ. Two windy snowstorms threatened attendance, but as the old saying goes, "When smart boaters are coming in, the Coast Guard very often must head out," and we did! Coast Guard guests were CAPT Curbs Odom, LT Michael DaPonte, LT Richard



Frattarelli, ENS Timothy Hansen, CWO David Foley, CWO Joseph Hartline, BMC Aaron Zimmer, and BM1 Ryan McKenna. Representing the Auxiliary were DCO Eugene Bentley Jr., and RCO-E Melvyn Borofsky.

After a moment of silence for those lost at Pearl Harbor on December 7, 1941, the business of the occasion proceeded. DCO Bentley charged Bruce Long, Flotilla 82, to carry out the duties of Division 8 as Captain, and Michael Colondrillo, Flotilla 84, as Vice Captain.

Commodore Bentley then presented the well-earned Auxiliarist of the Year award to DSO-IS Dan Hartman, Flotilla 82. In addition to his Division and District responsibilities, Dan has been the recipient of many awards including the coveted AUXOP (Auxiliary Operational Specialty Courses), a national award for

successful completion of seven special categories: Seamanship, Navigation, Communication, Search and Rescue, Patrols, Weather, and Administration.

New this year was an award for Auxiliarist of the Year from Station Cape May. LT Mike DaPonte, Commander of the Station, presented the award to outgoing Division Captain Ken DeSoo and to the new Division Captain, Bruce Long.



Commanders and Vice Commanders for the six flotillas of Division 8 were sworn in, and their appointed staff officers took the oath for their respective assigned posts.

The ceremony concluded with remarks from CAPT Odom, DCO Bentley, and RCO-E Borofsky, ending a very busy and successful year for Division 8. ❁

*Photos & article by Thom Weber SO-PA 8  
Cape May, NJ*

## NAVIGATION RULES CLASS



Active duty personnel at CG Station Atlantic City were offered a "NavRules" course of instruction by Auxiliarist Chris Winans.

*Photo by Bruce Long, DCP 8, DelHaven, NJ*

## SANTA VISITS STATION CAPE MAY



(We think we know who is  
under the beard????)  
No name provided!!

# AROUND THE DISTRICT

Division 8  
South Jersey

## FLOTILLA 82 HOSTS DIVISION 8 MEETING

On 8 October, Flotilla 82, Cape May, hosted the Division meeting at what is affectionately called "The Shack," a noted historical building dating back to 1888. Built on piles over tidal waters, the structure was originally used as a boathouse for U.S. Lighthouse Establishment boats servicing Delaware Bay lights. Later, in 1939, it became a Lifeboat Station for the USCG. From 1940 on, the Coast Guard Auxiliary has maintained the building for meetings, classes, and fellowship activities.



The occasion for this meeting was the annual election new Division Officers for year 2004. Ballots were properly cast and Bruce Long, Vice Captain 8, was elected Division 8 Captain, and Michael Colondrillo, Flotilla 84, was elected Vice Captain. Outgoing Captain Ken DeSoo thanked the Division for their support during his two-year command.



Following the election an astounding eight new coxswains were awarded framed certificates by Mel Borofsky, Rear Commodore-East. In his congratulatory remarks Mel stated, "Once a cox's'n, you're always a cox's'n." Those receiving coxswain certificates were John Tice, Gordon Schmidt, Angelo Caracciola, Chris Winans, John Gallagher, Archie Garnet, and Matt Copeland from Flotilla 82, and Ed Gillespie, Flotilla 86.

The meeting was followed by a fabulous meal and good fellowship in keeping with Auxiliary tradition. ❁

Thom Weber SO-PA  
8



Cape May, NJ

# AROUND THE DISTRICT

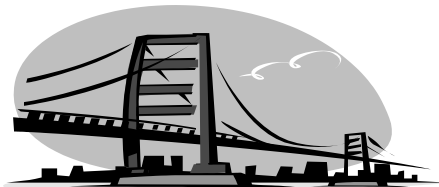
Division 9  
Western Lakes

## DIVISION 9 AUXILIARIST OF THE YEAR MICHAEL B. REDMOND



Commander Stephen J. Minutolo, USCG, Director of Auxiliary (r) presenting the Division 9 Auxiliarist of the Year Award to Michael B. Redmond, Past Division Captain and currently the Division 9 Marine Visitor Staff Officer.

Photo by Allen Mitchell, DCP 9, Duncansville, PA



## DIVISION 9 INSTALLS NEW BRIDGE



Past Rear Commodore Don Bowes (r) administering the oath of office to new Division Captain Allen Mitchell (c) and Vice Captain Paul Vonada.

Photo by CDR Stephen J. Minutolo, DIRAUX, Philadelphia

# AROUND THE DISTRICT

Division 9  
Western Lakes

## HOWARD AND BETTY GUEST HONORED BY FLOTILLA 95

Longtime Auxiliarists Howard Guest and his wife Betty were honored by the members of Flotilla 95 at their dinner meeting on 9 December 03. Howard announced his planned retirement from the Auxiliary at the end of 2003 and the Raystown Lake Flotilla marked this occasion with a presentation recognizing the personal dedication and generosity Howard and Betty have exhibited in promoting boating safety.



Members of the Coast Guard Auxiliary since 1985, both Howard and Betty achieved AUXOP qualification and completed numerous patrols on Chesapeake Bay and Lake Raystown. In addition, Howard also completed the Coast Guard Captains examination and holds many Auxiliary qualifications.

Howard was instrumental in the creation of Flotilla 95 and took a personal role in the training of many Flotilla members. A retired school teacher and principle and a trained and accomplished mariner, Howard has both an extensive knowledge of boating and the ability to convey this knowledge to the public and his fellow Auxiliary members. In just the past two years Howard conducted numerous public education classes, taught AUXOP courses as well as Auxiliary qualification courses.

In the past year Howard also undertook the difficult task of organizing boat crew and coxswain schools on Raystown Lake. Thus, the presentation of a replica of the USCG sailing ship, Barque "Eagle" was a bittersweet moment for members of the Flotilla. The replica was inscribed with a note of appreciation from the members of 95 and a wish of "Fair Winds and Following Seas."

Although his enthusiasm and inspiration will be missed, all wished Howard the enjoyment and relaxation in retirement he so richly deserves. ❀

*David Robb, FSO-OP 95  
James Creek, PA*

# AROUND THE DISTRICT

Division 12  
Delaware

## DIVISION 12 AUXILIARIST OF THE YEAR PDCP ALFRED O. GRIMMINGER



AL Grimminger receives the Auxiliarist of the Year Award from COMO Bentley.

At the Division 12 Change of Watch Ceremony held on November 15, Alfred Grimminger was named Division 12's Auxiliarist of the Year for 2003.

Mr. Grimminger has been an active member of the Auxiliary for the past 18 years. He has earned numerous honors and awards, volunteered many hours of his time in helping to facilitate the operations of the United States Coast Guard, and worked to achieve the missions of the Coast Guard Auxiliary. Mr. Grimminger has served the Auxiliary in many capacities over the years. Presently, he serves the District and Division Vessel Examination Officer.

He works closely with boaters to help foster a wider knowledge of Delaware's boating laws, rules and regulations through his active participation in the vessel safety check program. In addition, he works with area marine dealers in promoting boating safety and educating them about the Auxiliary, and helps to promote safety and effect rescues through his involvement in the boat crew operations program.

Mr. Grimminger's concern for fellow Auxiliarists was demonstrated through his initiation of Division 12's "Joys and Sorrows" program. This program has been very effective in bringing Auxiliarists together and keeping fellow members informed about its Auxiliary family. Mr. Grimminger is a valued and respected member of the Auxiliary in his undying willingness to help his fellow Auxiliarists and the boating public. ❀

*Carolyn J Otto, FC 12-5, SO-PB 12, Dover, DE*

# AROUND THE DISTRICT

Division 12  
Delaware

## NATIONAL AWARDS FOR FLOTILLA 12-2



Coast Guard Auxiliary Flotilla 12-2 received National Awards. (Above) From left to right John Bernath Vice Commander, Jack Korbobo Marine Dealer Staff Officer, Joseph Phillips Vessel Safety Check Staff Officer and John De Martino Flotilla Commander.

Flotilla 12-2 finished first in the nation with their marine dealer program.

This program provides boating safety information and material to dealers on a regular basis. The dealers also help promote boating safety through publicizing local Auxiliary public education courses and vessel safety checks stations.

The Flotilla also finished in the top 100 in the nation for the number of vessel safety checks completed. This is a free safety check provided to owners or operators of privately owned recreational boats and certain Federal, State, and Local government owned boats. ❄️

*Charlotte Anderson. FSO-PA 12-2  
Long Neck, DE*



## NEW BRIDGE INSTALLED



Elaine Gilganast (l) and Oscar Bailey receive the oath of office as Captain and Vice Captain, respectively, of Division 12.

*Photo by Stephen J. Minutolo, DIRAUX, D5-NR*

## DIVISION 12 CHANGE OF WATCH PHOTOS



Harry Otto receives an award.



New Division staff takes oath of office.

## WINTER PATROLS



The front cover photo of this issue tells it all.... Brrrrr.

*Photo by Elaine Gilganast, DCP 12, Selbyville, DE*

# AROUND THE DISTRICT

Division 13  
Central New Jersey

## DIVISION 13 AUXILIARIST OF THE YEAR PDCP DAVID BERLIN



DCO Eugene Bentley (l) presenting the Auxiliarist of the Year award to PDCP Dave Berlin.  
*Photo by "Butch Simpkins, DCP-13"*

**D**ave Berlin of Flotilla 13-3 is the Division 13 Auxiliarist of the Year for 2003. Specifically, Dave has earned this prestigious for his many efforts in all the traditional cornerstones of the Coast Guard Auxiliary.

Public education; he served as instructor and classroom supervisor at boating classes keeping the students involved and motivated and giving them the benefit of his experience and knowledge.

Vessel examinations; Dave regularly performs vessel safety checks. This year he set up a special station at Wiggins Park that had not been previously serviced.

Operations: As a coxswain he performed 34 patrols this year. Moreover, Dave's vessel is the only Division 13 currently in use on the Delaware River.

Dave has performed many public appearances through out the area this year. He has conducted courses to educate children about boating safety. Dave assists at Group Philadelphia on a regular basis. He is also the Auxiliary Liaison Officer to the Group.

Not only does Dave perform these missions, but he also tries to get other Auxiliarists "turned on" and "involved." In his spare time, he volunteers at the Franklin Institute. ❀

*Norma G. Hunter, FC 13-3  
Riverton, NJ*

## FLOTILLA 13-3 INSTALLS NEW BRIDGE



**O**n December 16, 2003 Flotilla 13-3 conducted its annual change of watch ceremony in the presence of the regal D5-NR Auxiliary flag.

Commander Stephen J. Minutolo, USCG, Director of Auxiliary, performed the swearing in of our elected officers, Norma Hunter as Flotilla Commander and Fred Hicks as Vice Flotilla Commander. Norma Hunter then swore in the newly appointed Flotilla staff officers.

Following the ceremonies, CDR Minutolo presented an overview of the new security program. He then availed himself to answer questions posed from the floor—of which there were many. ❀

*By Patricia A. Phillips, FSO-PA 13-3  
Pennsauken, NJ*

## SAFE BOATING GRANT AWARDED

**R**on Blackeby and Art Miller recently earned a BoatUS Foundation "Safe Boating" grant for 2004. There were more than 110 groups vying for several hundred thousand dollars.

Ron is the Flotilla Commander and Art is the Vice Flotilla Commander of Flotilla 13-6. The Flotilla teaches Boating Safety and Seamanship classes at Cinnaminson High School, Moorestown High School, and Burlington High School.

The grant will enable the members of Flotilla 13-6 to give each boater a carbon monoxide detector after a vessel safety check has been completed on their boat. ❀

*By Ron Blackeby, FC 13-6  
Palmyra, NJ*

# AROUND THE DISTRICT

Division 16  
Jersey Shore

## DIVISION 16 AUXILIARIST OF THE YEAR PDCP ROBERT G. WITHAM



Past Division Captain Robert G. Witham (c) accepting the best wishes and congratulations from (l) CWO Joseph Hartline, USCG, Asst. DIRAUX D5-NR and COMO Eugene Bentley, District Commodore. Bob was selected as the Division 16 Auxiliarist of the Year in recognition of his efforts as the long time Chaplain of the Division and his tireless work in the field of communications.

*Photo by E. Robert Meyer, FSO-MS 16-7, Freehold, NJ*

## DIVISION BRIDGE INSTALLED

At traditional ceremonies, held at the Crystal Pointe Yacht Club, Point Pleasant, NJ, Division 16 installed their bridge and appointed offices for 2004. Jack Witemeyer was installed as Division Captain and Harvey Monter as Vice Captain, both returning for their second year leading the Division. ❄

*All photos by E. Robert Meyer, FSO-MS, 16-7*

## THIRD ANNUAL WINTER SOLSTICE GATHERING OF FLOTILLA 16-7



(l to r) Dennis Georgia, Ted Hall, Maria Georgia (in burka), John Fisher, Donna Schleuss, E Robert Meyer, Marg Ignozza, and John Ignozza.

On the shores of the Manasquan, Flotilla 16-7 members gathered to celebrate the beginning of the Sun's return to the Northern Hemisphere.

Exactly at 0715 the Sun's disk broke the horizon; exactly as computed by Flotilla Commander Ted Hall. The sunrise celebration included the playing of the "National Anthem" by all present, on their kazoos.

Following that, the group adjourned to the local pancake house. ❄

*Article & photo by E. Robert Meyer, FSO-MS, 16-7  
Freehold, NJ*



*Candid photos from Division 16's Change of Watch by E. Robert Meyer, FSO-MS 16-7, Freehold, NJ*



## IN MEMORIAM



It is our sad duty to report that the following members of the United States Coast Guard Auxiliary have departed our shores and crossed over the bar.

Charles Garrity

Harold Hahn

Kenneth LeQuier

William Young

Margaret Reinert

John Ewing

Hulett Kincaid

Richard Baldwin

John Markey

Milton Rhodes

Harry Dlause

Kenneth Longabach

Robert Moyer

I van Levin








William Caviston

*“Sailors rest your oars”*



# United States Coast Guard Auxiliary

## Fifth Northern District - 2004 Calendar of Events

MAR	APR	MAY	JUN
<p>6 QE Workshop &amp; Review Board</p>  <p>12-14 <b>SPRING AWARDS CONFERENCE</b> YORK, PA</p> <p>14 District EXCOM</p>  <p>17 St. Patrick's Day</p> <p>26 Central Area EXCOM</p> <p>31 Last Day for AIM Applications</p>	<p>1 Summer Uniforms</p> <p>3 Central Area New Member Workshop</p> <p>4 <b>Palm Sunday</b></p> <p>4 Daylight Savings Begins</p> <p>6 1st Night of Passover</p> <p>9 Good Friday</p> <p>11 <b>Easter</b></p>  <p>15 Income Deadline <span style="margin-left: 20px;">Tax</span></p> <p>16 Eastern Area EXCOM</p> <p>26 East Area New &amp; All Member Workshop</p> <p>30 <i>Spring topside Deadline</i></p>	<p>1 AIM Candidate Deadline</p> <p>3 District EXCOM</p> <p>8 <b>VE Day</b></p> <p>9 <b>Mother's Day</b></p>  <p>15 <b>Armed Forces Day</b></p> <p>22-28 National Safe Boating Week</p> <p>30 <b>Memorial Day</b></p> <p>31 <b>Memorial Day Observed</b></p>  <p>31 Workshops Deadline</p>	<p>7 EXCOM</p> <p>14 <b>Flag Day</b></p>  <p>15 <b>Father's Day</b></p>  <p>25 Central Area EXCOM</p> <p>30 Deadline to Pay 2004 Dues</p>



DEPARTMENT OF HOMELAND SECURITY  
DIRECTOR OF AUXILIARY 5NR  
FIFTH COAST GUARD DISTRICT  
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PHILADELPHIA, PA 19147-4393

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