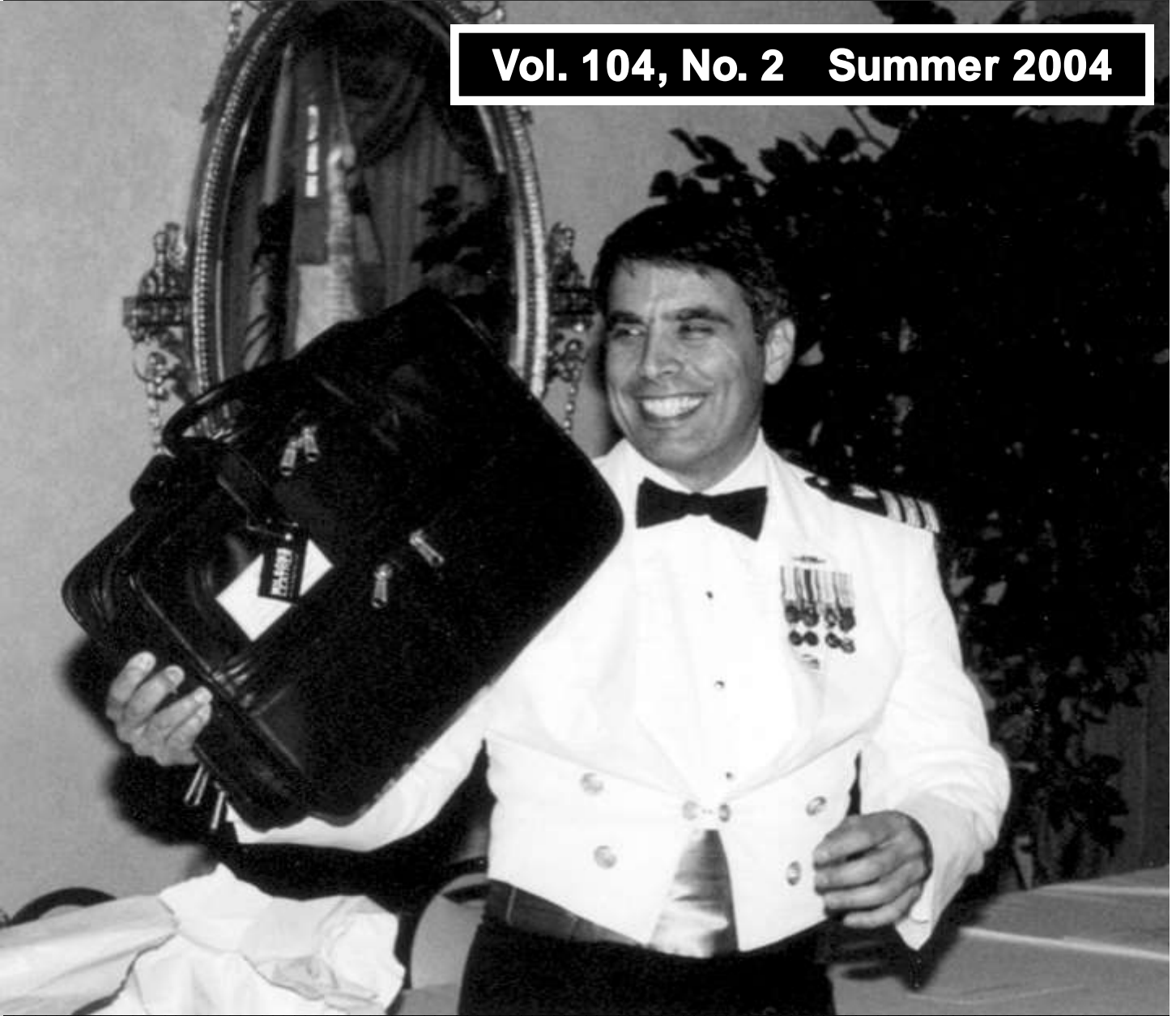


# t pside

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

**Vol. 104, No. 2 Summer 2004**



in this issue.

Director, CDR Steve Minutolo Retires  
Spring Conference 2004 Coverage  
Important Weather Information



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**Fifth Coast Guard District (NR)**  
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topside spring issue  
**NEXT DEADLINE**  
**30 August 2004**

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**UNITED STATES COAST GUARD**

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**UNITED STATES COAST GUARD AUXILIARY**

The Commodore of the USCG Auxiliary ..... E.W. (Bill) Edgerton

**FIFTH COAST GUARD DISTRICT (NR)**

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*Topside* is published at no expense to the U.S. Government or the U.S. Coast Guard. Cost of its publication is borne by dues paying members of the 5th Coast Guard District Auxiliary (Northern Region), a volunteer, unpaid civilian body whose mission is to assist the regular Coast Guard in promoting and maintaining safety on the water.

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**On the Cover:** CDR Stephen J. Minutolo, USCG, Director of Auxiliary, D5-NR announced his retirement from the Coast Guard, effective July 2004. The Commander was honored by the District at the 2004 Spring Conference in York, PA.

*photo by PRCO M. Philip Stamm, Staff Photographer*

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# FALL CONFERENCE Spouse and Guest Saturday Programs

0900 - 0930  
Spouse and Guest  
Get-together  
Coffee and sweets



## 0930 - 1200 **"The Life and Art of John James Audubon"**

A presentation by  
Linda Boice



American Goldfinch



The Red-tailed Hawk on a Branch



The Ruffed Grouse

1330 - 1500  
Fellowship

# DIRECTOR OF AUXILIARY

About five years ago, I checked in as D5-NR's Director of Auxiliary (DIRAUX) and quickly realized that the best thing that I could do in this assignment was to provide *you* with two things – trust and consistency.

In terms of trust, I was compelled to do all I could to earn it from you. My outlook was that a DIRAUX office's primary purpose was to provide support and liaison for regional Auxiliarists so that the Coast Guard could best meet Auxiliarists' needs *and* facilitate the achievement of their goals. With that in mind, I tried to listen equally close to your issues and observations, your compliments and criticisms...and then do what was necessary to help correct or improve the region's collective situation based upon them. And if something could not be done, then I tried to explain the reasons and rationale as plainly and thoroughly as possible. I hope that I succeeded on all counts...and earned your trust.

With respect to consistency, that was the least thing that you deserved from me...but sometimes the most difficult for me to deliver. From ensuring that boat crew members in totally different parts of the region were required to provide the same information in order to regain their currency to attending Divisional Changes of Watch with equal frequency, I did as much as I could to make the same decision, apply the same rules and policies, and show the same face for everyone in the region whenever similar circumstances warranted similar actions. In that sense, I hope that I satisfied your entitlement to consistency, too.

My efforts regarding the above could not have been performed to any degree of success without the outstanding counsel and support of the DIRAUX office staff, namely: CWO's Joe Hartline and Tim Donovan; SK's Kevin Hurst and Henry McGuigan; YN's Dezaray Kuemmerle and Scott Stein; Auxiliarists Lee Crossman and Dudley Gallup; our pillar of continuity Betty Kain; and many others who have helped them as time has gone by. If you ever want to thank the DIRAUX office for its support of *your* Auxiliary interests, then please thank *them*...for they made it all happen, and continue to make it happen every day.

On that note, I owe D5-NR a canyonful of thanks for all you have given and done for me. At the recent spring conference, I was honored by your farewell recognition, which included an incredibly generous gift. Hopefully to the chagrin of none and welfare of all, I immediately donated that gift to Coast Guard Mutual Assistance...in the name of D5-NR. I have to also thank you for the



years of professionalism, understanding, cooperation, teamwork, and spirit that you have given the Coast Guard and me. Without those, this region could not have reached so many superior goals, helped the boating public to be so much safer, greatly assisted the Coast Guard during its most challenging times, and schooled me well enough to be prepared for the retirement path on which I now embark...working to support the entire Auxiliary in the Chief Director's office of Coast Guard Headquarters. Most importantly, though, I will be forever grateful for the welcome and friendship that you always gave my kids, Christine and Pete, whenever they were with me as I visited your operating areas, meeting places and homes. As the saying goes, you only get to make a first impression once...and the impression of patriotism, service and fellowship that you have given my children are lessons for which I could never afford to pay.

It is in the wake of all of this that I can comfortably and warmly welcome Commander Scott Rogerson as your next Director of Auxiliary. You have made his impending arrival another milestone in what has become a rich and valuable history of Auxiliary accomplishment. Thank you for all of that. Farewell...and all the best for the Coast Guard Auxiliarists of D5-NR! ❀

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

*Editor's note: Some really neat things have recently occurred in CDR Minutolo's life. First of which was the recent marriage of CDR Minutolo to Ms. Debra Dolich. Debbie is the daughter of our conference coordinators, Ira and Arline Dolich. We offer our best wishes for long and happy lives together.*

*Although CDR Minutolo is retiring from the active duty Coast Guard and leaving the Philadelphia area, he is not departing the Coast Guard (and Auxiliary) family as indicated in the following message:*

## **New Chief, Administration Division (G-OCX-1) Selected**

8 April 04

From: Capt Dave Hill, Chief Director:

I have selected CDR Steve Minutolo and he has accepted the Coast Guard's offer to be our new Chief, Administration Division, (G-OCX-1). This GS-14 position is a critical fill and we finally have the right person for this important leadership position. Steve is worth the wait. More to follow in a future edition of the Navigator and other introductions (not that he needs too much of one).

I take this opportunity not only to announce this hiring but also to ask you to join me in giving Steve a hearty welcome aboard to the Coast Guard HQ G-OCX Team. Steve will join OCX during our visit to Personnel

*(Continued on page 5)*

# DIRECTOR OF AUXILIARY

*(Continued from page 4)*

Support Command (PSC), Topeka, Kansas on 17 and 18 May to discuss the travel reimbursement process and global possibilities regarding travel issues and the Auxiliary. Then Steve will report aboard OCX on 27 May 2004.

Here is a little snap shot about Steve Minutolo.

He was born and raised in the village of Lindenhurst, NY, and was selected in 1976 by his local Coast Guard Auxiliary Flotilla to attend the Academy Introduction Mission (AIM) held that summer at the U.S. Coast Guard Academy. He subsequently applied for and was accepted to the Coast Guard Academy and reported in immediately after graduating high school in 1977. He graduated and was commissioned from the Coast Guard Academy in 1981 with a Bachelor of Science degree in Marine Science.

His first three Coast Guard assignments were served in CGC ALERT (WMEC 630 - then home ported in Cape May, NJ), the Seventh District Operations Center in Miami, FL, and as Operations Officer in CGC VIGOROUS (WMEC 627 - then home ported in New London, CT). Both afloat assignments were typified by numerous deployments on Northwest Atlantic fishery enforcement patrols and Caribbean law enforcement/alien migrant interdiction patrols. His D7 opcenter assignment was highlighted by many complex search-and-rescue cases, law enforcement actions, and Coast Guard response to the space shuttle Challenger disaster.

He followed these tours of duty with a graduate school assignment at the University of Rhode Island where he earned a Masters in Public Administration. In 1991, he helped pre-commission and deliver the new Island-class patrol boat CGC JEFFERSON ISLAND (WPB 1340 - home ported in Portland, ME) as its first Commanding Officer. This tour was followed by assignment to the Budget and Programs Division at Coast Guard Headquarters (then G-CPA, now CG-82) where he served as Reserve Program Reviewer, Operating Expense (OE) Coordinator for the Coast Guard's Fiscal Year 1996 budget, and Multi-year Budget Strategy Coordinator.

In 1996, Steve shifted into joint military service when

he was assigned as the Coast Guard Liaison Officer to the U.S. Atlantic Command in Norfolk, VA and coordinated U.S. security and humanitarian assistance to the Caribbean region. The following year, he proceeded down-range to serve as the U.S. Military Liaison Officer to the Eastern Caribbean (American Embassy Barbados). He reported to U.S. Southern Command while brokering all U.S. military training and security assistance to eight different island nations.

Since 1999, he has served as Director of Auxiliary for D5 - Northern Region based in Philadelphia, PA. He has worked closely with the region's three most recent District Commodores and respective EXCOM leaders as well as its 3,000+ Auxiliarists distributed across 16 Divisions and nearly 100 Flotillas.

CDR Minutolo's awards include two Defense Meritorious Service Medals, a Coast Guard Meritorious Service Medal, a Joint Commendation Medal, and two Coast Guard Commendation Medals. He joined the Coast Guard Auxiliary in 2001 and presently serves as an instructor, FSO-VE and FSO-MS for Flotilla 47 in Marcus Hook, PA. He has two children (Christine, 17, and Pete, 15) who live in south-central New Jersey.

Signed:

*Captain Dave Hill, Chief Director  
Washington, DC*



CDR and Mrs. Stephen J. Minutolo at the D5-NR Spring Conference.

# DISTRICT COMMODORE

## GOALS, COMPETITION, COOPERATION AND COMMUNICATION

Webster's Dictionary defines a "GOAL" as "the end toward which effort or ambition is directed." This goal may be self-imposed or set by another person, group of persons or an organization.

We strive to reach the goal but we may not attain it, which is not surprising, because the goal may not be realistic.

If the goal is set properly, we should be able to reach it, but if the goal is unrealistic the person or group may not even try to get there. Remember that the goal is a target and we may not always hit the target. We should not be discouraged if occasionally we do not reach the goal. However, if we never reach the goal we should re-evaluate the entire situation, including the goal itself as well as the method used to attain the goal.

Realistic goals stimulate competition. Honest, friendly competition can very well be advantageous to an organization and can stimulate individuals or groups to greater productivity. Cut-throat, backstabbing or dishonest competition will negate all its positive aspects.

The greatest productivity can be reached by cooperation between individuals or groups (a team). If we cooperate as individual members or as flotillas or as divisions or as areas, great things can be accomplished.



Fortunately, we are seeing some of this in Fifth Northern, but more cooperative effort is needed. It is my understanding that one member of Division 2 is compiling a list of instructors who are willing to teach PE courses in other flotillas in the division. Members of Division 4 are teaching courses in flotillas other than their own. I am aware of these examples; others may already be in place elsewhere in 5NR.

In order to enhance our cooperative efforts we need to improve our ability to communicate, both horizontally and vertically. The former implies passing information within the group, be it flotilla, division or area; the latter means sending the messages "up and down" the elected and appointed chain of communication and leadership.

The chain is in place for a purpose; without it there would be chaos.

For example, it would take an extremely long time for the DCO to communicate a message to each member and vice versa. In addition, there might be a common thread of information which could be summarized and imparted more intelligently by an intermediary. As you can see, "the chain" has merit. I believe we all agree that an informed Auxiliary is a strong Auxiliary.

In summary, if we Auxiliarists improve our communication skills and our cooperative efforts, competition will fall into place and our goals will be attained. ☼

*Eugene A. Bentley, JR, DCO  
Newtown Square, PA*

## Thank you...

*The upcoming 2004 Fall Conference will end the conferences for this administration.*

The Spouses programs have been well attended, and I hope enjoyed by all. We have had a variety of speakers, to name a few, quilting, herbs, a fashion show, banquet concepts, Ikebana oriental flower arranging, crepe demonstration, the art of doll collection, outlet shopping in Lancaster, and a trip to the Battleship New Jersey. We will be ending our programs for this season with a presentation of "The Life and Art of John James Audubon."

I would like to take this opportunity to thank my wonderful committee for their help, guidance, and support over the past two years. Our two hospitality evenings, at each conference would not be possible without them.

Jean Amort, Janet Bentley, Michele Borofsky, Astrida Miller, Kathie Myers, Joanne Perrone, and our RCO's, Henry Reeser, Bob Amort, Mel Borofsky, and Harold Miller.

We are looking forward to the continuation of the 4<sup>th</sup> cornerstone, "Friendship and Hospitality," as demonstrated in our hospitality rooms and our spouse/guest programs.

*Thelma Kehr*

## VICE COMMODORE

In my travels around D5NR, I see our NUMBER ONE problem is COMMUNICATIONS. The Dictionary defines communication as “imparting or exchanging information or news. The successful conveying or sharing of ideas and feelings.”

Fisher and Cole, in their book Leadership and Management of Volunteer Programs notes “Communication that is competent and appropriate can have a healthy, positive effect on the climate of productivity of an organization.”

How do we solve the communication problem? Well, it's not easy. But, here are six steps that will help:

1. Use precise instructions: – Clear job descriptions, with expectations for minimum standards.
2. Focus on progress toward specific performance goals rather than generalized performance.
3. Give praise for strong and/or improved performance.
4. Use a team problem-solving approach.
5. Discuss the need for improvement. - We do this through EOT, AOT, AUXLAM, etc.
6. Appraise the job performance, not the person. Remember, this should be a team effort and the team takes the bows.

Listening skills are part of communication. You cannot answer correctly if you did not listen or didn't understand the problem or question. Too many times, when asked a question, or a problem is presented, we, the Auxiliary, give a quick and incomplete answer off the top of our head. This only serves to cause more confusion. Think before you answer.

The Auxiliary must become accustomed to passing down information in the proper sequence:

DCO – RCO – DCP – FC – TO MEMBERSHIP  
VCO – DSO – SO – FSO – TO MEMBERSHIP

The Auxiliary must also become accustomed, when they are seeking information, problem solving, or guidance, to use the proper chain of command in reverse order:

MEMBERSHIP TO – FC – DCP – RCO – DCO  
MEMBERSHIP TO – FSO – SO – DSO – VCO

If we can accomplish these points we will have great communication. ❀

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

## REAR COMMODORE-EAST

### SITUATIONAL AWARENESS

This is the unique ability and Team Coordination Training (TCT) skill of “knowing what's going on around you at all times.”

With the summer season upon us this skill is needed more than ever. Those Auxiliarists who have attended a TCT workshop know that “Situational Awareness” and “Safety” are the central themes in each of the seven critical team skills.

The cause of most boating accidents is human error, and the biggest cause of that error is the loss of situational awareness. We are prone to complacency with the boredom of a non-eventful patrol, the onset of fatigue and the general lack of “action.”

That's why we constantly train. When the vessel's coxswain tosses that life ring overboard and shouts “man overboard” he/she is not doing that just to catch the crew off guard. It is part of the effort to eliminate the boredom that can and will set in. It is a conscious effort to maintain “vigilance.”

“Vigilance” is the ability to maintain situational awareness, to remain focused and be sharp... **when nothing is going on.** Encourage training while on patrol, if fact, you should demand it. One, to maintain that high level of vigilance by keeping boredom at bay, and two, to keep those rarely used skills sharp and on the ready.

Situational awareness is not a skill used solely on our boats. I often use the example of the experienced woodcrafter who hits his thumb with a hammer. Distraction and complacency are the culprits here. The mind has been wandering and the thumb pays the penalty.

Another non-boating example I often use is that of the driver who's daily routine is leaving the house and, five days a week, driving the same route to work. On the sixth day, probably Saturday morning, he leaves the house to drive to a convenience store for coffee and a newspaper. Lo and behold, ten minutes into the trip he finds himself driving his normal route to work. A definite loss of situational awareness.... thinking about the things he wants to do that day off and allowing the car to have a mind of its own. ❀

**STAY SAFE AND ALERT THIS SUMMER!**

*Mel Borofsky, RCO-E D5-NR  
Little Egg Harbor, NJ*



## REAR COMMODORE-CENTRAL

Being a volunteer is easy, committing yourself to being a dedicated volunteer is another matter.

For us as Coast Guard Auxiliarists, there are all kinds of opportunities to get involved. The opportunities to learn new skills are everywhere, from our traditional core functions of teaching public education classes, vessel examiner, marine partner visitations, and boat crew, to helping the Coast Guard in all kinds of job areas. The problem comes when we go thru the training to obtain a skill then don't follow thru and use the skills we learned. What this means is we should only tackle the jobs we intend on spending some time doing.

Boat crew training is an area that new Auxiliarists want to become involved in. The training is extensive and requires dedication on the part of the trainer and trainee. This is another job that once training is completed requires more than the minimum hours each year to maintain proficiency. You must tackle boat crew training with the idea that you will put in as much time each year as you can.

This dedication to the job will help you become a great crew member and an asset to the program. The same applies to our other core programs of instructor, vessel examiner, and marine partner visitations. There is time involved in the training to make you proficient but, even more important you must strive to do the job well, once completed.

At a recent meeting with the Coast Guard the need for Auxiliary help at Coast Guard stations was stressed. Along with that request, it was also stated that it takes time and manpower to properly train an Auxiliarist to stand in for Coast Guardsmen. They are willing to train you, but want a commitment from the Auxiliarist to support the station once trained. If we Auxiliarists took jobs with the intent that we would do the best job possible, the district would exceed all of their goals each year. Doing the minimum should not be your goal for the year. Give the jobs you take the best effort you can. The Auxiliary will then become a rewarding experience and solidify your reason for joining this volunteer organization.

*Bob Amort, RCO-C D5-NR  
Dover, DE*



## REAR COMMODORE-WEST

As I continue in my position as RCO-W, my original question as to "Why did I join the CG Auxiliary" becomes clearer with every meeting I attend, every event that I participate in and interact with my fellow Auxiliarists.

Why did you join the Auxiliary? Whatever your reason for initially joining, there must be something that keeps you coming back. You pay your dues every year, and read Topside to see what is going on and what other members are doing. You joined, you belong, now what else could you do to contribute to this organization?

We all have many excuses and "good" reasons but not good enough. There are levels of participation. Start at the bottom and work up as your lifestyle permits.

Start and continue your training at a pace you can handle, but by all means continue it, don't give up. When you become a vessel examiner, check as many boats as you can. 5 is better than none, 10 is better yet. See what I mean. No one says you have to do 200. Leave that to the seasoned veterans who have lots more time.

You'd eventually like to be an instructor. Spend some time observing your flotilla's boating course. A few hours at each course and you will gain knowledge that you will be able to use at a later time.

Volunteer to become a staff officer. Put your best effort into it and see the satisfaction you will derive.

If you feel that the flotilla meetings lack interest and spark. Give suggestions and ideas to the FC and FSO-MT. Set a goal for yourself to become an elected officer. Most flotillas have to re-cycle elected leaders, and this should not be. When you feel the time is right, step forward so you can be chosen.

Take the time to get to know your fellow Auxiliarists. Fellowship is the cornerstone that can make or break an organization.

One of the best ways to become the most popular member of your flotilla is to volunteer to do the refreshments. Those luscious brownies are sure to warm the hearts of your flotilla members.

The bottom line is: Put a smile on your face and do what you can. Everyone likes a winner.

*Harold N. Miller, RCO-W D5-NR  
Covington, PA*





# AIDS TO NAVIGATION

The boating season approaches, as evidenced by the activity in boatyards as they prepare for another season.

You, as an interested member, can prepare yourself so that when underway, you can provide a service to Chart Makers, National Ocean Service (NOS), the Coast Guard and your fellow boaters by having enough knowledge to provide reports that:

- 1- Permit NOS to correct charts or update them.
- 2- Give Coast Guard help in locating defective aids (discrepancies) and take steps to repair or replace such aids
- 3- Help keep the Coast Pilot Editions up to date

## CHART UPDATING

Chart updating can be done by any member and consists of reporting anything that should be added to or removed from a chart.

Reports are made to the District Aids to Navigation Staff Officer (DSO-AN), who forwards them to NOS, the agency that makes such updates to charts

Example: A new landmark that is useful to mariners. Likewise old landmarks, which have been removed, should be reported so they can be removed from charts.

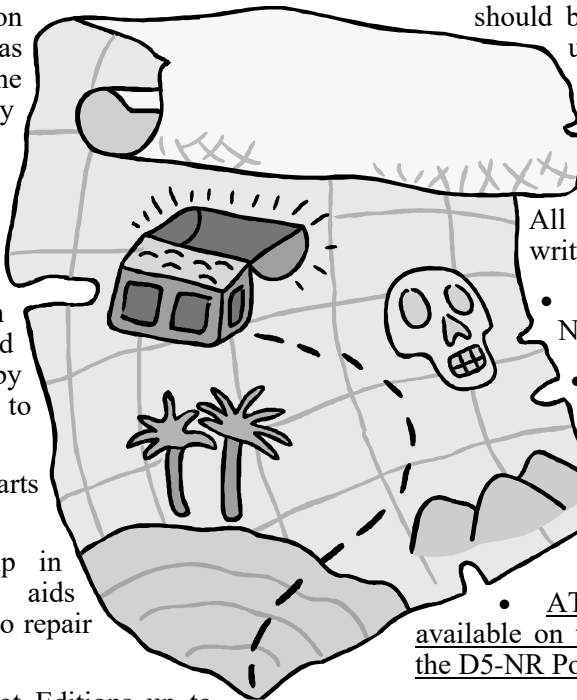
Reports of corrections to the Coast Pilot may also be made

Chart updates and Coast Pilot corrections are made on NOS Form 77-5. This form is available from your Materials Staff Officer.

## DISCREPANCY REPORTING

Discrepancy reports can be made by any member and consists of reporting any discrepancy of an Aid to Navigation (ATON) or Private Aid to Navigation (PATON), including bridge lighting and conditions hazardous to mariners in bridge channels.

All discrepancies



should be reported to the nearest Coast Guard unit by VHF radio, cellphone, or fax or any other expedient means as soon as possible. There are three classifications of discrepancies, critical, urgent and routine

All reports, must be followed up with a written report on any of following forms:

- CG-5474 (AUX), Available on the National web site (forms)
- 5NR-5474 -EZ, Available on the D5NR web site (it downloads as Bridge)
- ATON-4, Available D5-NR Web Site, (downloads) or D5-NR Policy Manual
- ATON-3, Pennsylvania ATON Report available on the D5NR web site, (downloads) or in the D5-NR Policy Manual

## WHERE YOUR REPORTS GO

Send original to:

Dick Keast, DSO-AN  
3308 West Ave.  
Ocean City, NJ 08226

The DSO-AN will forward your report (other than Bridge) to ANT (CG Aids to Navigation Team) at the Group having jurisdiction.

The DSO-AN will copy your Bridge report to MSO/ Group Philadelphia, Waterways Management Branch.

When reporting discrepancies, provide as much information as possible and suggest what is needed to correct it.

Aton-3, Pennsylvania Reports - send to ADSO-AN (W) with a copy to the DSO-AN. ADSO-AN (W) will forward to the Administrative Officer, Pennsylvania Fish and Boat Commission.

Let your Flotilla Aids to Navigation Officer (FSO-AN) know each month how many reports were made so he can report to the Division Aids to Navigation Officer (SO-AN) for reporting at the Division Meeting.

Shortly all SO-ANs will have copies of the PowerPoint "ATON Discrepancy Reporting" and "Chart Updating Reporting." The purpose is to provide tools for local training. ❁

*Dick Keast, DSO-AN D5-NR  
Ocean City, NJ*



# AVIATION

Since my last report, aviation has continued to provide patrols which are part of the maritime defense. In April, we were called upon by Group Air Station Atlantic City to provide a first light search in support of what I now understand is Sector Baltimore. We were able to respond, but the result of the search was negative.

We are still looking for two or three more pilots with suitable aircraft. The pilots should have an instrument license and have over 500 hundred hours of pilot in command time. The aircraft should be of the four seat variety or more capable. Helicopters are of a real consideration.

Any person so desiring to participate in the program should plan on participating in all aspects of the program if they are to be a viable resource. They should be available on Fridays and weekends. Naturally, not every weekend, but should be able to offer one or two of those days during each month.

The aviation group tries to have a monthly meeting where operational and paperwork subjects are covered. Also, various aviation subjects are covered – normally by someone who has some expertise in the field.

Currently, the meetings are held in Reading. Basically, because the facilities offered there are superior to those anywhere else.

Nationally, aviation is involved in training pilots in spatial disorientation and cockpit resource management.



The course is at the Pensacola Florida Naval Air Station. The Navy instructs in spatial disorientation and the Coast Guard instructs in cockpit resource management. The Coast Guard instructor comes from the air training command at Mobile, AL. The course last approximately two days.

During the month of April, six pilots from D5-NR attended and two more attended in May.

The photos show some of the activities at Pensacola. One picture shows some of the pilots visiting the aviation museum and are standing in front of an HO3S which was probably the first operational helicopter that the Coast Guard had. Many air stations had them.

In the group photo, on the left is Kevin Smith, a D5-SR pilot and retired CG Captain, then to the right is Jim Trygg, then Dick Heller and finally your correspondent.

*Don Vaughn, DSO-AN D5-NR  
Harrisburg, PA*



# COMMUNICATION SERVICES

## Communication Awareness – Part 2

This is the second 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 communications.

Part 1 pertained to e-mail etiquette and the proper protocol. Part 2 presents the attributes of the National E-Mail Directory (eDirectory) and how to use them.

If you haven't used the eDirectory, don't put it off any longer, sign on today! It uses the same technology used in online credit card transactions, and the activation process has been made easier than ever! It's the easy way to insure that your email address is correct in AUXDATA, and you stay well informed about our fast paced Auxiliary.

A quick and easy way to obtain e-mail addresses of members is to “look them up” in the eDirectory

<https://www.auxedirectory.org/index.php>

or click on E-Mail on the Auxiliary National Web Site. Also, you can identify a member's flotilla via the eDirectory. If you are logging on for the first time, just follow the instructions that appear on the screen.

However, a very important fact to remember is that all members must keep their e-mail address updated in AUXDATA - use ANSC form 7028 (Change of Member Information) and submit it via your Flotilla Information Services Officer (FSO-IS). The eDirectory is updated from AUXDATA on a periodic basis, which is displayed on the home page screen.

There are several methods that may be used to obtain various results:

- My Flotilla Officers is the fastest way to get in touch with your Flotilla's officers.
- The Quick Search was designed to be easy-to-use; just enter simple data and get results fast.
- The Standard Search is much more robust. You can find people in many different ways.
- The Advanced Search can easily create complex nested queries.
- You no longer need to sign up to be listed in the eDirectory. Everyone in AUXDATA is already in the eDirectory.
- You can save searches that you build to avoid having to enter the same info often.
- You can find help by clicking on the help icon “ ? ” next to field labels.
- There are common searches pre-built for you on the Custom Searches toolbar (left).

- There are several user-changeable preferences on the Preferences page, such as nickname.

As you can see, there is no longer a need to waste time browsing through printed material to locate members or generate e-mail lists for selected groups. If you want to create an e-mail list for all members who are crew qualified in your division, it is just a few clicks away. In fact, you can create e-mail lists for many varied categories by just selecting them on the drop down lists that appear on the screen. It is so simple to use that you will wonder why you haven't tried it before if you are a first time user.

Log on today and use the latest Auxiliary communication technology available.

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

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

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## TOPSIDE IS EVERYWHERE



FSO-PA 82 Cape May and amateur archeologist, Joseph Giannattasio catches up on Auxiliary news before the statue of Ramses II in ancient and glorious Memphis, Egypt. In May, Joe enjoyed a “working vacation” participating in an archeological expedition in Thebes located in the lower Nile region.

*Submitted by Joseph Giannattasio, FSO-PA 82, Cape May C.H., NJ*

# PUBLICATIONS

## WHY A NEWSLETTER?

What is the purpose for having a newsletter - Flotilla or Division, and what results can we expect, if we do have one?

This brings to mind (again) that haunting word "communications." What I'm doing right now is "communicating" with all of you. Why am I doing this? Just a simple request.... I would like all of you to publish some sort of a newsletter! And by sending this message on, that's exactly what I'm doing.

There are many reasons for becoming a Division or Flotilla Publications Officer (SO/FSO-PB). It lets all your members know what is happening on the Flotilla, Division, and National levels.

For one, let's say you are having a day of vessel safety checks. Pick a location (marina, launching ramp), and plan a picnic - either lunch or dinner. I'm sure you'd have a good turn-out, even from non-vessel examiners. Almost everyone has fun at a picnic. **IF THEY KNOW ABOUT THE EVENT!**

A unit publication informs all of your members, active or not. And what will you have accomplished? In the above example you'd have more participants, and in that instance, more vessel safety checks.

If they are aware of what's going on more members might decide how much fun and fellowship is involved.

Another example is advertising a safe boating booth to your membership via the publication. Chances are you'd have a greater turnout with more members involved in informing the public. When inactive members can experience first hand meeting the public you just might convert their status from "inactive" to "active" and at the same time inform the public about "boating smart and boating safely. You might even recruit members, or attract people to a safe boating class.

How does this get accomplished? By having a newsletter so that all your members will have a chance to participate. Try it. You might even like it.

Any questions? Call me. I'll be glad to help. ☼

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

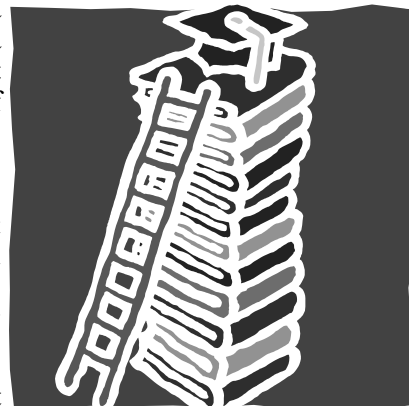


# PUBLIC EDUCATION

## THE FUTURE OF PUBLIC EDUCATION

Some Auxiliarists have told me that only the full thirteen-lesson Boating Skills and Seamanship (BS&S) course is worth teaching. A short, one-day or eight-hour course, like the America's Boating Course, is just a joke. No one can learn anything in such a short time. The Auxiliary would better serve the boating public by only offering BS&S.

It is certainly true that a student who takes the BS&S course will learn more than a student who just takes a short course. Yet, a short course is not a joke. If all a student were to learn is to sniff for gas fumes before starting an engine, the course would have accomplished a great deal—perhaps save a life. Of course, most students will take away a lot more.



Although a short course is not a waste of time, it is certainly true that a student who graduates from a one-day course needs to know a lot more to become a well educated boater. The challenge facing the Auxiliary is how to convert graduates of short course into taking additional courses.

A bait-and-switch technique is one approach. Teach as many students as possible in the one-day course. Some of these students will realize how little they do know and will want to learn more. Sign up these students on the spot for additional courses, perhaps to begin the next week.

National has explicitly constructed the BS&S course to accommodate this bait-and-switch approach. Lessons 9 through 13 are all stand-alone courses and can be taught immediately following a short course. The topics are navigation, motors, marlinspike, weather, and radio. As a suggestion, combine lesson 5 on ATONs with navigation. Perhaps, throw in the Auxiliary course, GPS for Mariners. For marlinspike, the Auxiliary has a great CD that students can take home with them.

The future in public education is for each flotilla to shape its own boating courses from the lesson components that the Auxiliary provides. Use a bait-and-switch approach. It works. ☼

*Marshall E. Blume, DSO-PE  
Villanova, PA*

# NOAA WEATHER RADIO

## NATIONAL OCEANIC and ATMOSPHERIC ADMINISTRATION Serving portions of New Jersey, Pennsylvania and all of Delaware

### **W**hat, where when and why?

National Oceanic and Atmospheric Administration (NOAA) weather radio (NWR) is a service of NOAA which is a part of the Department of Commerce.

As the “voice” of the National Weather Service, it provides continuous weather broadcasts from the National Weather Service.

Weather messages are repeated every four to nine minutes and are routinely updated every one to six hours or more frequently in rapidly changing weather or if nearby hazardous environmental conditions exist.

#### **Content:**

- Hourly weather roundup.
- Weather synopsis.
- Zone or service area forecasts.
- Coastal water forecasts.
- Offshore water forecasts.
- Tidal forecasts.
- All meteorological and hydrological watches, warnings and advisories.
- Special emergency and non-emergency messages from other Federal, State and local government agencies.

*A complete broadcast schedule can be obtained from our web site.... [www.noaa.gov/phi](http://www.noaa.gov/phi)*

NWR currently broadcasts from approximately 500 FM transmitters in fifty states, the U.S. Virgin Islands, Guam, and Saipan on seven frequencies in the VHF band, ranging from 162.400 to 162.550 megahertz (MHz).

During Severe weather, National Weather Service (NWS) staff will interrupt routine weather broadcasts and insert special warning messages concerning imminent threats to life and property.

The staff can also trigger special signals that trigger alerting features of specially equipped receivers. In the simplest case, these signals activate audible or visual alarms, indicating that an emergency condition exists within the broadcast area.

With a more sophisticated NOAA Weather Radio alerting system, Specific Area Message Encoding (SAME), digital coding is employed to activate only those receivers programmed for specific emergency conditions in a specific area.



SAME is also the primary activator for the Emergency Alert System of the Federal Communications Commission.

#### **Why listen?**

The National Weather Service (NWS) forecast office located near Mt. Holly, NJ is the federal agency charged with issuing specialized, possibly life saving, products for five different atmospheric/hydrologic phenomena in the Northern Mid-Atlantic region. The phenomena include severe local storms, winter storms, floods, hurricanes, and non-precipitation hazards.

Severe local storms include tornadoes and severe thunderstorms. Winter storms include heavy snows, blizzards, and ice storms. Floods include river, stream, and urban inundation. Non-precipitation hazards include dense fog, freeze/frost threats, and strong winds.

For these types of phenomena, three different types of statements can be issued. A **Watch** provides lead time for possible hazardous weather. A **Warning** means hazardous weather is expected or is imminent and poses a threat to life or property if proper action is not taken. An **Advisory** indicates weather effects will be more of a nuisance rather than a threat. NWS Mt. Holly issues nearly 1,000 watches, warnings and advisories per year.

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# NOAA WEATHER RADIO

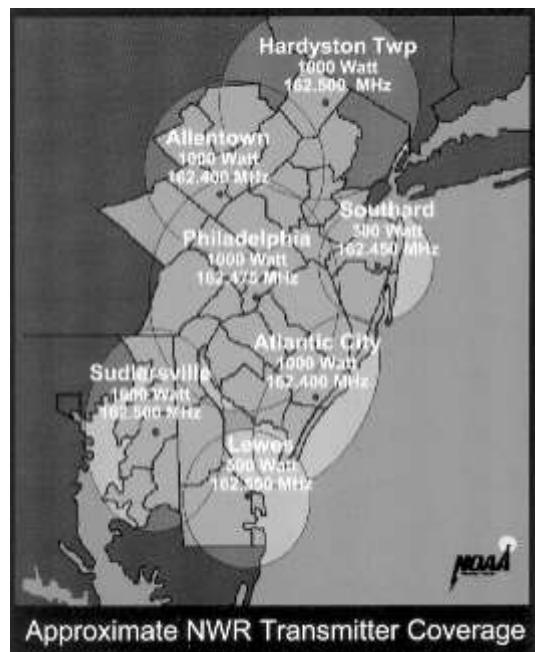
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## Where are we located?

732 Woodlane Road, Mt. Holly, NJ 08060.

## We're just a call away.

We can be reached at (609) 261-6600, Monday



through Friday, excluding holidays, from 0730 to 1430.

## Additional information:

NOAA Weather Radio receivers, both with and without special alerting features, are available from several manufacturers and can be purchased at many local and national electronic retailers.

To ensure your weather radio remains in good working order, the NWS conducts a test every Wednesday between 1100 and 1200. *If the threat of significant weather exists, the test will be postponed until the next fair weather day.*

To ensure warnings originating from NWS Mt. Holly are received near the fringes of our county warning area, the following transmitters will also broadcast our warnings. They are Salisbury, MD (162.475 MHz), New York City, NY (162.550 MHz), Harrisburg, PA (162.550 MHz) and Wilkes-Barre, PA (162.550 MHz). ☼

*Provided by the US Dept. of Commerce*

# NATIONAL WEATHER SERVICE

## COOPERATIVE WEATHER

The National Weather Service (NWS) Cooperative Weather Observing Program relies on the benevolence of America's citizens. To provide weather data essential to our forecasting programs, hydrological services, and base information for climate research studies. This civic oriented organization has a long and celebrated history of service to the nation dating back to the Revolutionary era.

NWS uses ground and air weather data for designing arrays of complex 3-D mathematical computer graphics to illustrate the dynamics of the atmosphere. Analyzing these graphics, NWS interprets day-to-day national weather patterns.



Weather output by-products of this data are issued in 3 basic major areas:

1. *Official severe weather watches and warnings; daily forecasts for the general public, aviation, marine, and a myriad of other users.*
2. *Hydrological forecasts and warnings, long range water supply forecasts and drought outlooks.*
3. *Climate services, forecasts and changes.*

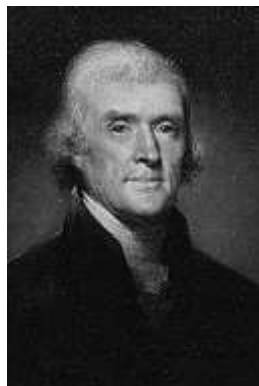
All weather information begins with collected weather data.

Voluntary data from NWS Cooperative Weather Observers are vital to this weather data base.

Weather data is... the life source of the National Weather Service.

## HISTORY

In 1776 - Founding father Thomas Jefferson recruited volunteers throughout Virginia to record temperature and rainfall amounts daily for agricultural purposes. Counted among those initial observers were notables, George Washington and Philadelphia's Benjamin Franklin!



By 1800, weather volunteers had enlisted in five additional states, Massachusetts, Pennsylvania, Connecticut, New York and North Carolina.

## More significant dates:

**1856** - U.S. Commissioner of Agriculture, Isaac Newton,

*(Continued on next page)*

## NATIONAL WEATHER SERVICE

(Continued from previous page)

examines and endorses a more extensive weather service for the nation.

**1861** - The Weather Bureau is born from Newton's efforts under the U.S. Signal Service.

**1870** - President Ulysses Grant signs a resolution authorizing an independent U.S. Weather Bureau.

**1890** - All the nation's weather functions are transferred to the Weather Bureau including Jefferson's special cooperative observers.

**1891** - There are 2,000 volunteer weather observers across the nation.

**Today.... That number exceeds 12,000.**

*Who are cooperative observers?*

Volunteer weather watchers have become an American institution. The American cooperative program is the most cost-effective weather data collection network in the world. Average cost for each U.S. citizen barely.... \$1.00 per year.

Observers come from all walks of life. Farmers, teachers, lawyers, doctors, retirees, housewives, etc., are among those donating their services.

Observers are usually long time residents within an area. This provides the necessary longevity continuity of data.

NWS volunteer observers report to specific weather forecast offices across the nation.

Observers for the Mount Holly, NJ district reside in most of New Jersey (all of D5-NR's portion), SE Pennsylvania (most of D5-NR) and all of Delaware. Portions of Pennsylvania (north and west D5-NR area) are covered by the State College, PA and Binghamton, NY offices.



All weather equipment is installed and maintained by NWS. Weather forms and mailing material is also provided.☼

For further information on this program contact:

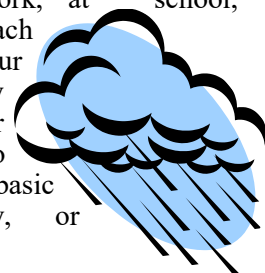
NOAA National Weather Service

732 Woodlane Road, Mt. Holly, NJ 08060  
609-261-6602 x225

## FAMILY DISASTER PLAN

Families should be prepared for all hazards that could affect their area. NOAA's National Weather Service, the Federal Emergency Management Agency, and the American Red Cross urge every family to develop a family disaster plan.

Where will your family be when disaster strikes? They could be anywhere—at work, at school, or in the car. How will you find each other? Will you know if your children are safe? Disaster may force you to evacuate your neighborhood or confine you to your home. What would you do if basic services—water, gas, electricity, or telephones—were cut off?



**Follow these basic steps to develop a family disaster plan ...**

**1.** Gather information about hazards. Contact your local National Weather Service office, emergency management office, and American Red Cross chapter. Find out what type of disasters could occur and how you should respond. Learn your community's warning signals and evacuation plans.

**2.** Meet with your family to create a plan. Discuss the information you have gathered. Pick two places to meet: a spot outside your home for an emergency, such as fire, and a place away from your neighborhood in case you cannot return home. Choose an out-of-state friend as your "family check-in contact" for everyone to call if the family is separated. Discuss what you would do if advised to evacuate.

**3.** Implement your plan. (1) Post emergency telephone numbers by phones; (2) Install safety features in your house, such as smoke detectors and fire extinguishers; (3) Inspect your home for potential hazards (such as items that can move, fall, break, or catch fire) and correct them; (4) Have your family learn basic safety measures, such as CPR and first aid; how to use a fire extinguisher; and how and when to turn off water, gas, and electricity in your home; (5) Teach children how and when to call 911 or your local Emergency Medical Services number; (6) Keep enough supplies in your home to meet your needs for at least three days. Assemble a disaster supplies kit with items you may need in case of an evacuation. Store these supplies in sturdy, easy-to-carry containers, such as backpacks or duffle bags. Keep important family documents in a waterproof container. Keep a smaller disaster supplies kit in the trunk of your car.

**4.** Practice and maintain your plan. Ask questions to make sure your family remembers meeting places, phone numbers, and safety rules. Conduct drills. Test

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# FAMILY DISASTER PLAN

(Continued from previous page)

your smoke detectors monthly and change the batteries

## A DISASTER SUPPLIES KIT SHOULD INCLUDE:

- ✓ A 3-day supply of water (one gallon per person per day) and food that won't spoil.
- ✓ one change of clothing and footwear per person.
- ✓ one blanket or sleeping bag per person.
- ✓ a first aid kit, including prescription medicines emergency tools, including a battery-powered NOAA Weather Radio and a portable radio, flashlight, and plenty of extra batteries.
- ✓ an extra set of car keys and a credit card or cash.
- ✓ special items for infant, elderly, or disabled family members.

two times each year. Test and recharge your fire extinguisher(s) according to manufacturer's instructions. Replace stored water and food every 6 months. Contact your local National Weather Service office, American Red Cross chapter, or local office of emergency



management for a copy of "Your Family Disaster Plan" L-191/ARC4466.✻

*Courtesy of NOAA, FEMA and the Red Cross*

# HURRICANES

## What is a Hurricane?

The term hurricane has its origin in the indigenous religions of old civilizations. The Mayan storm god was named Hunraken. A god considered evil by the Taino people of the Caribbean was called Huracan. Hurricanes may not be considered evil but they are one of nature's most powerful storms. Their potential for loss of life and destruction of property is tremendous. Those in hurricane-prone areas need to be prepared for hurricanes and tropical storms. Even inland areas, well away from the coastline, can experience destructive winds, tornadoes and floods from tropical storms and hurricanes.



A hurricane is a type of tropical cyclone—an organized rotating weather system that develops in the tropics. Hurricanes rotate counterclockwise in the Northern Hemisphere. Tropical cyclones are classified as follows:

⚡ Tropical Depression—An organized system of persistent clouds and thunderstorms with a closed low-level circulation and maximum sustained winds of 38 mph (33 knots) or less.

⚡ Tropical Storm - An organized system of strong thunderstorms with a well defined circulation and maximum sustained winds of 39 to 73 mph (34-63 knots).

⚡ Hurricane—An intense tropical weather system with a well defined circulation and sustained winds of 74 mph (64 knots) or higher. In the western North Pacific, hurricanes are called typhoons, and similar storms in the Indian Ocean are called cyclones.

⚡ Tropical depressions and tropical storms, while generally less dangerous than hurricanes, still can be deadly. The winds of tropical depressions and tropical storms are usually not the greatest threat. Heavy rains, flooding and severe weather, such as tornadoes, create the greatest threats from tropical storms and depressions.

On average each year, 10 tropical storms, 6 of which become hurricanes, develop in the Atlantic Ocean, Caribbean Sea or Gulf of Mexico. In a typical 3-year span, the U.S. coastline is struck on average five times by hurricanes, two of which will be designated as major hurricanes.

Tropical cyclones are sometimes steered by weak and

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# HURRICANES

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erratic winds, making forecasting a challenge. Warnings issued from the National Oceanic and Atmospheric Administration's (NOAA) National Hurricane Center and Central Pacific Hurricane Center continue to improve and have greatly diminished hurricane fatalities in the United States.

Despite improved warnings, property damage continues to increase due to growing population on our coastlines. Federal agencies, such as the Federal Emergency Management Agency (FEMA), and organizations such as the American Red Cross, have combined with state and local agencies, rescue and relief organizations, the private sector and the news media to improve preparedness efforts.

## Saffir-Simpson Hurricane Scale:

The Saffir-Simpson Hurricane Scale is a 1 to 5 rating based on the hurricane's intensity. This scale estimates potential property damage. Hurricanes or typhoons reaching Category 3 and higher are considered major hurricanes because of their potential for loss of life and damage. Category 1 and 2 storms are still very dangerous and warrant preventative measures. In the western North Pacific, the term "Super Typhoon" is used for tropical cyclones with sustained winds exceeding 150 mph. For more information on the Saffir-Simpson Hurricane Scale, go to [www.nhc.noaa.gov/aboutsshs.shtml](http://www.nhc.noaa.gov/aboutsshs.shtml).

## How Hurricanes Form

### Breeding Grounds

Hurricanes are products of a tropical ocean and a warm, moist atmosphere. Powered by heat from the sea, they are typically steered by high-level easterly winds while in the tropics, generally south of 25° north latitude and by high-level westerly winds north of 25° north latitude. When hurricanes become very strong, they can create their own steering winds.

The Atlantic hurricane season starts on June 1. For the United States, the peak hurricane threat exists from mid-August to late October, although the official hurricane season extends through November. Over other parts of the world, such as the western North Pacific, typhoons can occur year-round.

## Storm Structure

The process by which a disturbance forms and strengthens into a hurricane depends on at least three conditions. First, a disturbance gathers heat and energy through contact with warm ocean waters. Next, added moisture evaporated from the sea surface powers the infant hurricane like a giant heat engine. Third, the hurricane forms a wind pattern near the ocean surface that spirals air inward. Bands of thunderstorms form, allowing the air to warm further and rise higher into the atmosphere. If the winds at these higher levels are relatively light, this structure can remain intact and further strengthen the hurricane.

The center, or eye, of a hurricane is relatively calm with sinking air, light winds and few clouds. The most violent winds and rain take place in the eyewall, the ring

(Continued on next page)

## Saffir-Simpson Hurricane Scale

Scale Number (Category)	Sustained Winds (MPH)	Types of Damage	Hurricanes
1	74-95	<b>Minimal:</b> Damage primarily to shrubbery, trees, and unanchored mobile homes. No real damage to other structures.	Irene, 1999
2	96-110	<b>Moderate:</b> Some trees blown down. Major damage to exposed mobile homes. Some damage to roofs, etc.	Georges, 1998 Floyd, 1999
3	111-130	<b>Extensive:</b> Large trees blown down. Mobile homes destroyed. Some structural damage to small buildings.	Betsy, 1965 Alicia, 1983
4	131-155	<b>Extreme:</b> Trees blown down. Complete destruction of mobile homes. Extensive damage to buildings. Complete failure of roofs on many small residences.	Hugo, 1989
5	>155	<b>Catastrophic:</b> Complete failure of roofs on many residences and industrial buildings. Extensive damage to windows and doors. Some complete building failure.	Andrew, 1992

# HURRICANES

(Continued from previous page)

of thunderstorms immediately surrounding the eye. At the top of the eyewall (about 50,000 feet), most of the air is propelled outward, increasing the air's upward motion. Some of the air, however, moves inward and sinks into the eye, creating a cloud-free area.

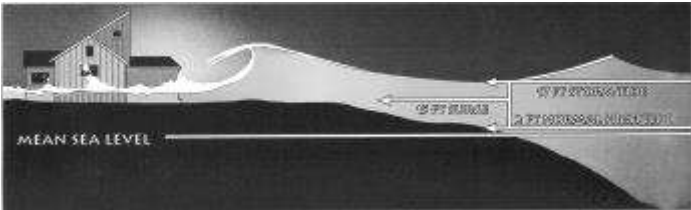
## Hurricane Impacts

### Storm Surge

Storm surge is a large dome of water often 50 to 100 miles wide that sweeps across the coastline near where a hurricane makes landfall. The surge of high water topped by waves is devastating. The stronger the hurricane and the shallower the offshore water, the higher the surge will be. Along the immediate coast, storm surge is the greatest threat to life and property.

### Storm Tide

The storm tide is the combination of the storm surge and the astronomical tide. If the storm surge arrives at high tide, the water height will be even greater. For example, as a hurricane moves ashore, a 15-foot surge added to the 2-foot high tide creates a storm tide of 17 feet. This mound of water, topped by battering waves,



moves ashore along an area of the coastline as much as 100 miles wide. The combination of the storm surge, battering waves and high winds is deadly and causes great property damage.

### Storm Tide Facts

- \* More than 8,000 people were killed in the 1900 Galveston hurricane, most by the storm tide.
- \* Hurricane Camille in 1969 produced a 24-foot storm tide in Mississippi.
- \* Hurricane Hugo in 1989 generated a 20-foot storm tide in South Carolina.
- \* Hurricane Andrew in 1992 generated a 17-foot storm tide in south Florida.

### Winds

Hurricane-force winds, 74 mph or more, can destroy buildings and mobile homes. Debris, such as signs, roofing material, siding, and small items left outside, become flying missiles in hurricanes. Winds can stay above hurricane strength well inland. Hurricane Hugo (1989) battered Charlotte, North Carolina-about 175 miles inland with gusts to near 100 mph, downing trees and power lines.

## Tornadoes

Hurricanes and tropical storms also produce tornadoes. These tornadoes most often occur in thunderstorms embedded in rain bands well away from the center of the hurricane; however, they can also occur near the eyewall. Usually, tornadoes produced by tropical cyclones are relatively weak and short-lived, but still pose a threat.

\* **Hurricane Andrew**-August 16-28, 1992: Damage in the United States is estimated at \$27 billion, making Andrew the most expensive hurricane in U.S. history. Wind gusts in south Florida were estimated to be at least 175 mph.

\* **Hurricane Hugo**-September 10-22, 1989: Wind gusts reached nearly 100 mph as far inland as Charlotte, North Carolina. Hugo sustained hurricane-strength winds until shortly after it passed west of Charlotte.

\* **Hurricane Agnes**-June 14-22, 1972: Devastating floods from North Carolina to New York produced many record-breaking river crests. The storm generated 15 tornadoes in Florida and 2 in Georgia.

## Inland/Freshwater Flooding

All tropical cyclones can produce widespread torrential rains often in excess of 6 inches. This rain can produce deadly and destructive floods. Heavy rain can trigger landslides and mud slides, especially in mountainous regions. Flooding is the major threat from tropical cyclones to people well inland.

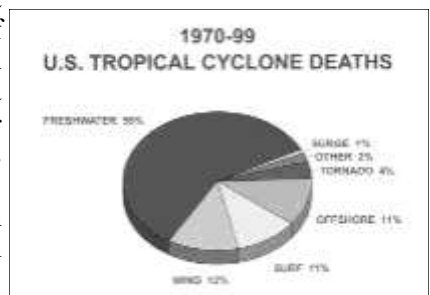
Between 1970 and 1999, more people have lost their lives from freshwater flooding associated with landfalling tropical cyclones than from any other weather hazard related to tropical cyclones

Flash flooding, a rapid rise in water levels, can occur quickly due to intense rainfall. Longer term flooding on rivers and streams can persist for several days after the storm.

Intense rainfall is not directly related to the winds of tropical cyclones but rather to the speed of movement and geography of the area affected. Slower moving storms produce more rainfall. Mountainous terrain enhances rainfall from a tropical cyclone. Inland flooding can be a major threat to people hundreds of miles from the coast.

\* **Tropical Storm Allison** (2001) was the most costly tropical storm in U.S. history with more than \$5 billion in flood damage to southeast Texas and southern Louisiana.

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# HURRICANES

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Twenty-three fatalities were reported in Texas and one in Louisiana.

\* **Hurricane Floyd** (1999) brought extremely heavy rainfall to many locations in the eastern United States. Of the 56 people who perished in this country during Floyd, 50 died from inland flooding, including 35 in North Carolina.

\* **Tropical Storm Alberto** (1994) produced tremendous rainfall along the Gulf coasts of Alabama and Georgia, killing 33 people and producing damages exceeding \$750 million.

\* **Hurricane Agnes** (1972) fused with another storm system, producing floods in the Northeast United States which contributed to 122 deaths and \$6.4 billion in damage.

\* **Hurricane Camille** (1969) brought 27 inches of rain in Virginia, causing severe flash flooding and 150 deaths.

## U.S. Hurricane Problems

### Population Growth

The United States has a significant hurricane problem as the coastal population continues to rapidly increase. More than one in six Americans now live in a county abutting the eastern Atlantic or Gulf of Mexico coast, and this does not include those living in Puerto Rico or Hawaii. In the more popular resort areas, numbers can swell 10- to perhaps 100-fold when holiday, weekend, and vacation visitors arrive.

From Maine to Texas, our coastlines are filling with new homes, condominium towers and cities built on sand. These homes are waiting for the next storm to threaten its residents' dreams. In fact, the coastal population is expected to double between 1995 and 2010. The most significant danger to coastal citizens is from the hurricane's storm surge. Historically, storm surge has caused the greatest loss of life and extreme property damage.

### Perception of Risk

Over the past several years, the hurricane warning system has provided adequate time for people on the barrier islands and the immediate coastline to move inland when hurricanes threaten. However, it is becoming more difficult to evacuate people from the barrier islands and other coastal areas because

roads have not kept pace with the rapid population growth. The problem is further compounded because 80 to 90 percent of the population now living in hurricane-prone areas have never experienced the core of a "major" hurricane. Many of these people have been through weaker storms.

The result is a false impression of a major hurricane's damage potential. This can lead to complacency and delayed actions resulting in injuries and loss of lives.

### Frequency of Hurricanes

During the '70s, '80s and '90s, major hurricanes striking the United States were less frequent than the previous three decades. With the tremendous increase in population along the high-risk areas of our shorelines, the United States may not fare as well in the future. Some hurricane experts think the frequency of major hurricanes making landfall in the United States will increase over the next few decades.

In the final analysis, the only real defense against hurricanes is the informed readiness of your community, your family and **YOU**.

### Coastal Areas At Risk

#### Coastal Areas and Barrier Islands

All Atlantic and Gulf coastal areas as well as the U.S. Pacific Islands are subject to hurricanes/typhoons or tropical storms. Although rarely struck by hurricanes, parts of the southwest United States and Pacific Coast can experience heavy rains and floods from the remnants of hurricanes spawned off Mexico. Hawaii and the U.S. territories, such as Guam, American Samoa and Puerto Rico, are also subject to hurricanes. Hurricane Iniki struck Kauai, Hawaii, on September 11, 1992, resulting in \$2.5 billion in damage. During 1992, Guam was battered by five typhoons. On December 16, 1997, Guam was hit by Super Typhoon Paka, causing over \$520 million in damage.

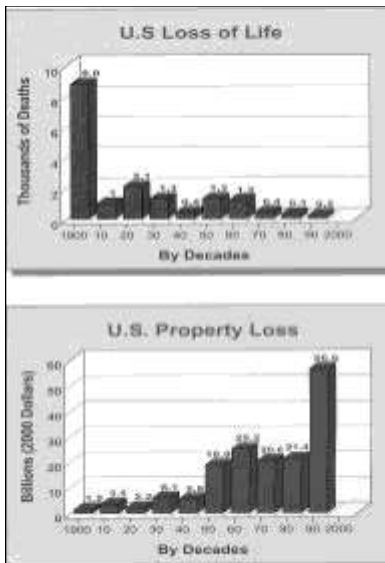
Due to the limited number of evacuation routes, barrier islands such as the Outer Banks of North Carolina and areas like the Florida Keys and New Orleans, Louisiana, are especially vulnerable to hurricanes. People living near coastal areas may be asked by local officials to evacuate well in advance of a hurricane landfall. If you are asked to leave your home, do so **IMMEDIATELY!**

### Tracking the Storm

#### Satellite

Geostationary satellites orbiting the earth at an altitude of about 22,000 miles above the equator provide imagery day and night. This satellite imagery is a valuable tool helping to provide estimates of the location, size and intensity of a storm and its surrounding environment.

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# HURRICANES

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## Reconnaissance Aircraft

The U.S. Air Force Reserve provides most of the hurricane reconnaissance used by the National Hurricane Center. Pilots fly into the core of a hurricane to measure wind, pressure, temperature and humidity as well as to provide an accurate location of the center of the hurricane. NOAA also flies aircraft into hurricanes to aid scientists in better understanding these storms and to improve forecast capabilities.

## Radar

When a hurricane gets close to the coast, it is monitored by land-based weather radars. The NWS

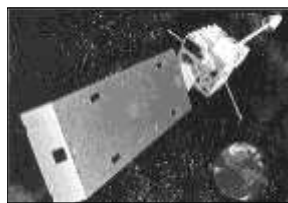


Doppler weather radars, equipped with the latest advanced technology, add new dimensions to hurricane warning capabilities. It provides detailed information on hurricane wind fields and its changes. Local NWS offices are able to provide accurate short-term warnings for floods, inland high winds and any other weather hazards associated with a tropical cyclone.

The NWS National Hurricane Center and Central Pacific Hurricane Center use several different numerical computer models to aid in forecasting the path, speed and strength of hurricanes. Data from weather satellite sensors, reconnaissance aircraft and other sources are fed into these computer models. The National Hurricane Center also has a computer storm surge model. This model provides guidance on storm surge height and the extent of flooding it will cause.

**Stay Informed!**

**NOAA Weather Radio**



NOAA Weather Radio (NWR) is the prime alerting and critical information delivery system of the NWS. NWR broadcasts warnings, watches, forecasts and other hazard information 24 hours a day. Known as the "voice of the NWS," the NWR network has more than 590 stations, covering the 50 states, adjacent coastal waters, Puerto Rico, the U.S. Virgin Islands and U.S. Pacific territories.



Many weather radios are equipped with a special alarm tone feature that sounds an alert giving you immediate information about a life-threatening situation. Routine weather radio programming is interrupted during tropical cyclone threats to send out the special tone that activates weather radios in the listening area. The hearing and visually impaired can get these warnings by connecting weather radios to devices such as strobe lights, pagers, bed-shakers, personal computers and text printers.

The NWS encourages people to buy a weather radio equipped with the Specific Area Message Encoder (SAME) feature. This feature automatically alerts you when important tropical cyclone information is issued for your area.

More information on NOAA Weather Radio can be found by contacting your local NWS office or on the Internet at: [www.nws.noaa.gov/nwr](http://www.nws.noaa.gov/nwr).

## NOAA Weather Wire Service

The NWS NOAA Weather Wire Service (NWWS) provides reliable and timely warnings. NWWS has been improved and now makes limited graphic images available through a standard computer.

## Emergency Managers Weather Information Network

The Emergency Managers Weather Information Network (EMWIN) offers an economical way to receive all products available on NWWS, plus graphical forecasts and select satellite data. For details, go to [iwin.nws.noaa.gov/emwin/index.htm](http://iwin.nws.noaa.gov/emwin/index.htm).

## Interactive Weather Information Network

The Interactive Weather Information Network (IWIN) is a Web site with live data similar to EMWIN. It is open to all users and contains warnings in addition to many routine NWS products. To view IWIN products, go to <http://iwin.nws.noaa.gov>.

## What To Listen For

\* **HURRICANE/TROPICAL STORM WATCH:**

(Continued on next page)

# HURRICANES

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Hurricane/tropical storm conditions are possible in the specified area of the **Watch**, usually within 36 hours. During a Watch, prepare your home and review your plan for evacuation in case a Hurricane/tropical Storm **Warning** is issued.

\* **HURRICANE/TROPICAL STORM WARNING:** Hurricane/tropical storm conditions are expected in the specified area of the **Warning**, usually within 24 hours. Complete storm preparations and leave the threatened area if directed by local officials.

\* **SHORT TERM WATCHES AND WARNINGS:** These warnings provide detailed information on specific hurricane threats, such as floods and tornadoes.

\* **FLOOD WATCH:** This product informs the public and cooperating agencies of possible flooding. If you are in a **Watch** area, check flood action plans, keep informed and be ready to act if a warning is issued or you see flooding.

• **FLOOD/FLASH FLOOD WARNING:** A flood/flash flood **Warning** is issued for specific communities, streams or areas where flooding is imminent or in progress. Persons in the warning area should take precautions **IMMEDIATELY!**

## National Hurricane Center and Central Pacific Hurricane Center Products

**PUBLIC ADVISORIES** offer critical hurricane watch, warning and forecast information.

**FORECASTS/ADVISORIES** provide detailed hurricane track and wind field information.

**PROBABILITIES OF HURRICANE/TROPICAL STORM CONDITIONS** offer a measure of the forecast track accuracy. The probabilities have no relation to tropical cyclone intensity.

## Local NWS Office Products

**HURRICANE LOCAL STATEMENTS** give greater detail on how the storm will impact your area.

**NON-PRECIPITATION WEATHER PRODUCTS** provide watches and warnings for inland areas which could experience tropical storm or hurricane force winds.

All of the above information must be used to make an informed decision on your risk and what actions should be taken. Remember to listen to your local official's recommendations and to NOAA Weather Radio for the latest hurricane information.

## Are You Ready?

### Before the Hurricane Season

NWS sponsors a Hurricane Awareness Week before each hurricane season. For dates and activities, listen to NOAA Weather Radio and check NWS Web sites and local media. If you live in a hurricane prone area:

- ✓ Know the hurricane risks in your area, e.g., determine whether you live in a potential flood zone.
- ✓ Learn safe routes inland.

## Internet Resources

More hurricane information and news is just a click away.

- |                                     |  |
|-------------------------------------|--|
| * National Weather Service:         | <a href="http://www.nws.noaa.gov">www.nws.noaa.gov</a>   |
| * National Hurricane Center:        | <a href="http://www.nhc.noaa.gov">www.nhc.noaa.gov</a>   |
| * Central Pacific Hurricane Center: | <a href="http://www.nws.noaa.gov/pr/hnl/cphc/pages/cphc.shtml">www.nws.noaa.gov/pr/hnl/cphc/pages/cphc.shtml</a> |

### Links to local NWS Offices

- |                        |  |
|------------------------|--|
| * NWS Eastern Region:  | <a href="http://www.erh.noaa.gov">www.erh.noaa.gov</a>       |
| * NWS Southern Region: | <a href="http://www.srh.noaa.gov">www.srh.noaa.gov</a>       |
| * NWS Pacific Region:  | <a href="http://www.nws.noaa.gov/pr">www.nws.noaa.gov/pr</a> |

### Historical Information

- |                               |  |
|-------------------------------|--|
| * Nat'l Climatic Data Center: | <a href="http://www.ncdc.noaa.gov">www.ncdc.noaa.gov</a> |
|-------------------------------|--|

### Other Emergency Information Sites

- |                           |  |
|---------------------------|--|
| * American Red Cross:     | <a href="http://www.redcross.org">www.redcross.org</a>               |
| * FEMA:                   | <a href="http://www.fema.gov">www.fema.gov</a>                       |
| * U.S. Geological Survey: | <a href="http://www.usgs.gov/hurricanes">www.usgs.gov/hurricanes</a> |

# HURRICANES

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- ✓ Find out where official shelters are located.
- ✓ Develop a family hurricane action plan.
- ✓ Review working condition of emergency equipment, such as flashlights and battery-powered radios.
- ✓ Ensure you have enough nonperishable food and water supplies on hand.

## Before the Storm When in a Watch Area ...

- ✓ Frequently listen to radio, TV or NOAA Weather Radio for official bulletins of the storm's progress.
- ✓ Fuel and service family vehicles. Inspect and secure mobile home tie downs.
- ✓ Have extra cash on hand.
- ✓ Trim trees and shrubbery. Buy plywood or shutters to protect doors and windows.
- ✓ Clear loose and clogged rain gutters and downspouts.
- ✓ Determine where to move your boat in an emergency.
- ✓ Check policies to see if you have flood and wind insurance.
- ✓ Know your community safety plan.
- ✓ Prepare to cover all windows and doors with shutters or other shielding materials.
- ✓ Check batteries and stock up on canned food, first-aid supplies, drinking water and medications.
- ✓ Bring in light-weight objects such as garbage cans, garden tools, toys and lawn furniture.

## Plan to leave if you ...

- ✓ Live in a mobile home. They are unsafe in high winds no matter how well fastened to the ground.
- ✓ Live on the coastline, an offshore island, or near a river or a flood plain.
- ✓ Live in a high-rise building. Hurricane winds are stronger at higher elevations.

## Is Your Community Storm Ready?

To help Americans prepare for the ravages of hazardous weather, the National Weather Service has designed Storm Ready, a program aimed at arming America's communities with the communication and safety skills necessary to save lives and property. More information is available at [www.nws.noaa.gov/stormready](http://www.nws.noaa.gov/stormready).

### Community Preparedness Plans

Each community subject to a hurricane threat should develop its own hurricane safety plan. After you have

developed a personal/family safety plan, find out about your community safety plan. Local officials should have detailed information for your immediate area. Please listen to and follow their recommendations before, during and after the storm.

## What to Bring to a Shelter

- \* First-aid kit
- \* Prescription medicines
- \* Baby food and diapers
- \* Cards, games, books
- \* Toiletries
- \* Battery-powered radio
- \* Flashlight (one per person)
- \* Extra batteries
- \* Blankets or sleeping bags
- \* Identification
- \* Valuable papers (insurance)
- \* Credit card or cash

## During the Storm When in a Warning Area ...

- Listen closely to radio, TV or NOAA Weather Radio for official bulletins.
- Notify neighbors and a family member outside of the warned area of your evacuation plans.
- Take pets with you. Leaving pets behind is likely to result in their being injured, lost or killed.
- Move to a safe area before you are cut off by flood water.
- Complete preparation activities, such as putting up storm shutters, storing loose objects, etc.
- Follow instructions issued by local officials. **Leave immediately if told to do so!**
- If evacuating, leave early (if possible, in daylight). Stay with friends or relatives, stay at a low-rise inland hotel/motel, or go to a predesignated public shelter outside a flood zone.
- Leave mobile homes.



## If staying in a home ...

Only stay in a home if you have **NOT** been ordered to leave. Stay inside a well constructed building. Examine the building and decide what you will do if winds become strong enough to produce deadly missiles and structural failure.

- Turn refrigerator to its coldest setting and keep closed.

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# HURRICANES

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- Turn off utilities if told to do so by authorities.
- Turn off propane tanks. Unplug small appliances.
- Fill bathtub and large containers with water for sanitary purposes.

## In strong winds ...

- Stay away from windows and doors even if they are covered. Take refuge in a small interior room, closet or hallway.
- Close all interior doors. Secure and brace external doors.
- In a two-story house, go to an interior first-floor room, such as a bathroom or closet.
- In a multiple-story building, go to the first or second floors and stay in interior rooms away from windows.
- Lie on the floor under a table or another sturdy object.

## After the Storm

- Listen to radio, TV or NOAA Weather Radio.
- Keep abreast of road conditions through the media. Wait until an area is declared safe before entering.
- Do not attempt to drive across flowing water. As little as 6" of water may cause you to lose control of your vehicle-2 feet of water will carry most cars away.
- If you see water flowing across a roadway, **TURN AROUND AND GO ANOTHER WAY.** Many people have been killed or injured driving through flooded roadways or around barricades. Roads are closed for your protection.
- Stay away from moving water. Moving water even 6" deep can sweep you away.
- Do not allow children, especially under age 13, to play in flooded areas. They often drown or are injured in areas appearing safe.
- If someone needs to be rescued, call professionals with the right equipment to help. Many people have been killed or injured trying to rescue others in flooded areas.
- Stay away from standing water. It may be electrically charged from underground or downed power lines.
- Have professionals check gas, water and electrical lines and appliances for damage.
- Use a flashlight for emergency lighting. Never use candles and other open flames indoors.
- Use tap water for drinking and cooking only when local officials say it is safe to do so.

- Use the telephone only for emergency calls. ☎

*Courtesy U.S. Dept. of Commerce,  
NOAA, FEMA and the Red Cross*



# THUNDERSTORMS

This preparedness guide explains thunderstorms and related hazards and suggests life-saving actions **YOU** can take. With this information, **YOU** can recognize severe weather, develop a plan, and be ready to act when threatening weather approaches. Remember...your safety is up to **YOU**!

## Why Talk About Thunderstorms?

### They Produce ...

#### Tornadoes ...

- Cause an average of 70 fatalities and 1,500 injuries each year.
- Produce wind speeds in excess of 250 mph.
- Can be one mile wide and stay on the ground over 50 miles.

#### Lightning ...

- Causes an average of 80 fatalities and 300 injuries each year.
- Occurs with all thunderstorms.

#### Strong Winds ...

- Can exceed 100 mph.
- Can cause damage equal to a tornado.
- Can be extremely dangerous to aviation.

#### Flash Flooding ...

- Is the #1 cause of deaths associated with thunderstorms- more than 140 fatalities each year.

### Hail ...

- Causes more than \$1 billion in crop and property damage each year.



Thunderstorms affect relatively small areas when compared with hurricanes and winter storms. Despite their small size, **ALL** thunderstorms are dangerous! The typical thunderstorm is 15 miles in diameter and lasts an average of 30 minutes. Of the estimated 100,000 thunderstorms that occur each year in the United States, about 10 percent are classified as severe.

***1,800 thunderstorms occur at any moment around the world. That's 16 million a year!***

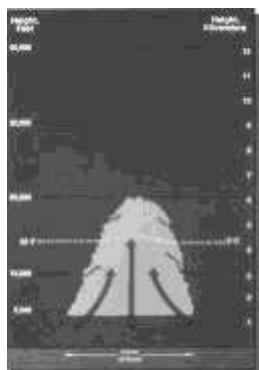
### What Are Thunderstorms? What Causes Them?

The National Weather Service considers a thunderstorm severe if it produces hail at least 3/4-inch in diameter, winds of 58 mph or stronger, or a tornado.

Every Thunderstorm Needs:

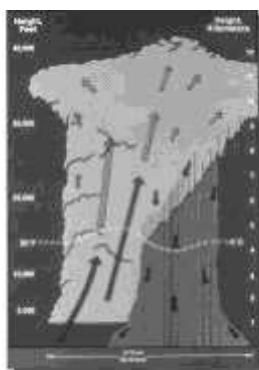
- **Moisture** - to form clouds and rain.
- **Unstable air** - warm air that can rise rapidly.
- **Lift** - cold or warm fronts, sea breezes, mountains, or the sun's heat are capable of lifting air to help form thunderstorms.

## LIFE CYCLE OF A THUNDERSTORM



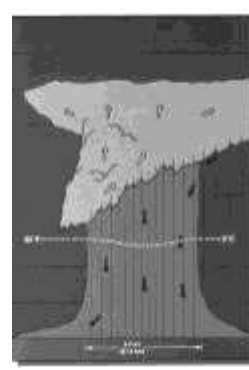
### DEVELOPING STAGE

- Towering cumulus cloud indicates rising air.
- Usually little if any rain during this stage.
- Lasts about 10 minutes.
- Occasional lightning.



### MATURE STAGE

- Most likely time for hail, heavy rain, frequent lightning, strong winds and tornados.
- Storm usually has a black or dark green appearance.
- Lasts an average of 10-20 minutes, but may last longer.



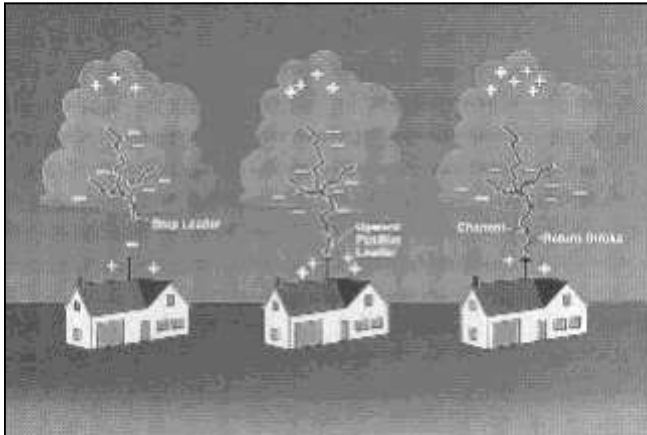
### DISSIPATING STAGE

- Rainfall decreases in intensity.
- Can still produce a burst of strong winds.
- Lightning remains a danger. ⚡

# LIGHTNING

## How Lightning Forms

Lightning results from the buildup and discharge of electrical energy between positively and negatively charged areas. Rising and descending air within a thunderstorm separates these positive and



negative charges. Water and ice particles also affect charge distribution.

A cloud-to-ground lightning strike begins as an invisible channel of electrically charged air moving from the cloud toward the ground. When one channel nears an object on the ground, a powerful surge of electricity from the ground moves upward to the clouds and produces the visible lightning strike.

## Lightning Facts

- Lightning causes an average of 80 fatalities and 300 injuries each year.
- Lightning occurs in all thunderstorms; each year lightning strikes the Earth 20 million times.
- The energy from one lightning flash could light a 100-watt light bulb for more than 3 months.
- Most lightning fatalities and injuries occur when people are caught outdoors in the summer months during the afternoon and evening.
- Lightning can occur from cloud-to-cloud, within a cloud, cloud-to-ground, or cloud-to-air.
- Many fires in the western United States and Alaska are started by lightning.
- The air near a lightning strike is heated to 50,000°F hotter than the surface of the sun! The rapid heating and cooling of the air near the lightning channel causes a shock wave that results in thunder.



## How far away is the Thunderstorm?

- Count the number of seconds between a flash of lightning and the next clap of thunder.
- Divide this number by 5 to determine the distance to the lightning in miles.

In recent years, people have been killed by lightning while:

- boating
- swimming
- golfing
- bike riding
- standing under a tree
- riding on a lawnmower
- talking on the telephone
- loading a truck
- riding a horse
- playing soccer
- fishing in a boat
- mountain climbing

## 30/30 Lightning Safety Rule

Go indoors if, after seeing lightning, you cannot count to 30 before hearing thunder. Stay indoors for 30 minutes after hearing the last clap of thunder.

## LIGHTNING MYTHS & TRUTHS

**MYTH:** If it is not raining, then there is no danger of lightning.

**TRUTH:** Lightning often strikes outside of heavy rain and may occur as far as 10 miles away from any rainfall.

**MYTH:** The rubber soles of shoes or rubber tires on a car will protect you from being struck by lightning.

**TRUTH:** Rubber soled shoes and rubber tires provide **NO** protection from lightning. The steel frame of a hard topped vehicle provides increased protection if you are not touching metal. Although you may be injured if lightning strikes your car, you are much safer inside a vehicle than outside.

**MYTH:** People struck by lightning carry a charge and should not be touched.

**TRUTH:** Lightning strike victims carry no electrical charge and should be attended to immediately.

**MYTH:** "Heat lightning" occurs after very hot summer day and poses no threat.

**TRUTH:** "Heat lightning" is a term used to describe lightning from a thunderstorm too far away to be heard.

# FLOODS

## Why Should I be Concerned About Flooding?

This preparedness guide explains flood-related hazards and suggests life-saving actions you can take. With this information, you can recognize a flood potential, develop a plan, and be ready when threatening weather approaches. Remember ... your safety is up to **YOU!**



In the long term, floods kill more people in the United States than other types of severe weather. In recent years, only heat surpassed flood fatalities. Floods can roll boulders the size of cars, tear out trees, destroy buildings and bridges, and pose a significant threat to human lives.

## Online Resources

Additional flash flood/flood-related safety information can be obtained at:

- American Red Cross: <http://www.redcross.org/>
- U.S. Geological Survey: <http://www.usgs.gov/>
- Federal Emergency Management Agency: <http://www.fema.gov/>
- National Weather Service: <http://www.nws.noaa.gov/>

## What are Flash Floods?

A flash flood is a rapid rise of water along a stream or low-lying urban area. Flash flood damage and most fatalities tend to occur in areas immediately adjacent to a stream or arroyo, due to a combination of heavy rain, dam break, levee failure, rapid snowmelt, and ice jams. Additionally, heavy rain falling on steep terrain can weaken soil and cause mud slides, damaging homes, roads, and property.

Flash floods can be produced when slow moving or multiple thunderstorms occur over the same area. When storms move faster, flash flooding is less likely since the rain is distributed over a broader area.

## Flash Flood Risk in Your Car, Truck, or Sport Utility Vehicle (SUV)

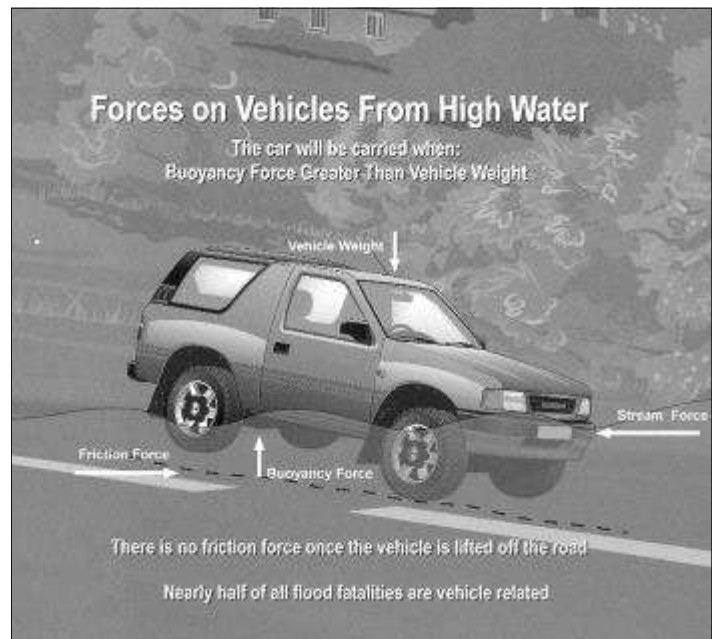
Almost half of all flash flood fatalities occur in vehicles. Contrary to popular belief, many people don't realize two feet of water on a bridge or highway can float most vehicles. If the water is moving rapidly, the car, truck, or SUV can be swept off the bridge and into the

creek.

Water can erode the road bed creating unsafe driving conditions. Underpasses can fill rapidly with water, while the adjacent roadway remains clear. Driving into a flooded underpass can quickly put you in 5-6 feet of water. Many flash floods occur at night when flooded roads are difficult to see.

When you approach a flooded road, **TURN AROUND AND GO ANOTHER WAY!**

***Barricades are put up for your protection.  
Turn around and go another way!***



## Flash Flood Risks at Home, Work, or School

Since many flash floods occur along small streams, you can determine your risk by knowing your proximity to streams. Flooding can be caused by rain falling several miles upstream and then moving downstream rapidly.

Densely populated areas have a high risk for flash floods. The construction of buildings, highways, driveways, and parking lots increases runoff by reducing the amount of rain absorbed by the ground. This runoff increases the flash flood potential. Sometimes, streams through cities and towns are routed underground into storm drains. During periods of heavy rainfall, storm drains may become overwhelmed and flood roads and buildings. Low spots, such as underpasses, underground parking garages, and basements can become death traps.

Embankments, known as levees, are built along rivers and are used to prevent high water from flooding bordering land. In 1993, many levees failed along the Mississippi River, resulting in devastating flash floods.

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# FLOODS

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Dam failures have played a deadly role in the history of flash flooding. The United States has about 76,000 dams, and about 80 percent of those are earthfill construction. Be aware of any dams upstream of your location. Earthen dams are more easily compromised by heavy rainfall than are concrete structures. Water flowing over an earthen dam can cause the dam to weaken or fail, sending a destructive wall of water downstream.

## **Flash Flood Risk to Recreation (Camping, Hiking, Boating, Fishing)**

Many people enjoy hiking, fishing, or camping along streams and rivers. Listen to weather forecasts and keep away from streams if thunderstorms have happened or have been predicted upstream from where you are. A creek only 6 inches deep in mountainous areas can swell to a 10-foot deep raging river in less than an hour if a thunderstorm inundates the area with intense rainfall.

When thunderstorms are in the area, stay alert for rapidly changing conditions. You may notice the stream start to rise quickly and become muddy. You may hear a roaring sound upstream that may be a flood wave moving rapidly toward you. Head immediately for higher ground. Don't be swept away by the rising water. There are dangers associated with fast-moving water, but with common sense and some preparation, outdoor enthusiasts can enjoy a safe day along a stream or river.

## **Where You Are Determines Your Flash Flood/Flood Risk**

Mountains and steep hills produce rapid runoff and quick stream response. Rocks and clay soils do not allow much water to infiltrate the ground. Steep narrow valleys generate rapid flowing waters that can rise quickly to a considerable depth. Saturated soil also can lead rapidly to flash flooding.

Very intense rainfall can produce flooding even on dry soil. In the West, most canyons and "small streams" are not easily recognizable as a source of danger. Canyons can be scoured with sudden walls of water 10-15 feet high (e.g., Antelope Canyon, Arizona, August 1997, 11 fatalities).

Additionally, high risk locations include low water crossings, recent burn areas in mountains, and urban areas from pavement and roofs which concentrate rainfall runoff.

## **What are River Floods?**

A flood is the inundation of a normally dry area caused by an increased water level in an established watercourse. River flooding is often caused by:

- Excessive rain from tropical systems making landfall.
- Persistent thunderstorms over the same geographical area for extended periods of time.
- Combined rainfall and snowmelt.
- Ice jam.

## **Tropical Cyclones and Their Remnants**

Floods are often produced by hurricanes, tropical storms, and tropical depressions. A tropical cyclone's worst impact may be the inland flooding associated with torrential rains.

When these storms move inland, they are typically accompanied by very heavy rain. If the decaying storms move slowly over land, they can produce rainfall amounts of 20 to 40 inches over several days. Widespread flash flooding and river flooding can result from these slow-moving storms.

A hurricane also can produce a deadly storm surge that inundates coastal areas as it makes landfall. Storm surge is water pushed on shore by the force of the winds swirling around the storm. This advancing surge combines with the normal tides to create the hurricane storm tide, which can increase the average water level 15 feet or more.

The greatest natural disaster in the United States, in terms of loss of life, was caused by a storm surge and associated coastal flooding from the great Galveston, Texas, hurricane of 1900. At least 8,000 people lost their lives.

Deaths from hurricane coastal flooding have fallen dramatically in recent years, but storm surge remains a great threat.

Floods are long term events and may last days, weeks, or **LONGER!**

## **Stay Informed**

Listen to National Oceanic and Atmospheric and Administration (NOAA) Weather Radio, commercial radio, television, or go to the Internet for the latest flash flood and flood WATCHES, WARNINGS, and WEATHER ADVISORIES at:

<http://iwin.nws.noaa.gov/iwinlnationalwarnings.html>

For planning purposes, Flood Hazard Map

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# FLOODS

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information is only a click away by going to the Federal Emergency Management Agency Web page at:

<http://www.fema.gov/mit/tsd>

## The Advanced Hydrologic Prediction Service (AHPS)

AHPS of the National Weather Service provides improved river and flood forecasting and water information. AHPS has a suite of new graphical internet products to assist community leaders and emergency managers in making better life and cost-savings decisions about evacuating people and moving property before a flood occurs.

AHPS major themes:

- Short term through long-term forecasts (from minutes to months including probabilistic products for risk management decisions).
- Real-time flood forecast maps depicting a real extent of flooding.
- More timely and accurate flash flood warnings through the use of enhanced flash flood decision assistance tools.

According to the National Hydrologic Warning Council report, "Use and Benefits of the National Weather Service River and Flood Forecasts," AHPS, once fully implemented throughout the United States, will provide more than \$750 million in economic benefits each year.

Additional AHPS information can be obtained at:

<http://www.nws.noaa.gov/om/water/Ahps.shtml>

## Community Preparedness Plans

After you have developed a personal/family safety plan, find out about your community safety plan. Each community prone to a flash flood/flood should develop a safety plan. Local officials should have detailed information for your immediate area. Please listen and follow their recommendations before, during, and after a storm.

The best way to prevent loss of life is to design and build communities where roads remain usable and undamaged during floods, and where homes and businesses are protected. While this may not always be possible, it is a goal we hope every community strives to reach.

Protect yourself, your home, your family, and your

financial future.

## National Flood Insurance Program

One of the most important things you can do to protect your home and family before a flood is to purchase a flood insurance policy. You can obtain one through your insurance company or agent. Your agent can tell you whether the standard or preferred policy (for medium or low risk) is most appropriate for you.

Flood insurance is backed by the National Flood Insurance Program (NFIP), administered by the Federal Emergency Management Agency. Your homeowners insurance does not cover flood damage. Everyone has some flood risk and anyone in a participating community is eligible. Don't wait until a flood is coming to purchase your policy. It normally takes 30 days after purchase for a flood insurance policy to go into effect. For more information about the NFIP, contact your insurance company or call the NFIP at 1-800-427-4661.

Check with your city or county government (start with the Building or Planning Office) to find out if you live in a participating community and what flood risk information is available where you live.

## Streamgage Data Save Lives

National Weather Service forecasters rely on a network of almost 10,000 streamgages to monitor the height of rivers and streams across the nation. This information provides present river conditions and is the initial information needed to develop a river forecast. Most of the streamgages are maintained by the U.S. Geological Survey, the U.S. Army Corps of Engineers, and the Department of Agriculture. Some streamgages are read manually by dedicated volunteer observers. If you would like to

volunteer as a cooperative observer visit the web site at:

<http://www.nws.noaa.gov/om/coop/become.htm>

Many communities nationwide have partnered with the National Weather Service and other federal agencies (e.g., U.S. Geological Survey and the U.S. Army Corps of Engineers) to implement dense networks of precipitation gages and streamgages to monitor and detect flooding in their community. These networks are often referred to as Local Flood Warning Systems.

National Weather Service forecasters rely on a network of almost 10,000 streamgages to monitor the height of rivers and streams across the nation

## What You Can Do During the Flood ...

(Continued on next page)



# FLOODS

When you receive a Flood Warning: If advised to evacuate, do so immediately! Families should use only one vehicle to avoid getting separated and reduce traffic jams. Move to a safe area before access is cut off by flood water. Continue listening to NOAA Weather Radio, radio, or television for information concerning the flooding.

Don't drive if you don't have to.

- ✓ Get out of areas subject to flooding. This includes dips, low spots, canyons, washes, etc. Do not attempt to cross flowing streams.
  - ✓ Never try to walk, swim, drive, or play in flood water. You may not be able to see how fast the flood water is moving or see holes or submerged debris.
  - ✓ Do not camp or park your vehicle along streams and washes, particularly during threatening conditions.
  - ✓ Be especially cautious at night when it is harder to recognize flood dangers.
  - ✓ Do not attempt to drive through a flooded road. The depth of water is not always obvious. The road bed may be washed out under the water, and you could be stranded or trapped.
  - ✓ Do not drive around a barricade. Barricades are there for your protection. Turn around and go another way!
  - ✓ If the vehicle stalls, leave it immediately and move to higher ground. Rapidly rising water may engulf the vehicle and its occupants sweeping them away. Vehicles can be swept away by as little as 2 feet of water.
  - ✓ Children should NEVER play around high water, storm drains, viaducts, or arroyos. It is very easy to be swept away by fast-moving water.
  - ✓ If you come upon a flowing stream where water is above your ankles, STOP! Turn around and go another way. Climb to higher ground. If it is moving swiftly, even water 6 inches deep can knock you off your feet. Many people are swept away wading through flood waters, resulting in injury or death.
  - ✓ During a Flood Warning, **Don't Drive Whenever Possible!**
- ✓ If the power is out, use flashlights, not candles.
  - ✓ Use flashlights, not lanterns, torches, or matches, to examine buildings. Flammables may be inside.
  - ✓ Report broken utility lines to appropriate authorities.
  - ✓ Boil drinking water before using. Wells should be pumped out and the water tested for purity before drinking. If in doubt, call your local public health authority.
  - ✓ If fresh or canned food has come in contact with flood waters, throw it out.
  - ✓ Take steps to reduce your risk of future floods. Make sure to follow local building codes and ordinances when rebuilding, and use flood-resistant materials and techniques to protect yourself and your property from future flood damage.

***Do not visit disaster areas following a flood.  
Your presence may hamper urgent  
emergency response and rescue operations! ☸***

*Courtesy Dept. of Commerce,  
NOAA, FEMA and the Red Cross*



## **What You Can Do After the Flood ...**

- ✓ Get necessary medical care at the nearest hospital. The American Red Cross can provide shelter, food, and first aid, as well as a means to purchase new clothing.
- ✓ Do not visit disaster areas. Your presence might hamper rescue and other emergency operations.



# A PATROL BOAT WHOSE TIME HAS RETURNED

The ability to get to the patrol area as fast as safety will permit has always been one of the most important requirements for a patrol boat. When the patrol boat reaches the desired patrol location boat speed needs to be drastically reduced in order to adequately investigate the area. America now faces new challenges; challenges threaten our entire inhabited coast. No longer are patrol areas limited to refineries, bridges, ships or other similar structures. The patrol area has been significantly widened and suddenly the boat speed is not the great advantage it once was. A slower boat could be considered on patrol from the minute it leaves the dock until it returns and observing more detail because of the slower boat speed. This states the case for the return of the sailboat as a modern patrol boat.

One day while sailing the Delaware River with my best friend, a long time power boater, he was amazed with the things he had never noticed along the shoreline. This was a shoreline where he has been boating for over thirty years. The ability to notice this level detail is a distinct advantage of traveling in a slower boat. An advantage that could help protect our shoreline and waterfront resources.

Speed is still a great advantage for any patrol boat; an advantage a sailing vessel could never match. The powerboats ability to respond quickly and patrol a wider area is invaluable, but the time has come to define a role for the cruising sailboat as a patrol boat. There are several other distinct advantages that define the modern cruising sailboat an ideal patrol boat.

One of the key advantages the cruising sailboat enjoys is stealth operation especially at night. The ability to patrol without a motor for propulsion reduces noise that could alert persons conducting suspect operations. Radio communications are also enhanced since operators don't have to talk over motor noise. Radio antennas are usually mounted higher on the sailboat's mast. This means a greater line of sight over the horizon, which translates into greater communications distances and better signal quality.

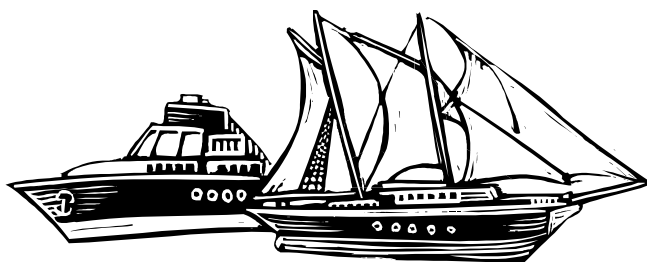
How about the element of surprise? Would you expect a sailboat to be a patrol boat? Lets face it sailboats look like they are not going anywhere, tacking back



and forth, heck you can't even tell what they are doing half the time. Tracking a sailing vessel becomes harder and may seem less important than tracking a powerboat. The sailing patrol just comes sailing along slowly, observing her surroundings and keeping radio contact open

There is the one major advantage that any financial officer would love? A sailing vessel uses very little costly fuel. A large number of sailing patrol boats with lower fuel consumption is very feasible. This means more patrols for less bucks.

Locating and reporting contaminants are another important operation for the patrol boat. Here again the slower operational speed should seem a natural plus. The slower you go the more you see, hear and smell. The sailing patrol should have a much better chance of finding pollution, hazards to navigation, stopping fires and reporting back locations to a central dispatch. The



slower speed of operation also means less damage when the patrol strikes hard objects in the water.

The sailing vessel has a chance to regain an active role patrolling our waterways again. There are hundreds of thousands of sailing recreation vessels manned by very competent captains and crews on all our lakes, rivers and bays. Perhaps its time to chip in and help out our power boating buddies. The reasons for considering the sailing vessels for patrol boat service are not the same as they were many long years ago, but now more than ever sailors have a lot to contribute patrolling our waterways. ☼

*By Jim Anzalone, VFC 13-7  
Mt. Ephraim, NJ*



# PROFILE IN SERVICE

## DAVE BERLIN



Helen and Dave Berlin

Who is Dave Berlin? He is the face of a coxswain maneuvering his operational facility along an expanse of the Delaware River. He is the Auxiliarist clocking in 590 mission hours on 34 patrols.

He is the face of the instructor conducting an Auxiliary Boating Safely Course or a children's "Sea Partners" class.

He is the face of the vessel examiner setting up a Division safety check station for the first time at Wiggins Park Marina.

He is the face across the desk of the Mayor as he secures "National Safe Boating Week" and other boating safety proclamations.

He is the face in various marine dealer showrooms – diligently disseminating valuable boating safety information for use by the public.

He is the face-the very familiar face-at the Director of Auxiliary's office, logging in 359 hours of administrative support.

Who is Dave Berlin? Flotilla 13-3 is proud to say that Dave Berlin is the Division 13 Auxiliarist of the Year for 2003. ❁

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

*Photo by Mel Borofsky, RCO-E D5-NR*

# CARBON MONOXIDE

## THE SILENT KILLER CARBON MONOXIDE

So many people know little about carbon monoxide and what effect it has on you. First you can't see it or taste it and it is odorless.

It is produced when carbon based fuel is burning. It is very dangerous when it enters your bloodstream through your lungs. If you get a high concentration of carbon monoxide it can make you very sick or kill you.

In a boat you may think you are sea sick but you may be breathing carbon monoxide. If you're in the back of the boat and the engine is running and the wind is blowing onto the stern of the boat, you could be breathing carbon monoxide.

Here is a Coast Guard alert: **(Teak surfing)** the Coast Guard advises boaters not to "teak surf." Teak surfers get a thrill out of holding on to the edge of the rear transom swim platform and body surf while the vessel is in motion.

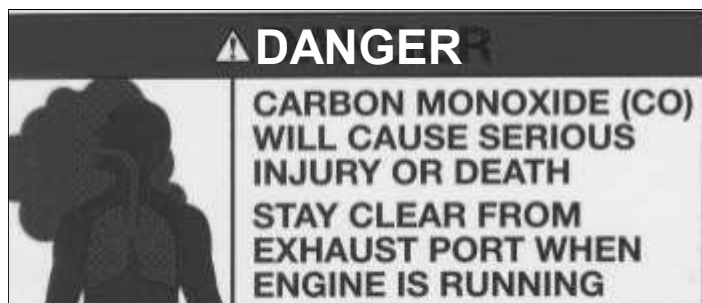
Recent boating fatalities revealed that carbon monoxide emitted from a vessel's exhaust resulted in carbon monoxide poisoning and the death of teak surfers.

"Teak surfing" places the individual in a position directly exposed to the carbon monoxide in the engine's exhaust. This may result in a loss of coherent responses and even death.

"Teak surfing" dangerously also exposes the individual to a possible propeller injury, and since this is done without a life jacket, it increases the probability of drowning. The Coast Guard advises boaters not to participate in teak surfing.

There is a decal available (pictured below) from the Auxiliary National Supply Center (ANSC) in St. Louis to give to boaters when conducting a vessel safety check or talking to them at a safe boating booth. Have your Flotilla Materials Officer (FSO-MA) order some today. ❁

*Jack Kennard, SO-OP 3  
Delair, NJ*



# 2003 AWARDS - SPRING CONFERENCE 2004



## **Vessel Safety Check Award**

Greatest number of safety checks in the District...Vincent Maciborka (77)



## **Marine Dealer Visitor Award**

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

## **Operations Program Award**

Greatest number of operations exclusive of support missions and chart updating.....Lewis Keenan (24)



## **John "Andy" Kratzer Aids to Navigation/Chart Updating Award**

Greatest number of ATON/CUs reported.....Robert L. Turner (19)

## **Support Missions Award**

Greatest number of support missions.....Carol L. Owens (14)



## **Instructor Award**

Greatest number of education missions.....Daniel Charter (13-5)

## **Topside Photo Award**

Best photograph in TOPSIDE depicting Auxiliary activity.....Terry Hilbert (11-6)



## **Assists Award**

Greatest number of assists in the District.....Lewis Keenan (24)

## **Edmund Morton Member Training Award**

For outstanding membership training.....Ronald J. Boice (49)



## **Flotilla Publication Award**

Best regular flotilla publication.....Larry W. Irwin (95)

## **Division Publication Award**

Best regular division publication.....Terry F. Bearce, Division 16

# 2003 AWARDS - 2004 SPRING CONFERENCE



## DISTRICT AWARDS

Recognition of Flotilla and Division Achievement

<b>Flotilla Membership Award</b>	
Flotilla with greatest membership increase.....	Flotilla 35
<b>Flotilla Operational Support Award</b>	
Flotilla with greatest number of support missions.....	Flotilla 79
<b>Flotilla Operations Award</b>	
Flotilla with greatest number of operational missions.....	Flotilla 79
<b>Flotilla AN/CU Award</b>	
Flotilla with the greatest number of aids to navigation missions.....	Flotilla 79
<b>Flotilla Vessel Safety Check Award</b>	
Flotilla with greatest number of VSCs.....	Flotilla 12-2
<b>Flotilla Marine Dealer Visit Award</b>	
Flotilla with the greatest number of marine dealer visits.....	Flotilla 12-2
<b>William Ross McDonald Award</b>	
Flotilla with greatest number of public education missions.....	Flotilla 13-5
<b>Past District Commodore's Plaque</b>	
Flotilla which won the PDCO Trophy in 2002.....	Flotilla 7-12
<b>Past District Commodore's Trophy</b>	
Flotilla with the greatest number of missions overall in 2003.....	Flotilla 24



## COAST GUARD AWARDS

### Director's Administrative Awards

Flotilla and Divisions meeting specific program goals:				
Flotilla 15	Flotilla 18			
Flotilla 21	Flotilla 24	Flotilla 26	Flotilla 2-10	Flotilla 35
Flotilla 43	Flotilla 44	Flotilla 52	Flotilla 69	Flotilla 72
Flotilla 74	Flotilla 79	Flotilla 7-10	Flotilla 7-11	Flotilla 81
Flotilla 82	Flotilla 86	Flotilla 91	Flotilla 95	Flotilla 11-2
Flotilla 11-4	Flotilla 11-6	Flotilla 11-9	Flotilla 12-1	Flotilla 12-2
Flotilla 12-3	Flotilla 12-4	Flotilla 12-5	Flotilla 12-9	Flotilla 13-5
Flotilla 13-7	Flotilla 13-10	Flotilla 14-1	Flotilla 14-4	Flotilla 14-7
Flotilla 15-2	Flotilla 15-5	Flotilla 15-6	Flotilla 15-7	Flotilla 16-1

### Sustained Service Awards

Robert P. Amort      Ronald Van Zile      Carol L. Owens

### Flotilla Meritorious Achievement Award

The superior Flotilla in the 5th Northern Region.....Flotilla 49

# 2003 AWARDS - SPRING CONFERENCE 2004



## COAST GUARD AWARDS

### Coast Guard Auxiliary Achievement Award

Robert P. Myers Arline L. Dolich Ira R. Dolich Kevin T. Hurst  
Donald R. Vaughn Rita H. Kratzer Regina P. Stretch  
Suzanne B. Wade John T. Lincoln

### Coast Guard Auxiliary Meritorious Service Award

Lionel F. Crossman

## state awards

### Pennsylvania Flotilla Awards:

Public Education.....Flotilla 49  
Vessel Safety Checks/Marine Dealer Visits.....Flotilla 14-1  
Operations.....Flotilla 91  
Top Flotilla in Pennsylvania.....Flotilla 91 (Altoona, PA)

### Pennsylvania Individual Awards:

Public Education.....Harold T. Robinson (49)  
VSC/Marine Dealer Visits.....John Williams (14-1)  
Operations.....James E. Lafferty (44)

### New Jersey Flotilla Awards, by Division:

Operations (Assists)..... Flotillas 33, 61, 74, 85, 13-3, 16-1  
Public Education (Nr. of classes)....Flotillas 32, 69, 79, 82, 13-5, 16-7  
VSC and MDV..... Flotillas 34, 61, 77, 82, 13-5, 16-8

**Delaware Awards are on the next page**



# 2003 AWARDS - SPRING CONFERENCE 2004

## state awards

### Delaware Awards by Division:

Most OperationHours	Division 1.....Carol Owens (14)
	Division 12.....Ralph A. Gilgenast (12-1)
Most Support Mission Hours	Division 1.....Richard Hudson (14)
	Division 12.....Robert Amort (12-5)
	Division 12.....Alfred Grimminger (12-5)
Most Public Outreach Hours	Division 1 ..... Richard Hudson (14)
	Division 12.....Carolyn Otto (12-5)
Most Vessel Safety Checks	Division 1.....Randy Teaf (14)
	Division 12.....Joseph Tridente (12-2)
Outstanding Auxiliarist from Division 1.....	Carol M. Owens (14)
Outstanding Auxiliarists from Division 12.....	Ralph Gilganast (12-1)
	Robert P. Amort (12-5)
	Alfred Grimminger (12-5)
	Harry Otto (12-5)
	Oscar Bailey (12-3)

### Pennsylvania Individual Awards

**Public Education:** Harold T. Robinson (49) Stanley Friedman (43) Harvey Cook (43)  
 Charles Lyman (2-76) Eric Pennell (49) John Borzell (15-3) John Houseman (14-2)  
 James Lafferty (44) James Brennan (43)

**VESSEL SAFETY CHECK/MARINE DEALER VISITOR:** John Williams (14-1) Lester Fisher (4-1)  
 Ronald VanZile (15-6) Arland Costley (15-6) Charles LaMarr (47) Laurence Brooks (49)  
 J. Donald COggins (49) Rudolph Romano (48) Hansel Harell (11-4)

**OPERATIONS:** James Lafferty (44) Chester Klabatz (61) Jacob Frederick (14-2)  
 Willard Roush (14-5) Robert Whyland (14-4) Howard Guest (95) Joseph Rzucidlo (47)  
 Lewis Keenan (24) Ronald Boice (44)



# 2003 AWARDS - SPRING CONFERENCE 2004

## 2003 INDIVIDUAL AWARDS - VESSEL SAFETY CHECKS

John Williams  
Ronald J. Vanzile  
William A. Michalski  
Russel P. Friedrichs  
Melvyn A. Borofsky  
Thomas E. Critelli  
Samuel J. Porcello  
Paul V. deFerrari  
Charles H. Mathews  
Joseph F. Farber  
Richard S. Wayne  
Donald E. Bowes  
Oscar D. Bailey  
John W. Jurgensen, Sr.  
Robert J. Herr

Saul Robbins  
Robert Neiman  
John W. Sneddon  
Donald W. Merrill  
Diane C. Pepper  
Elaine M. Gilgenast  
Arthur M. Talley, Jr.  
Bruce J. Long  
Joseph M. Tridente  
Arland H. Costley  
Raymond O. Bartell  
F. K. De Soo  
Leo E. Daley  
J. Donald Coggins  
Jack K. Korbobo

Lester C. Fisher  
Joseph Phillips  
Susan L. Robson  
John McVey  
Kenton E. Quint, Jr.  
Russell M. Galson  
John M. Powell  
James N. Cox, Jr.  
Martin D. Blumenthal  
Clarence Dichiar  
William P. Ruppel  
Charles I. Keister  
David O. Becker  
Hugo U. Dirks  
Rosa Neff

Marcellino Troiano  
Kenneth J. Kendall  
Oliver D. Compton  
Charles D. Lamarr  
Laurence M. Brooks  
Andrew L. Navalance  
Rudolph R. Romano  
Edward W. Rearick, Jr.  
Hansel E. Harrell  
Adrian R. Teaf  
Richard J. Price  
Arthur W. Cattell  
Clyde Reynolds, Jr.  
Paul C. Lamanteer  
Philip Greco

Ralph A. Gilgenast  
Alfred O. Grimminger  
Richard O. Hays  
Eric L. Pennell  
Maurice A. Simpkins  
Russell Snyder  
Robert A. Crispino  
Michael Gydos  
Norma G. Hunter

## 2003 INDIVIDUAL AWARDS - INSTRUCTION

Stanley S. Friedman  
Harold T. Robinson  
Charles E. Lyman  
Marilyn F. Hughes  
Fred J. Choppy  
Marie McGlynn  
John R. Houseman  
Norman F. Houser  
John Morrone  
Richard B. Hudson  
Donald R. Men  
Joseph J. Venzlowsky  
Vincent J. Paone  
Dianne M. Bossler  
Russell Snyder  
Marilyn A. Lafferty  
Matthew Shields, III  
Joseph P. Lupa  
George A. Greeby, Jr.  
Paul H. Vonada  
Bruce J. Long  
Aline M. Harrison  
Lou Mollinari  
Lisa M. Clark  
Ruth J. Jopling  
Virginia E. Gray  
Angelo O. Caruso  
Kevin W. Pace  
Thomas J. Morrissey  
Charles R. Andree  
David N. Clark  
John N. McAnany  
Lawrence J. Volz  
Gary O. Gardner  
Marshall E. Bloom  
Richard S. Wayne  
Frank J. Obara, Jr.  
Howard F. Guest  
Anthony M. Alessi  
Donald N. Clark  
Richard O. Hays  
Edward S. Schutzki

John M. Kennard  
Herbert A. Gomborg  
Daniel A. Murray  
Francis A. Lombardi  
Harvey C. Cook  
Marcellino Troiano  
Raymond O. Bartell  
John D. Borzell  
Christopher K. Winans  
Teresa Morrone  
James S. Brennan  
Joseph R. Domalewski  
Arthur M. Talley, Jr.  
Louis L. Hahn, Jr.  
Theodore R. Hall  
Patrick M. Cunningham  
William J. Riches  
Terry F. Bearce  
Ralph H. Gregory  
Ralph J. Giunti  
Lewis G. Hause  
David J. Curan  
John L. Ignozza  
Robell D. Christopher  
Raymond J. Robson  
Dorothy E. Raniczewski  
Dominic Biscardi  
Karen P. Fessler  
David E. Saul  
Donald R. Dutt  
William H. McGrath  
Russell M. Galson  
Joseph R. Gutierrez  
James L. Bennett  
Herman E. Nowakowski  
Louise D. Ruff  
Barbara L. Kustanbauter  
Joseph R. Kustanbauter  
Thaddeus Piotrowski  
Harry P. Petersen, Jr.  
Larry W. Irvin  
Claire A. Lovoi

Walter Dyciewski  
Bernyce A. Wubbenhorst  
Walter W. Wubbenhorst  
Doris C. Smith  
Rosario Leonardo, Sr.  
Michael A. Colondrillo  
Patricia N. Charter  
Arthur C. Miller  
Eric L. Pennell  
Jay J. Brandinger  
Henry A. Wood  
Donna S. Borzell  
James E. Lafferty  
Lewis H. Keenan  
Bruce W. Baumann  
Inez Troiano  
Adrian R. Teaf  
Joyce A. McGowan  
Louis F. Raniczewski  
George A. Smith  
Douglas L. Smith  
P. D. Rossiter  
J. S. Carter, Jr.  
Robert C. Olivieri  
Kenneth J. Kendall  
John S. Witemeyer  
Maurice J. Keegan  
Dorothy J. Woodward  
John W. Sneddon  
Raymond T. Sims  
Darlene M. Covert  
Kevin B. Zane  
Stanley L. Dutt  
Betsy A. Levy  
Robert E. Schneider  
William F. Earley  
Edward J. Gillespie  
John McVey  
Jirard V. Goldkrantz  
Dorothea E. Clark  
Ronald G. Cohen  
Dorothy A. Smith

Leonard Migliara  
William T. Stine  
Robert I. Keene Sr.  
Ronald C. Blackeby  
Kenneth Steinmann  
Raymond H. Hillman  
Ernest T. Phillips  
Vincent L. Kipp  
David O. Becker  
Harvey D. Monter  
John O. Stebbins  
Michael J. Caruso  
Robert J. Fritz  
Donald W. Merrill  
Carolyn J. Otto  
J. uozas J uska  
Frederick J. Reck  
Glenn F. Delmonico  
Henry W. Demler, Jr.  
Robert L. Wecker  
John A. Bellenzeni  
Frances L. Fumanti  
Sandra K. Reck  
Maurice A. Simpkins  
James E. Stelene  
Harold R. Bentz  
R. Dino Rulli  
Donald E. Bowes  
Robert A. Fumanti  
Robert L. Layton  
James D. Gotthelf  
Paul V. deFerrari  
Charles E. Samley  
Ura P. Shumate  
Robert L. Turner  
John P. Gallagher  
Rosa Neff  
Alice Drew  
Thomas A. Egizi  
Ronald J. Vanzile  
Douglas G. Decker  
William C. Lewullis

Nicholas S. Matchica  
William A. Gardner  
Ralph A. Gilgenast  
Fredric Vespe  
Roland J. Duperron  
Richard P. Giduck  
Kathleen C. deFerrari  
Richard S. Keast  
Gilbert Finkelstein  
Kenneth T. McGowan  
Walter F. Brown  
Merrill L. Beyer, III  
Linda S. Boice  
Melvyn A. Borofsky  
Ronald J. Boice  
J. Daniel Hartman  
Victor E. Tenaglia  
Walter Rapka Jr.  
Allen R. Mitchell  
Leonard B. Yoder  
John P. Lindner

## 2003 INDIVIDUAL AWARDS - OPERATIONS

Rita H. Kratzer  
Lewis H. Keenan  
Maurice A. Simpkins  
Philip B. Walmsley  
James E. Lafferty  
Robert H. Batta  
William P. McPhail  
Robert F. Roetz  
Michael R. Dineen  
Carolyn J. Otto  
Linda S. Boice  
Victor E. Tenaglia  
James S. Brennan  
Joseph Witkoski  
Zane C. Irvine  
Harold T. Robinson  
Larry W. Irvin  
John O. Stebbins  
Joseph A. Commings

Charles R. Andree  
Jacob W. Frederick  
Norman L. Montoy  
Theodore B. Archer  
John M. Kennard  
Henry L. Reeser  
Allen R. Mitchell  
Paul V. deFerrari  
Vincent Maciborka  
Vernon L. Black, Sr.  
Theodore D. Bomeisler  
Gilbert Finkelstein  
David Berlin  
Robert J. Sloboda  
Kenneth Eisenberg  
Edward S. Schutzki  
Donald E. Bowes  
Robert P. Amort  
Kenneth E. Brown, Sr.

Alfred O. Grimminger  
Walter W. Wubbenhorst  
Joseph R. Domalewski  
Dorothy A. Smith  
Bernyce A. Wubbenhorst  
Kerry I. Ames  
Richard P. Giduck  
Doris G. Smith  
Chester G. Klabbatz  
Michael J. McKenzie  
Edward J. Ross  
Fred H. Hicks  
Brendan V. Sullivan  
Paul H. Vonada  
Howard F. Guest  
George A. Matuszewski  
Joseph C. Phillips  
Jason C. Flynn  
Russell P. Friedrichs

Kenneth T. McGowan  
John Schrick  
Herbert A. Gomborg  
Marc S. Brody  
Ronald J. Boice  
Nicholas S. Matchica  
Robert V. Blake  
Anthony J. Vraim  
Ralph A. Gilgenast  
John T. Lincoln  
Harry W. Otto  
Kenneth G. Turngren  
Oscar D. Bailey  
Kenneth G. Cristy  
Phil A. Watkins  
Robert J. Fritz  
Kathleen C. de Ferrari  
George M. Stewart  
Joyce A. McGowan  
Elizabeth J. McKeon

George B. Morris  
Elaine M. Gilgenast  
N. orberto J. Perez  
John McVey  
Betty J. Van Dyke  
Edward A. Patterson  
Don K. Wallar  
James M. Lonergan  
Leonardo B. Yoder

## 2003 INDIVIDUAL AWARDS - MARINE DEALER VISITORS

Joseph M. Tridente  
Charles R. Andree  
Rosa Neff  
James E. Frederick

Lester C. Fisher  
David O. Becker  
Leo E. Daley  
Richard O. Hays

Kenneth J. Kendall  
Norman L. Montoy  
David C. Hartnett  
Anthony G. Dimauro

Jack K. Korbobo  
John R. Cathcart  
Dona C. Turner  
John T. Phillips

Anna M. Herman  
Robert J. Herr



# SPRING CONFERENCE 2004 - YORK, PA



## Conference photos by:

PRCO M. Phillip Stamm  
RCO-E Mel Borofsky  
SO-PB 16 Terry Bearce  
ADSO-PB Edna Winans  
VFC 2-76 Bob Freeman  
Ray Robson  
FC 24 Stan Morantz





# SPRING CONFERENCE 2004 - YORK, PA



# CONFERENCE COORDINATORS

For the Fall 2004 Conference, D5 NR will return to one of the nation's most popular destinations, the historic Pennsylvania Dutch Countryside. The Lancaster Host Resort and Conference Center will again serve as our "operational base" from 10 through 13 September. The agenda for the upcoming conference is as diverse as the local landscape. Take a look at some of the agenda items scheduled:



THE TEAM

**GPS Course:** A practical course with hands-on navigation exercises, unit set-up and using waypoints, map page set-up and more.

**SAR Refresher:** A joint active duty/Auxiliary presentation on a "nuts & bolts" approach to Search and Rescue; discussion of search patterns. Partial preparation for the AUXSAR specialty examination.

**Specialty Course-Seamanship:** Take the complete course for one of the elements for AUXOP.

**Marine Safety/Environmental Protection Workshop:** Joint presentation of 5NRs program including marine safety, environ. protection, pollution investigation, harbor patrols, Sea Partners, and more.

**Weather for Boaters:** Presented by a speaker from NOAA.

Add to the above, workshops for Career Candidate, Coastie, PowerPoint Presentations as well as a discussion of surveying boats and you have a "cracker jack box full of goodies" to tempt one and all. For non-auxiliary family members who will not be attending any of the conference sessions, the area offers immense outlet shopping and entertainment opportunities. One possible destination is Dutch Wonderland Park, which will be open on the weekend of our conference.

On a personal note, the D5 NR Conference Coordinator Team will be reconfigured for 2005. After two, four-year tours, Arline and Ira Dolich will "weigh anchor" and turn over their responsibilities to Elaine and Ralph Gilganast.

We look forward to seeing you in Lancaster amidst the rolling farmlands, fresh air and the great fellowship of D5NR membership. ❁

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

## 2004 FALL CONFERENCE - WORKSHOPS

### Friday, September 10

- 1600-1800 GPS Course - Anthony Vraim
- 1600-1800 Seamanship Specialty Course  
Jack Witemeyer (Friday, Saturday, Sunday)

### Saturday, September 11

- 0800-1000 Marine Environmental Safety  
Kenneth Kehrer
- 0800-1200 Coastie Training - Tamra Neer
- 0800-1000 Career Candidate Workshop - Don Coggins
- 0900-1200 AUXDATA Desk - Captain Bob Platt
- 1015-1215 Marine Surveyor—Charles Woolson
- 1330-1530 AUXDATA Desk - Captain Bob Platt
- 1330-1630 Coastie Training - Tamra Neer
- 1330-1530 GPS Course - Anthony Vraim  
(Repeat from Friday)
- 1430-1630 Weather for Boaters  
NOAA/NWS - James Eberwine
- 1430-1630 Search Patterns (SAR) - John Fretts OS1

**NEW**

### Sunday, September 12

- 1000-1200 Power Point Workshop - Marshall Blume

## SPOUSE & GUEST PROGRAM

### Saturday, September 11

- 0900-0930 Spouses Coffee



- 0930 -1200 Art of John "The Life and James Audubon" a presentation by Linda Boice
- 1330-1500 Fellowship - Hospitality room

# 2004 FALL CONFERENCE

FALL CONFERENCE — 10 - 12 September 2004  
Lancaster Host Resort & Conference Center

## SCHEDULE OF EVENTS

### Friday, 10 September 2004

1500 - 1930 Registration Desk Open  
1600 - 1800 GPS Course  
1600 - 1800 Specialty Course - Seamanship  
1800 - 2030 Members' Dinner  
1900 - 2200 District Materials Center Open  
1930 - 2030 Division Captains' Caucus  
1930 - 2030 District Staff Officers' Meeting  
2030 - 2130 District Board Meeting (Elections)  
**2130 - 2330 "Welcome Aboard" Party**

### Saturday, 11 September 2004

0630 - 0830 Members' Buffet Breakfast  
0700 - 1145 Registration Desk Open  
0800 - 1600 District Materials Center Open  
0800 - 1215 District Board Meeting  
0800 - 1000 Marine Safety/Environmental Workshop  
0800 - 1600 Specialty Course-Seamanship (Cont.)  
0800 - 1000 Career Candidate Workshop  
0900 - 0930 Spouse/Guest Coffee  
0930 - 1200 Spouse/Guest Program  
1000 - 1015 General Coffee Break  
1015 - 1215 Marine Surveyor Workshop  
1015 - 1215 AUXDATA Help Desk

### **1215 - 1330 LUNCH**

1330 - 1530 GPS Course (repeat of Friday)  
1330 - 1530 "Coastie" Training Workshop  
1330 - 1530 Spouse/Guest Program (At Large)  
1430 - 1630 Weather for Boaters  
1430 - 1630 AUXDATA Help Desk  
1430 - 1630 Search Patterns Workshop (SAR)

### **1730 - 1830 COCKTAIL HOUR**

### **1830 - 2200 BANQUET**

### **2200 - Hospitality Suite**

### Sunday, 12 September 2004

0730 - 0900 Member's Breakfast  
0830 - 1000 Past Captain's Breakfast  
0930 - 1130 Member Training Staff Officer Meeting  
1000 - 1200 Hands-on PowerPoint Seminar  
0900 - 1200 Specialty Course-Seamanship (Cont.)  
1000 - 1200 EXCOM Meeting

## UNIFORM OF THE DAY

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

## HOTEL ROOM RESERVATION FORM\*

**Lancaster Host Resort & Conference Center**  
**2300 Lincoln Highway East**  
**Lancaster, PA 17602**

Phone: (717) 299-5500 FAX: (717) 295-5239

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

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

City: \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Please reserve ☐ Single ☐ Double ☐ Non Smoking

☐ **I have HANDICAP requirements.**

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

**Rate: \$65.00 Single or Double**

**Check in time: 1500**

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

### **Deadline for reservations: 13 August 2004**

***One nights deposit required to guarantee room.***

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

**State that you are with the  
US Coast Guard Auxiliary**

Arrive Date: \_\_\_\_\_ Depart Date: \_\_\_\_\_

Credit Card: A/E \_\_\_\_\_ DISC \_\_\_\_\_ MC \_\_\_\_\_ VISA \_\_\_\_\_

No.: \_\_\_\_\_ Expire: \_\_\_\_\_

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



# FALL 2004 CONFERENCE REGISTRATION

## FALL CONFERENCE REGISTRATION FORM NON-FUNDED ATTENDEES — 10 - 13 SEPTEMBER 2004

Lancaster Host Resort & Conference Center, 2300 Lincoln Hwy., Lancaster, PA 17602

Use this form to make your conference and meal selections

**REGISTRATION DEADLINE: 13 AUGUST 2004**

**FORMS RECEIVED BEYOND THIS POSTMARK DATE WILL BE RETURNED**

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

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

Mail to: **Dolich, 43 Hibiscus Drive, Marlton, NJ 08053-5555**

**Division Number(Required):**

	#1	#2	Amount \$
Name			
Email Address			
Registration fee for each person 17 years of age & over @ \$5.00			
Friday Night Buffet @ \$21.00			
Saturday Buffet Breakfast @ \$12.00			
Saturday Luncheon @ \$13.00			
Saturday Commodore's Banquet			
Sliced Sirloin of Beef @ \$21.00			
Chicken Parmigiana @ \$21.00			
Sunday Breakfast Buffet @ \$12.00			
Past Captain's Breakfast			
Member of PCA (No charge)			
Guest @ \$12.00 (A PCA member must make PCA guest reservation)			
<b>Check made out to USCG AUX 5NR for the TOTAL AMOUNT:</b>			<input type="text"/>

### Workshop/Event Selection

GPS (Friday PM)			
GPS (Repeat) (Saturday PM)			
Seamanship Specialty Course (runs Fri - Sun)			
Spouse/Guest Program (Saturday AM)			
Marine Safety/Environmental Wrkshp (Sat AM)			
Career Candidate Workshop (Sat. AM)			
Marine Surveyor (Saturday AM)			
AUXDATA (Saturday AM)			
AUXDATA (Saturday PM)			
"Coastie" Training (Saturday PM)			
Weather for Boaters (Saturday PM)			
Search Patterns (SAR) (Saturday PM)			
Hands-on PowerPoint (Sunday AM)			

# DEPTH CHARGE STORY

Most nautical charts whisper stories of the sea to those who take the time to listen. The 1210-TR training chart used in the Boating Skills & Seamanship class is no exception. The area of the chart over which students plot imaginary cruises for practice in navigation witnessed the only documented sinking of a German U-boat in New England waters during World War II.



In late April, 1945, the *U-853*, a Type IX-C long range attack boat of Front Flotilla 33, slipped her mooring lines and departed from the base at Flensburg, Germany, for her third wartime patrol. The *U-853* was a capable of trans-Atlantic operations and had been ordered to disrupt shipping along the North American coast. On the morning of May 5, 1945, the U-boat was on station, ghosting silently through the dark waters of Rhode Island Sound.



That same morning, the collier *Black Point* rounded Block Island on her way to Newport with her hold full of coal. We will never know whether anyone aboard the ship ever saw the telltale streaks of bubbles left in the wake of the torpedoes launched against her by the *U-853*. However, we do know that the *Black Point* sent out a radio MAYDAY message before she went down.

The U. S. Navy responded immediately by sending three ships, the *USS Atherton*, *USS Moberly* and *USS Ericsson*, to hunt down and sink the U-boat. Within a few hours, the task force had located the raider and began dropping depth charges. The areas in which this running engagement took place are marked on the 1210-Tr chart with the notation "UNEXPLODED DEPTH CHARGE." Using a little imagination, you can trace the course of the action across the south-western portion of Rhode Island Sound.

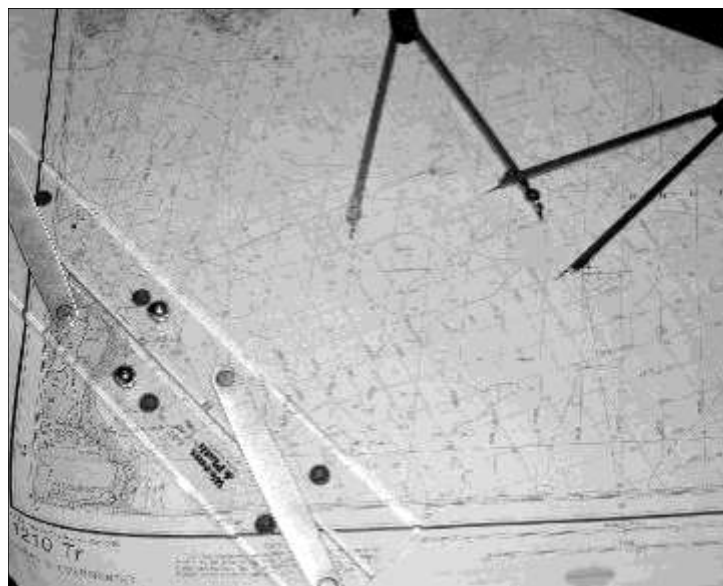
A quick survey of the 1210-TR chart shows that the U-boat was at a lethal disadvantage. The bottom provides little structure that could be used to confuse sonar and there are few locations in which the depth of water ex-

ceeds 130', making evasion of the determined surface units almost impossible. Despite frantic efforts by the U-boat to reach deeper water, the *U-853* was hounded across Rhode Island Sound and pounded to the bottom.



The navy ships remained on station overnight to insure that the U-boat was not "playing Possum." During the night, the *Atherton* detected some movement by the sub. Although that movement was most likely caused by tidal currents, the task force was taking no chances and dropped several additional depth charges. The next morning, a large oil slick and floating debris confirmed that the *U-853* and her entire crew had been destroyed. The *U-853* still lies at the bottom of Rhode Island Sound in about 130' of water off Block Island at Lat. 41° 12.4' N by Lon. 071° 31.9' W.

Unknown author.



# FINGERPRINTING TECHNICIAN WORKSHOP



On Saturday, March 20<sup>th</sup>, 2004, fourteen members of the 5<sup>th</sup> Northern Region Western Area attended the Fingerprinting Workshop held in Harrisburg, PA. Elizabeth Kain, head of Auxiliary Administrative Affairs and OP Facilities at DIRAUX, and 1<sup>st</sup> Class Petty Officer James Bell, of Group Philadelphia, lead the workshop.

Bell, a Communications Specialist for 15 years, was recently rated as Operations Specialist. Prior to his present assignment, he was stationed in Atlantic City, N.J., where he became proficient in fingerprinting techniques.

Both Bell and Kain demonstrated the proper techniques for fingerprinting. According to both instructors, two fingerprinting cards must be completed by each Auxiliarist. If members do not want their fingerprints taken, the result is disenrollment. It was also suggested that the fingerprinting process be completed at Division meetings.

Equipment pertinent to the fingerprinting process will be mailed to each Division Captain within the next few months. A packet with instructions and official fingerprinting cards will also be included. According to Bell, each member of the Auxiliary must be fingerprinted and it must be completed by year 2006.

Also included in the workshop were instructions on how to fill out the complicated 11 page SF 86 form. This form is for members who are designated "Direction Operational Support."

The technique for fingerprinting is not difficult, but can become quite messy. With an open ink pad and inked fingers moving this way and that... ink can mysteriously appear on one's shirt, pants, etc...you get the picture. So, when you are called on for your fingerprints, please make sure that you and your clothing are smudge free when done! But do not fear... as per our instructors very own words...handi-wipes will be available! ☼

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

## COAST GUARD MUTUAL ASSISTANCE FUND—ANNUAL CAMPAIGN

Hello Gene (DCO Gene Bentley):

I regret that I was out of town and unable to attend the Spring Conference. I know that I missed a great time, in fact just recently I was thumbing through the photo album and came across pictures from the dinner at the 2001 conference, prompting many fond memories.

The check you sent back with CAPT Gentile is so very generous! Thank you and the members of the Fabulous Fifth Northern for your heart-warming participation in the annual Mutual Assistance campaign. Your tremendous outpouring of support will make a significant and positive difference to this very important program. I realize that Auxiliarists make use of Mutual Assistance from time to time, but the largest beneficiaries will be our junior people for whom the loans and grants are often a lifesaver. Please convey my deepest appreciation to all the Fifth Northern's contributors.

Best,  
RADM Sally Brice-O'Hara  
Commanding Officer, Fifth Coast Guard District



## ENGLISH LANGUAGE

If you've learned to speak fluent English, you must be a genius! This little treatise on the lovely language we share is only for the brave. Peruse at your leisure, English lovers. Reasons why the English language is so hard to learn:

- 1) The bandage was wound around the wound.
- 2) The farm was used to produce produce.
- 3) The dump was so full that it had to refuse more refuse.
- 4) He could lead if he would get the lead out.
- 5) The soldier decided to desert his dessert in the desert.
- 6) Since there is no time like the present, he thought it was time to present the present.
- 7) A bass was painted on the head of the bass drum.
- 8) When shot at, the dove dove into the bushes.
- 9) I did not object to the object.
- 10) The insurance was invalid for the invalid.
- 11) They were too close to the door to close it.
- 12) A seamstress and a sewer fell down into a sewer line.
- 13) To help with planting, the farmer taught his sow to sow.
- 14) After a number of injections my jaw got number.
- 15) Upon seeing the tear in the painting I shed a tear.
- 16) I had to subject the subject to a series of tests.

There is no egg in eggplant nor ham in hamburger; neither apple nor pine in pineapple. English muffins weren't invented in England or French fries in France. Sweetmeats are candies while sweetbreads, which aren't sweet, are meat. Quicksand works slowly, boxing rings are square and a guinea pig is neither from Guinea nor is it a pig. And why is it that writers write but fingers don't fing, grocers don't groce and hammers don't ham? If the plural of tooth is teeth, why isn't the plural of booth beeth? One goose, 2 geese. So one moose, 2 meese? Doesn't it seem crazy that you can make amends but not one amend. If you have a bunch of odds and ends and get rid of all but one of them, what do you call it? Is it an odd, or an end? If teachers taught, why didn't preachers praught? If a vegetarian eats vegetables, what does a humanitarian eat? In what language do people recite at a play and play at a recital? Ship by truck and send cargo by ship? Have noses that run and feet that smell? How can a slim chance and a fat chance be the same, while a wise man and a wise guy are opposites? You have to marvel at the unique lunacy of a language in which your house can burn up as it burns down, in which you fill in a form by filling it out and in which, an alarm goes off by going on. English was invented by people, not computers, and it reflects the creativity of the human race, which, of course, is not a race at all. That is why, when the stars are out, they are visible, but when the lights are out, they are invisible.

P.S. - Why doesn't "Buick" rhyme with "quick"? ❀

## LIFE JACKET EQUIPMENT

Life jackets and using them has been a major topic for preventing the loss of life. Wearing them properly has been an issue and should be reviewed by instructors in every public education class.

Properly equipping a life jacket with a few additional safety items and learning how to use those tools can improve the probability of detection when a person is in the water. Boating after sunset means decreased visibility and requires extra safety precautions when operating during the hours between sunset and sunrise. Adding the safety equipment to every person's life jacket will ensure that they are more visible in the water during times of reduced visibility.

Additional Items that should be attached to life jackets include:

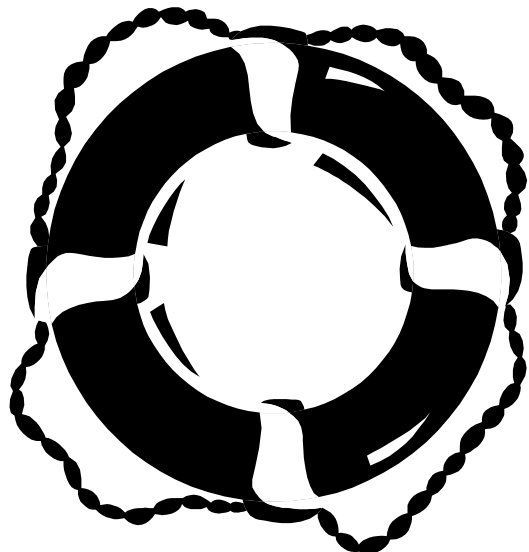
Strobe or chemical light

Optional dye marker

Signaling mirror

Whistle

Adding a knife to adult life jackets is optional, but should be considered. ❀





# AUXILIARY LEADERSHIP & MANAGEMENT (AUXLAM)

Members of 5NR were invited to attend the Auxiliary Leadership and Management course, 16-18 April 2004 at the Cape May Coast Guard Station, meals and lodging included. Ten students from each D5-NR area were to be selected. This sounded like a good opportunity, so I quickly registered and encouraged a few other Auxiliarists to consider this wonderful offer. A weekend at Cape May, all expenses covered. What a deal!

When I received my acceptance, I scanned the instructions! "Open Barracks," I read, aloud. "Is that what I think it is?" I asked my husband. After a lot of persuading, I was convinced to give it a try, as it was 'only for two nights'. It couldn't be that bad!

Not wanting to go without a companion, I called my friend, Judy Dann, to ensure she was also accepted. I was prepared to convince her to still go, but to my surprise, she didn't need any persuading. She was all set! In fact, she thought it sounded like a great adventure.

Judy picked me up at 0900 on Friday and we headed east. We arrived at Cape May at 1430 and made a quick detour to the beach and then drove on to the Coast Guard Station. The "Lucky Bag" discount clothing store was open for our convenience so we were immediately sent there to check out the items available. My friend found quite a few good deals, but I wasn't as lucky.

We were then instructed to check into the barracks, select a bunk and locker then proceed to the galley for chow. After eating, we were to go to class for the first session.



Wow! What a schedule. With no time to lose, we made our way to the barracks with our gear and cautiously entered the door. Some gentlemen were standing at the other end of the hallway. One of them

spotted us and said, "Come on in ladies. Your accommodations are right this way."

As we approach, I spotted CWO Joe Hartline and Jack Witemeyer, DSO-MT, waiting to greet us. They pointed us in the direction of our weekend "suite."

As we entered through the double doors, I saw a row



of gray metal bunk beds the entire length of the room. Each bunk was decked out in a government-issue gray wool blanket, and to the left, lining the wall, were lockers. I then noticed that the right side of the room was a mirror image of the left side. I selected a bunk, allowing a few empty bunks between me the next occupant. I then spotted the "head" (toilet/showers) located directly inside the double doors.

Not knowing what to expect, I entered and saw a line of sinks

to my right, cubicles with doors a few feet past the sinks and then a wide open changing room with an adjoining shower which had 6 or 8 shower heads lined up on each side of the room. No partitions or even shower curtains! Just like high school physical education class. What had I gotten myself into?

It wasn't long before I realized that I wasn't the only one with qualms regarding the accommodations. My weekend roommates were all having similar thoughts. It was time to put things in perspective. "Ok, we're here now, so deal with it," I said to myself, "it



could be worse" (though at the time, I couldn't think of how). Judy and I then started talking to the other ladies (including Dorothy Woodward, another Division 5 member) and realized that we were all there to learn and to have a good time! So, with lots of chatter and laughter, we proceeded to put our gear away and headed off to the chow line, some walking and some of us driving.

*(Continued on page 46)*



# AUXILIARY LEADERSHIP & MANAGEMENT (AUXLAM)

*(Continued from page 45)*



With some discussion, we found the galley and located the area we were to use. Though the food wasn't the greatest, we were provided a healthy selection, including cappuccino, salad, and ice cream. After our nourishing meal we headed to Monroe Hall for our first session. While in route, we spotted the new recruits marching through the grounds and some were standing guard at various building entrances. Some of them saluted us and others greeted us with a courteous "good evening maa'm."



We arrived at class and were greeted by CWO Hartline and the instructors (Commodore Carol Urgola and George Bond) and started our intense weekend training session. That session ended at 1000 and as our homework assignment, we were given a book to read prior to class at 0800 on Saturday,



On Saturday, we were at the galley for breakfast by 0700 and in class by 0800. DCO, Eugene Bentley, took

## **AUXLAM "Empowering our Leaders"!**

**O**n Friday, 16 April 2004, approximately 30 U.S. Coast Guard Auxiliary members arrived at the U.S. Coast Guard Training Center in Cape May, New Jersey; to attend a three day training event titled "Auxiliary Leadership and Management" (AUXLAM) Part A.

The purpose of this training event was to empower our leaders by presenting them with the tools necessary to better their leadership and management skills. The material was delivered by two of our finest Auxiliary Trainers, COMO Carol Urgola and George Bond.

The course prepared us to better understand how we can influence others to achieve our goals! We learned how to measure leadership, how to attain high effectiveness, success; how to help members grow from compliance to peak performers.

We worked together building structures out of Lego blocks using various forms of leadership style and critiqued the results. We learned how to measure the

*(Continued on page 47)*

## AUXILIARY LEADERSHIP & MANAGEMENT (AUXLAM)

(Continued from page 46)

development of people towards learning a skill, and the different leadership styles available to direct, coach, support, or delegate responsibility depending on the situation and the development level of the individuals.

We discussed ways to turn ineffective meetings into highly effective meetings. We examined the various roles people have at meetings and looked at the differences between healthy roles which benefit the outcome of a meeting and compared those with unhealthy roles which may not add to the value of a meeting.

A simple comic vs. a clown! A comic can add a little laughter when needed, where a clown can slow down a productive meeting. How about a devil's advocate who may help to look at both sides of an issue as opposed to someone who is deviant just to oppose something!

Decision making, disagreements, conflicts, confrontation, escalation, de-escalation, resolution! When does a leader draw the line and make a decision rather than let the members decide, make mistakes, learn from their mistakes and grow to become better at what they do?

If you want to learn more about leadership and management both in your career as a member of the U.S. Coast Guard Auxiliary and in your personal life, I strongly recommend attending this course.

I am looking forward to attending the second part of this two part training event. ✨

*George Hartigan, VFC 16-1  
Jackson, NJ*

## PEPIRBS DISTRIBUTED



In order to comply with new Coast Guard regulations requiring at least one Personal Emergency Indicating Radio Beacon (PEPIRB) on each Auxiliary facility, CWO Joseph Hartline is distributing same at the East area operations workshop. *Photo by Edna Winans, ADSO-PB*

## D5-NR WORKSHOPS

*Editor's note:* During the late winter and early spring months D5-NR was a bee hive of workshop activity. Each workshop had its own unique agenda and each was supported by a bevy of instructors and eager Auxiliaries ready, willing and able to learn. Below are some of the photos taken during these workshops. The photographers were many, often unidentified.



# AROUND THE DISTRICT

Division 2  
Philadelphia, PA

## CELNAV COURSE



Flotilla 2-76, Philadelphia, PA completed a Celestial Navigation (CELNAV) course taught by Past Flotilla Commander Pat Cunningham, and finished up with learning how to take sights. Among those who participated were (l. to r.) Pat, John Fuller, Adrienne Mendell, Ralph Onesti, Phil Giangordano, and Mike Fitzpatrick. Not shown but also part of the class were Vince Diano, Roy Heinz, and Maitin Rhode.

*Photo submitted by Muriel Lewis, ADSO-PB  
Haverford, PA*

## AUXILIARY TO THE RESCUE

Recently, Flotilla 24 was conducting a Boating Skills and Seamanship (BS&S) course at Snug Harbor Marina in Croydon PA.

After the course was under way and in control, a few members elected to drive over to the Neshaminy State Park and catch a few of the early boaters to offer Auxiliary vessel safety checks.

While at the staging and de-rigging area a jogger came over to Jane and Scott, our Flotilla Auxiliarists, to notify them that a person was in the water and needed assistance.

Apparently a boater was trying out his new kayak. As he launched his kayak he must of thought "this is a bad idea," there are too many boaters and they will expect me to move. They didn't realize he didn't know how to paddle yet, or that a kayak is the tipsiest boat he had ever been in.

To avoid one boat coming in he paddled towards shore. Bad move.... the tide and wind were coming in and the kayak started to push towards the shore. He stopped paddling to figure out his next move and at that moment the tide, wind and current made their move. All of these factors turned the bow to port. The kayak was swamped and the owner was dumped into the cold river waters.

He was having extreme difficulty trying to exit the craft and to reach the safety of dry land. Fortunately for



## Division 2 Change of Watch 2004

The Division 2 Change of Watch was held on February 8, 2004 at the Manufacturer's Country Club in Oreland, PA.

Among many Coast Guard Auxiliarists and Coast Guard speakers, Governor Ed Rendell's office sent Mr. Keith Martin from Pennsylvania Homeland Security to speak on his behalf.



Mr. Martin's presentation complimented the Coast Guard Auxiliary program for Homeland Security. He emphasized that we all participated in this National endeavor and that the Coast Guard Auxiliary has been singled out for each effort we contributed to.

He stressed that the Coast Guard Auxiliary employing all boaters on the water ways adds an extra effort to protect our waterways, bridges and ports. He stated that every set of eyes that we have out there makes people cognizance of something that is unusual on the waterways and should be brought to the attention of the Coast Guard, the Auxiliary and to the "Waterway Watch" telephone system.

*Article and photo by Stan Morantz, FC 24  
Huntingdon Valley, Pa*

him he was wearing a PFD, but he did not have a wet suit and he was getting colder and exhausted.

Because the water temperature was still in the April cold zone he was beginning to experience the symptoms of hypothermia. Scott was talking to him trying to calm him down and Jane was borrowing a docking line from a near by boater. Through quick and decisive actions they got the rescue line to the kayak owner and dragged him to safety. IT PAYS TO WEAR YOUR PFD.

*Written by: Stan Morantz FC 24 and  
Gene Hendrzak VFC 24*

# AROUND THE DISTRICT

Division 3  
West New Jersey

## MILLVILLE AIR SHOW

On May 1, 2004, Division 3, spearheaded by Flotilla 34, attended and presented a safe boating booth at the annual Millville Air Show. Our task that day was to present to any one interested, brochures and information culled from the combined experience of our four stalwart attendees.

The day was crisp and bright as our arrival coincided roughly with the rising sun. After getting everything in place we awaited the expectant hordes. As usual, with our expectations high no one showed up. We finally realized that the gates did not open for another hour so we split up and with two minding the store the other two took a look around.



Static displays of Aircraft, ground units and enactors were everywhere and soon the place was humming. With the roar of powerful

reciprocating engines and the blare from the loudspeakers the tempo of the day increased.

The highlight of the day was the appearance of the USAF Thunderbirds. The day had been good to us and I certainly hope the information the public gleaned from our Volunteers was helpful. ✿

*Article and photos  
by Eugene J.  
Morris, DCP3  
Wenonah, NJ*



(L) PRCO Harry Petersen & VFC 24 David Chance manning the booth.



(l to r) PRCO Harry Petersen, Joe Mariano & David Chance answering questions.

# AROUND THE DISTRICT

Division 6  
West Trenton

## DIVISION 6 CHANGE OF WATCH

Our 2004 Change of Watch dinner was the last Auxiliary function Commander Minutolo would be attending in an official capacity as our Director. Everyone in Division 6 appreciated his methods, he was truly a part of the team.

After the meal, countless awards were presented by outgoing Division Captain Robert Coon. The newly elected and appointed officers were sworn in by DCO Eugene Bentley and RCO-C Robert Amort. ✿

*Article and photos by Jerry Sowa, SO-PA 6  
Hamilton Square, NJ*



DCO Eugene Bentley swearing in Charles Stewart, DCP, and June Layton, VCP.



IPDCP Robert Coon presenting award to Barbara Gilbert, Division Public Education Officer.



IPDCP Robert Coon presenting award to Charles Stewart, DCP 6.



Commander Minutolo addressing attendees.



District Commodore Eugene Bentley administers oath of office.

# AROUND THE DISTRICT

Division 6  
West Trenton

## BOAT FORCE INSIGNIA AWARD

Doug Bomeisler was awarded the Boat Force Operations Insignia at the April 15, 2004 Division 6 meeting. Doug was awarded the insignia by Assistant Director CWO4 Joe Hartline.



The boat force insignia distinguishes those members of the boat force operations community who have achieved a heightened level of qualification, knowledge and experience that includes both practical and operational components.

In addition, the member has a broader understanding and appreciation for boat force command, management, support and leadership issues.

Enlisted members and officers of the Coast Guard, and Coast Guard Reserve, Coast Guard Civilians and Coast Guard Auxiliary members, who complete certain criteria are entitled to wear the Boat Force Insignia.

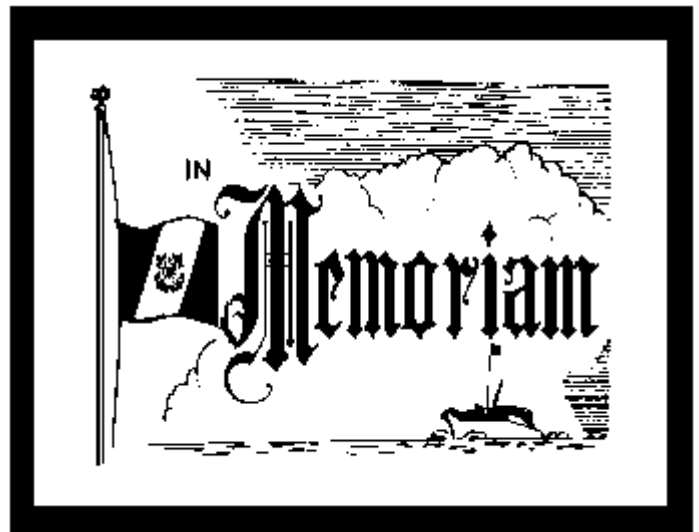
The Auxiliary service requirements include a minimum of one day per week of support, patrol, or watch standing at a boat force unit for five years.

Doug served at Group Sandy Hook as a radio watchstander and Auxiliary boat crew. When the Group was dissolved and Sandy Hook became a Station, he was a Station Officer of the Day "OOD," and Auxiliary boat crew member. He also worked as the Private Aids to Navigation (PATON) Coordinator for Aids to Navigation Team (ANT) New York for four years.

Doug continues to serve the Auxiliary as Aids to Navigation Officer (SO-AN) for Division 6, ADSO-AN, Aids to Navigation Team (ANT) Philadelphia and Auxiliary Liaison Officer to ANT Philadelphia and Station Philadelphia.

He also serves as the D5-NR Coordinator for the America's Boating Course. In addition, he is the National Branch Chief for the Public Education Hotline. ☼

*Article and photos by Warren Huff, Div. 6 Webmaster.*



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.

Rosalie Britzman

H. William Schmitz

John McVey

Richard Kubeck

M. Briton Page

Cameron Kietterick

Aristide Cecchi

Byron Dial, Jr.

Cleon Hoy

*"Sailors rest your oars."*

*Information reported as of 24 June 2004*

# AROUND THE DISTRICT

Division 7

Southern Ocean County

## DIVISION 7 OPEN HOUSE AT COAST GUARD STATION BARNEGAT LIGHT

Division 7 Auxiliarists and Station Barnegat Light Coast Guard personnel joined together in a Team Coast Guard effort to facilitate the first annual Open House at the station. Approximately two hundred fifty public visitors had an opportunity to see theme tables and special demonstrations.

Some of the highlights were visits with "Coastie" the safety boat (the children loved it), tours of a non-sinkable CG Patrol Boat, search and rescue demonstrations, boat fire prevention, fire extinguishing, use of radios and GPS devices, and CPR demonstrations. In addition, Auxiliarists provided instruction to adults on fitting and adjusting PFD's, with particular emphasis on children. Approximately 30 Auxiliarists participated in this event. All Division 7 Flotillas were represented. We are all looking forward to next year.

*Submitted by Edna M. Winans SO-PB  
Manahawkin, NJ*



Auxiliarist Carlos Del Valle 7-12 demonstrating CPR.



Visitors learning about radio communications and GPS.



Young visitors talking with "Coastie."



Ken Kendall 7-12 advising on the fitting and adjusting of PFD's.



# AROUND THE DISTRICT

Division 7  
Southern Ocean County

## 60th YEAR EXERCISE TIGER COMMEMORATION

On April 28<sup>th</sup>, Coast Guard Station Barnegat Light, Division 7 Auxiliarists, and the local press had the honor of participating in the 60<sup>th</sup> Anniversary commemoration of the historic "Battle of Exercise Tiger". US Coast Guard crewmen BM2 Rob Shey, FNBrian Davern, and SN Phil Smith navigated about 2 miles outside the Barnegat Light inlet on a 41 ft CG Utility Boat. After a commemorative prayer, honored guest US Army retired Jack Smith, one of three remaining Exercise Tiger Veterans, assisted by USCG personnel placed two wreaths in the bay in remembrance of those soldiers and



Tiger Veteran Jack Smith; Seaman Phil Smith, USCG; Jim Emery, DCP 7.

sailors who were lost 60 years ago as well as those US and British troops serving in Iraq today.

*"The loss of two amphibious ships and nearly one-quarter of the sailors and soldiers aboard those ships makes Exercise Tiger one of the most tragic events in our military's history. The lessons learned, however played a pivotal roll six weeks later in the Invasion of Normandy"*

*President Bill Clinton, April 28th, 1995*

On a personal note I had the pleasure of not only meeting Jack Smith but also his charming wife of 58 years, Irene. They are a special couple who were engaged while Jack was serving.

*Submitted by Edna M. Winans, ADSO-PB  
Manahawkin, NJ*

## DIVISION 7 AWARDS DINNER

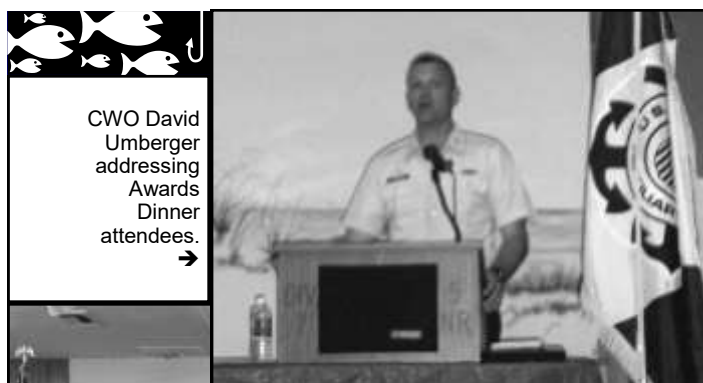
Division 7 Auxiliarists and families along with Station Barnegat Light crew members and their families participated in the annual awards dinner where over 100 awards were presented.

In addition, the Division took this opportunity to thank CWO Umberger, prior to his retirement this July, for his support of the Division since 2000. A small gift was presented to CWO Umberger as a token of appreciation for his support of the Division 7, the Auxiliary and Team Coast Guard

*Article & photos by Edna Winans, ADSO-PB  
Manahawkin, NJ*



Division Captain Jim Emery assisting CWO Umberger in presenting the door prizes donated by the Station.



CWO David Umberger addressing Awards Dinner attendees. →



Some Division 7 members proudly displaying their awards.



# AROUND THE DISTRICT

Division 8  
Southeast New Jersey

## DISTINGUISHED SERVICE AWARD

### UNITED STATES COAST GUARD AUXILIARY MERITORIOUS SERVICE AWARD

I take great pleasure in presenting you the United States Coast Guard Auxiliary Meritorious Service Award for outstanding operational and administrative achievement in support of the Coast Guard and the CG Auxiliary.



Bob Trapani receiving his award.

Auxiliarist TRAPANI, you are cited for outstanding performance of duty while serving with Coast Guard Aids to Navigation Team Cape May from January 2001 to January 2003. During this period you demonstrated exceptional professionalism and dedication investing 410 hours and 28 sorties with several different Coast Guard units to compile a comprehensive 250-page survey report of our 42 most substantial aids to navigation structures. Through distinguished commitment in the data gathering process, you tenaciously braved slippery wave washed jetties, penetrated dense soaring marsh grasses infested with poisonous vines or carnivorous insects, and scaled isolated water-locked towers thickly fouled with nauseating guano. Then, with finely honed writing and photographic skills, you used your personal equipment, funding, and time to create a unique view of our vital aids to navigation assemblies as a baseline for improved

safety, efficiency, and standardization. This is a strong concern to the Philadelphia Captain of the Port and Atlantic Area Commander, and is the first investigation of it's kind through out the Coast Guard. Better yet, you saved the service \$17,080 compared to using entirely active duty resources for that project. Exhibiting keen enthusiasm, you laboriously spent 240 hours participating in dozens of diverse missions including the high profile Cape May Lighthouse beacon modernization, complex under-sea cable installations at Miah Maull Shoal and Elbow of Cross Ledge Lighthouses, arduous deck work during seasonal buoy operations, and an emergency demolition and reconstruction of Cape May Canal West Entrance Light. Through consummate journalism prowess, you masterfully photographed and documented these events, educating the general public in aids to navigation programs by exposing this priceless, but low profile Coast Guard mission in magazine articles, books, and organizational websites.

I heartily commend you for your devoted and dynamic efforts as a key member of Team Coast Guard. Your dedication, judgment, and devotion to duty are most heartily commended, and are in keeping with the highest traditions of the United States Coast Guard and United States Coast Guard Auxiliary.

For the Commandant,

*Submitted by Bruce Long, DCP 8  
Delhaven, NJ  
Delhaven, NJ*

## EPIRBS ISSUED



Bob Balke prepares to test his recently acquired Emergency Position-Indicating Radio Beacon. Photo by Gil Finkelstein,

## FLOTILLA 84 VISITS NOAA



Ernie Phillips, Arnold Vanaman, NWS Gary Fuhtkowski, NWS Robert Wanton, Paul Rudolph, and Mike Colondrillo.

NOAA transmits VHF marine forecasts. Extremely interesting and extremely fun! ✨

*Submitted by Michael A. Colondrillo VCP 8  
Brigantine, NJ*



# AROUND THE DISTRICT

Division 8  
Southeast New Jersey

## FLOTILLA 82 HOLDS ANNUAL BREAKFAST

On April 3rd Flotilla 82, Cape May, held their annual breakfast at the "Shack". Members, their families and guests welcomed back returning "snowbirds". All enjoyed a buffet breakfast with wonderful covered-dish treats. They included a "decadently delicious" cheesecake prepared by Connie Gallagher.

Special guests were Coast Guard Training Center Commanding Officer, Captain Curt Odom and his wife Gail. From Station Cape May, LT Mike DaPonte, his wife Carol and children were also in attendance. What



better way to maintain Auxiliary tradition....good company, good conversation and good food!

Having weathered the cold winter, Flotilla 82 members are gearing up for an active season. They are getting an early start, already participating in two major area boat shows and two boating safety classes. Their scheduled activities include support in National Safe Boating Week events at Station Cape May beginning May 22 and "Mega Weeks" which concludes on July 4th.

Flotilla 82's membership of seventy-one includes ten instructors who will facilitate the remaining nine scheduled boating safety classes. Twenty-six coxswains and crew will conduct our planned area patrols. Eighteen vessel examiners and marine dealer visitors will keep busy performing vessel safety checks and visits at local marinas, dealers and boat stores.

And so begins another active season for Flotilla 82, which like the Auxiliary and Coast Guard, is "Semper Paratus."✻

*Article by Joseph Giannattasio, FSO-PA 82  
Photo by Matthew Copeland, FSO-AN 82*

## DIVISION CAPTAIN INTERVIEWED



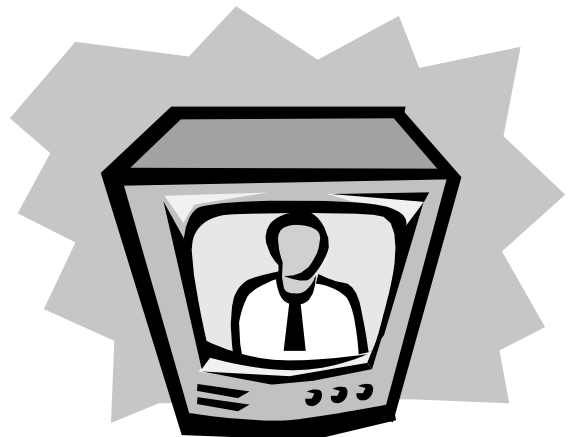
Division 8 Captain Bruce Long and Comcast Newsmakers correspondent Jaclyn D'Auria at CN8's broadcast facility.

Division 8 Captain Bruce Long was interviewed by TV channel CN8 correspondent Jaclyn D'Auria. Topics covered were the importance of boating safety with examples and recent statistics. Current boating laws, proposed legislation, and the focus of the U.S. Coast Guard Auxiliary were also featured.

Jaclyn D'Auria also highlighted Bruce's 30-year involvement in the Coast Guard Auxiliary.

*Comcast Newsmakers* is a five-minute interview program that airs twice an hour on *CNN Headline News* featuring community leaders who speak on the issues that impact the region.✻

*Article and Photo by Joseph Giannattasio FSO-PA 82  
Cape May Court House, NJ*



# AROUND THE DISTRICT

Division 10  
Allentown, PA

## FLOTILLA 10-8, QUAKERTOWN BOATING COURSES

**S**PRING. Say that word to any boater and you know what their next thoughts are: boat, water, fun, sun, play, work (that comes later because we all know work is necessary to get our boats ready for the summer season but not what jumps first into our minds).

Yes, the excitement that another boating season is coming and greatly anticipated! Then another thought comes into mind, more for new boaters but also for us who already own boats- BOATING COURSE.

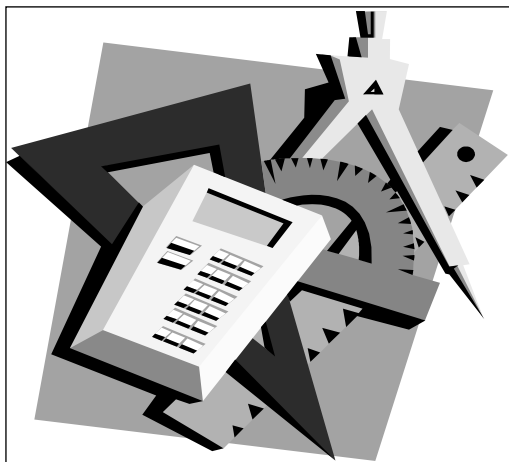
Whether to spruce up on boating knowledge or to learn more about boats before actually getting their feet wet with their new boat purchase, people want to take a boating safety course. And we, the Coast Guard Auxiliary, are there to teach boating safety and knowledge.

Flotilla 10-8 is one of those flotillas. Jerry Fuqua, shown in the photo, is the Public Education Officer (FSO-PE) of the Quakertown Flotilla who is in charge of the boating safety courses.



Recently the Flotilla held its second class of the spring. 26 people completed the first class. The Flotilla also holds one fall class each year. So, to all you boaters out there, have a safe and fun boating season! IT'S SPRING! ❀

*Article and photo by Sue Carty, FSO-PB, SO-PB 10  
Telford, PA*



# AROUND THE DISTRICT

Division 11  
Reading, PA

## DIVISION 11 AUXILIARIST OF THE YEAR



Diane Bossler accepts 2003 Division 11 Auxiliarist of the Year award from District Commodore Eugene Bentley.

**D**ianne Bossler received the "2003 Auxiliarist of the Year" award. Dianne joined our organization in March, 1984.

She became qualified as an instructor in December 1992 and is still current with that cornerstone. In November 2001 she achieved AUXOP status.

She serves as Flotilla Staff Officer for PE, MT, CS, and CM. She is also currently SO-PE and SO-PS. Previously she was FSO-PA, FC 11-4 and DCP 11-5NR.

Dianne served on the committee to revise the 5NR Policy Manual.

As Division Captain I can attest Dianne is always ready to serve on any committee and has accepted every task asked of her. She is present at EVERY fund raiser for all Flotillas, Division or Base. She participates in the Blue Marsh Waterfest every year, and attends Spring and Fall Conferences.

Dianne's continual hard work and support were always given with professionalism and for that I sincerely want to recommend Dianne as the Auxiliarist of the Year 2003. ❀

*Submitted by: Robert F. Walley DCP 11 5NR  
Shoemakersville, Pa*



# AROUND THE DISTRICT

Division 11  
Reading, PA

## CERTIFICATE OF APPRECIATION AWARD Stanley L. Dutt (IPFC) 11-4

To Stanley L. Dutt, Immediate Past Flotilla Commander, 11-4:

In recognition of the valued contributions to the Auxiliary in 2003 for promoting the aims, ideals and programs of the Auxiliary. Stanley attends several public affairs booths at churches, safety events & shows.

This certificate award was presented to Stan at the Division 11 Change of Watch, held on 31 January 2004 at the Green Valley Country Club, Sinking Spring, Pa. ❀

*Article & photo submitted by: Terry*



(l to r) District Commodore Eugene A. Bentley, Jr. presenting certificate to Auxiliary member Stanley L. Dutt.

*Hilbert VCP 11  
Fleetwood, PA*

## Division 11 Flotilla of the Year Award



This award is presented to the Flotilla that achieved the highest points for the year of 2003. Included in this award is all of the members activity as submitted for recording into AUXDATA.

This award was presented at the Division 11 Change of Watch, held on 31 January 2004.

Presenting the Flotilla of the Year Award is Division 11 Captain Robert F. Walley to Flotilla Commander 11-9, Carl R. Sheetz, Jr. ❀

*Article & photo submitted by: Terry Hilbert VCP 11  
Fleetwood, PA*

# AROUND THE DISTRICT

Division 12  
Southern Delaware

## FLOTILLA 12-9 EDUCATION COURSES

There is still a strong interest in the Boating Skills & Seamanship (BS&S) Course say the Auxiliarists of Flotilla 12-9, Indian River, DE. This winter/spring we completed an 8 week evening course at Long Neck, DE. A total of 28 students graduated and received their certificates.



Class during final examination

Because of the course popularity and overflow demand we have scheduled a second BS&S 6 lesson course to be run on Saturdays this Spring at the Indian River Yacht Club in Oak Orchard, DE. Current enrollment for this course is 14 students. ❀

*Article and photos by Carolyn J. Otto, SO-PB 12  
Dover, DE*



FSO-PE Andy Smith presenting a BS&S Certificate to a graduating student.

## TCT WORKSHOP



Division 12 members participate in a mandatory TCT Workshop in Chincoteague, VA.

# AROUND THE DISTRICT

Division 12  
Southern Delaware

## LIGHTHOUSES OF DELAWARE BAY

While out on patrol this past summer I took photos of some of the light houses in Division 12's area of operation. We use photos such as these as a training aid for new crew and coxswains to familiarize them with the area. My favorite is the Brandywine Shoal Light photo. ☼

*Article and photos by Carolyn Otto, SO-PB 12  
Dover, DE*



Elbow of Cross  
Ledge Light



14 Foot Bank Light



"Flat Top" Light-This is what we call it  
and everyone who boats in the  
area calls it by that name.



Brandywine Shoal Light



Miah-Maull Shoal Light

# AROUND THE DISTRICT

Division 13  
West-Central, NJ

## TOKEN OF APPRECIATION AWARDED



Lt Becky Jones, USCG, receives a yellow rose and an "HUG" from  
DCP Maurice Simpkins and VCP Buzz Lombardi.

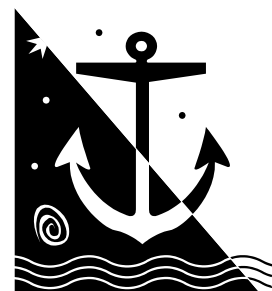
LT Becky Jones from Marine Safety Office (MSO) Group Philadelphia was presented a token of appreciation from Maurice Simpkins, DCP 13, and Buzz Lombardi, VCP 13. Lt. Jones received the rose and "hug" for her outstanding presentation of the opportunities available to serve with the MSO.

LT Jones came to a recent Division meeting and explained in detail the requirements, openings and needs within her department. She graciously fielded questions from the members and assisted in presenting numerous awards to Division 13 members that the DCP brought back from the recent District Spring Conference.

LT Jones was presented with a single yellow rose symbolizing friendship, honor and respect for all that she and her fellow Guardsmen do for our nation. LT Jones also received a "HUG," which was handcrafted by Marianne Simpkins, FC 13-10, "symbolizing the core values of our country and Coast Guard." ☼

**Honor Under God.**

*Article and photo by Maurice "Butch" Simpkins, DCP 13  
Voorhees, NJ*



# AROUND THE DISTRICT

Division 14  
Susquehanna, PA

## WESTERN AREA PRE-SAR SEMINAR



Twenty two Auxiliarists attended the Western Area Pre-SAR Seminar at Sardet Long Level, PA. Lindy Harrison, ADSO-PE, gave a presentation on the Patrol Order Management System (POMS).

LT John McGowan, USCG, provided an update on Homeland Security measures and their effects on the Auxiliary. ❄

*Submitted by Helen Diodato 14 4  
Hanover, Pa*



Carol Owens, ADSO-OP

## SIPPIN' HOT COFFEE ON A SATURDAY MORNING

On a clear sunny and frosty Saturday morning thirty-five members of Division 14 met at the Sardet Base, at Long Level, PA. With outside temperatures ranging between 35 and 40 degrees, these Auxiliarists were anxious to get indoors for some warmth. Unbeknownst to the chilled members was the fact that the Sardet Base was without heat!



Hoping that body heat would heat up the cold conference room, all sat huddled in their winter coats and sipped hot coffee while listening to instructor Hank Demler as he began the mandatory operations workshop.

With the help of a PowerPoint presentation, Demler reviewed the slides and presented new and standard information concerning operations procedures for the coming season. Also included on the agenda was information on pollution and boating accidents and identifying the role of the 1st response team.

By 10 am, the temperature in the room had risen to a high of 50 degrees. These hardy souls of Division 14, put their discomfort aside and managed to keep their attention focused on the remaining tasks at hand while sipping more hot coffee.

Last on the agenda was the presentation and review of possible scenarios and situational awareness accounts for coxswains and crews to discuss. ❄



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

## SUSTAINED SERVICE AWARD NUMBER 10



Ronald VanZile, FSO-CC 15 6, (L) receiving his 10th Sustained Service Award from CDR Stephen Minutolo, at the D5-NR Spring Conference.

# AROUND THE DISTRICT

Division 15  
Frontier

## FLOTILLA 15-2 VESSEL SAFETY CHECKS



These photos were taken at Smithfield Beach. (l to r) FSO-VE Simer Lowe, Jonathan Rusk (boat owner), and FSO-MV Richard Kelly.

Flotilla 15-02 spends four weekends each year at Smithfield Beach, PA during the shad fishing season performing vessel safety checks. Smithfield Beach is in the National Park, therefore we also spend time inspecting the park rangers boats and discussing the water and safety patrols they perform.

Simer Lowe sets up his camper (background) to insure coffee and doughnuts are available for all. Helga Lowe always cooks hot dogs for the Auxiliary members.

*Ralph Young, VFC 15-2  
Delaware Water Gap, PA*

## REAR COMMODORE ON PATROL



RCO-W Harold Miller on PWC Patrol at Cowanesque Lake.  
*Photo by Astrida Miller, Covington, PA*

## DIVISION 15 AUXILIARIST OF THE YEAR CECILIA VANZILE



Cecilia VanZile, Flotilla 15-6, was awarded Auxiliarist of the Year at Division 15's Change of Watch.

## DIVISION 15 CHANGE OF WATCH



Jack Fessler, Flotilla Commander, 15-1, receiving his Coxswain pin from CDR Stephen Minutolo, DIRAUX, at the D5-NR Spring Conference.













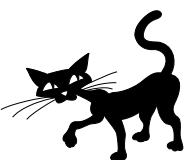
*Photos by  
Astrida Miller  
Covington, PA*



Commodore Eugene Bentley (l) discussing Division 15 COW program with Master of Ceremonies Fredric Vespe, FC 15-6.

# United States Coast Guard Auxiliary

## Fifth Northern District - 2004 Calendar of Events

JUL	AUG	SEP	OCT
<p><b>4 Independence Day</b></p>  <p>12 District EXCOM</p> <p>10 AIM Week #1 Begins</p>  <p>17 AIM Week #2 Begins</p>  <p>24 AIM Week #3 Begins</p> 	<p>2 District EXCOM</p>  <p>20 Eastern Area EXCOM</p>  <p>31 Fall topside Deadline</p> 	<p>2-5 NACON 2004 Costa Mesa, CA</p> <p>6 Labor Day</p>  <p>10 - 11 Fall Conference York, PA</p> <p>16 Rosh Hashana</p>  <p>25 Yom Kippur</p> 	<p>4 District EXCOM</p> <p>11 Columbus Day</p>  <p>22 Central Area EXCOM</p> <p>24 UN Day</p>  <p>31 Halloween</p>  <p>31 Eastern Standard Time Begins</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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