

t pside

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in this issue.

TOPSIDE Earns 2003 National Honors
Welcome to Our New Director of Auxiliary
New Bridge Elected for 2005



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topside spring issue
NEXT DEADLINE
31 December 2004

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On the Cover: Honors to our flag are rendered by Auxiliarists during the annual flag retreat hosted by Division 5 this year ("Division 5 Hosts Flag Retreat" story inside). Judy Dann lowers the flag into the waiting hands of Jim Gardner and Steve Marthouse.

Photo by Jeannie Brenner, SO-PB Division 5

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AROUND THE DISTRICT.....43-68

Spring Conference 2005

Spouse and Guest Program

**...enjoy a day filled with fun,
history and great food !**



**We will
historic
in the York, PA area.**

**tour four
buildings**

**☞ Gates House
☞ Colonial Court House
☞ Bob Log House
☞ Plough Tavern**

***We will enjoy lunch
at the famous
Yorktowne Inn !***

**The cost of
the tour is**

\$5.00 per person.

**Each person will pay for their own
lunch at the Yorktowne Inn.**

DIRECTOR OF AUXILIARY

I once heard that you have to understand a process before you can change it (presumably to improve it). Stephen Covey says simply: "Seek first to understand." While there may not be much that needs changing, I have dedicated the last four months to learning our processes here in Fifth Northern (i.e., to understanding). I have to tell you, I like what I've seen! From my first week on the job, which included two trips to Cape May (first for the Station's change of command, then for the ISAR play-offs), to the last month or two, which included both the National Conference in California and our Fall Conference in Lancaster, and everything in between (most notably Division meetings throughout 5NR), I am very pleased with what I'm seeing!



While I have met some 350 of you and have tried to convey my appreciation and respect for all that you are doing, allow me to introduce myself one more time, for the benefit of anyone who hasn't met me just yet. I am Commander Scott Rogerson, and I am thrilled to be your new Director! I am a 1989 graduate of the Coast Guard Academy (CGA), and this is my 7th tour as a CG officer. Prior assignments include 3 ships (a WMEC and 2 WPBs), graduate school, teaching at CGA, and International Ice Patrol, where I just completed a stint as Deputy Commander. I am married (Marnee) and have a 10-year old son (Christian), and enjoy cards, golf, meteorology, reading, running, and volleyball. But enough about me, let's talk about you!

By all accounts, 2004 was another great year for D5-NR. Despite some challenges, you hunkered down and got the job done. Whether on the NJ shore, on the Delaware River, or in the interior of PA, you have again excelled in nearly all ways possible (I am sorry that I can't list all of your successes... though many of them are highlighted in the following pages). In addition to your tremendous support in all traditional Auxiliary activities, your generosity towards CG Mutual Assistance and the recent Phone Card Campaign are inspiring, and again, greatly appreciated! Well done, 5NR, well done.

Clearly, the Coast Guard needs you now more than ever (I hear this weekly from the active duty side), and just as clearly, additional challenges lay ahead (e.g., the expected loss of 10-15% of our membership, nationwide, with the new year). All things considered, though, I am certain that D5-NR will do well, as always, in 2005, and look forward to helping make that happen. To that end, my office is wrapping up some comprehensive FY-05 Strategic Planning; having taken a critical look at what we do well, so that we can keep doing those things, and what we could do better, so that we can make adjustments where needed. We promise to serve you well; both because we should, and so that you can better serve the Coast Guard. You deserve our best!

Did you receive your copy of the new Auxiliary Manual yet? Please read it – there are some great new sections – and keep it nearby for reference. I told you (at Division meetings) you'd get it by Christmas! For folks who missed me at their Division meeting, I look forward to meeting you at the coming changes of watch, and soon after, at the Spring Conference in York.

In closing, again, I am thrilled to be here in Fifth Northern with you. Thank you for all that you are doing, and please, keep it up!

*CDR Scott Rogerson, Director of Auxiliary, D5-NR
Philadelphia, PA*

Ps: Below is an abridged version of the Command Philosophy I shared at Division meetings and published in a recent Notes of General Interest (NOGI). Please review and embrace it – while directed primarily at my staff, it is intended to inspire and guide, and should be of value to you as well. Thank you.

Director of Auxiliary (Fifth Northern) Command Philosophy (abridged)

Attitude: Look for the good in people, and in situations. See challenges as opportunities.

Communicate and Cooperate: Ask questions, and share information freely. We can accomplish far more working together than we can by working independently.

Customer Service: Our most important customers are our Auxiliarists. Take care of them – they are why we are here. Anticipate their needs when possible, and respond to them at all other times.

Embrace Diversity: The world is full of interesting people. Reach out to them, and ask them to join the Coast Guard Auxiliary.

Lead with Character: Practice our *Core Values* of Honor, Respect, and Devotion to Duty in all that we do. Remember that "there is no right way to do a wrong thing" and that having integrity means doing the right thing, always. As leaders, stand up FOR your people (i.e., take care of them), and stand up TO your people (i.e., hold them accountable). Convey appreciation for a job well done. Mentor those around you. Be proactive. Identify problems and propose solutions.

Professionalism is Contagious: Be professionals. Others will follow your lead, for better or for worse, so strive to make it for better. Appearance, neatness, spelling, and timeliness all count.

Teamwork: Be a team player. Help others, both in their journeys, and in their development. Become a Team Coordination Training expert, and apply it daily.

Tell the D5NR Auxiliary Story: Distribute articles, Internet links, newsletters, and *Topside* as widely as possible.

Wellness: Take care of yourself. Exercise daily. Eat well. Get enough sleep. Read. Pursue a hobby or passion. Learn something new every day. Take time for yourself.

Work Hard, Play Hard, and Enjoy Yourself: Work hard, for sure, but have fun, also. Life is a gift, and too short not to. Pursue an appropriate work-life balance and a well-rounded life. ☼

DISTRICT COMMODORE

By the time you read this article, elections for District Commodore, Vice Commodore and Rear Commodore will have been held and a new "bridge" will have been elected. On 1 January, 2005, I will step down and assume the coveted position of Immediate Past District Commodore. Now it is appropriate to share with you some of your accomplishments.



In 2003 and 2004, Fifth Northern has contributed more money to the Coast Guard Mutual Assistance Fund than any other district. In addition, D5-NR has contributed to the purchase of phone cards so that our Coast Guard Active Duty personnel on duty overseas can call home during the holidays.

We were able to make a case to Group Philadelphia for more patrol money so that an adequate number of reimbursable patrols were available in 2004. In addition in 2004, four boat crew schools were conducted producing more crew members to help staff the patrols. Combined air and surface training was also done.

In 2003 and 2004 member training played an important role. In each year there were Elected and Appointed Officer Training programs in each area with a

marked increase in attendance. In 2003, members of the National Training Staff presented AMLOC (Auxiliary Mid Level Officer's Course) Part A at Cape May Training Center and in 2004 Part B. In addition, the AUXLAM (Auxiliary Leadership and Management) course was presented by the National Training Staff.

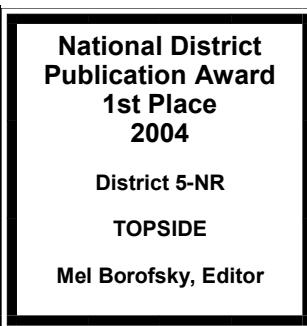
The Auxiliary Liaison Officer program has been effective. Auxiliarists have been watchstanders at the Atlantic Strike Team, Group Philadelphia and at many of our Coast Guard stations. Auxiliarists have manned Coast Guard Stations along the Atlantic Coast during CG stand downs. Auxiliarists supplement the crews of the CG Cutter Capstan and William Tate. Auxiliarists work many days each week in the operations centers at Group Philadelphia and Atlantic City. This just mentions some of the activity in D5-NR.

Publicly and personally, I want to thank all the elected and appointed officers and the members for their support of this great district. I am proud to be your District Commodore; I hope you, too, are proud of the Fifth District, Northern Region. BRAVO ZULU! Lets keep up the good work! ✱

*Eugene Bentley, Jr., DCO
Newtown Sq., PA*

topside takes top honor for 2003

Costa Mesa, CA. TOPSIDE, the publication of the Auxiliary's Fifth Coast Guard District-Northern Region, was named the #1 District publication in the nation for the year 2003. This is the second time that TOPSIDE received this honor in the last five years. In accepting the recognition plaque, editor Mel Borofsky recognized the efforts and support of the membership of the District. "TOPSIDE is about you, the members of D5-NR, by you and for you," he said. ✱



← Presentation at NACON 2004
by NADCO Tony Morris.

Presentation at the D5-NR Fall
Conference by NAVCO-A(E)
Mary Larsen. →



VICE COMMODORE

To paraphrase one of our recent Presidents, being in charge "is like running a cemetery; you've got a lot of people under you, and nobody's listening."

"Being in charge" whether you're the Commodore or Flotilla Commander, or someone in between means that the Buck Stops with you. You're responsible for the success (or failure) of the various programs. **SO YOU MUST COMMUNICATE.**



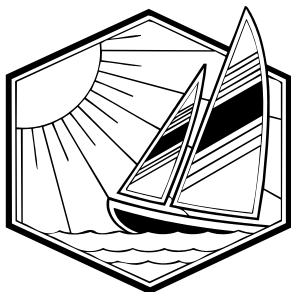
Just like a business, the Coast Guard Auxiliary needs GOALS, and must have incentives to succeed. Webster's Collegiate Dictionary defines GOALS as "The end toward which effort is directed."

"A program GOAL," notes the book "Leadership Management of Volunteer Programs" by Fisher and Cole, "forces the planner to consider the best way to deliver the program." GOALS must be believable first and foremost and attainable. Notice I did not necessarily say easy. In striving to scale the "mountain," you achieve GOALS one step at a time and all those steps add up to success – sometimes with even a more favorable outcome than anticipated.

The District Commodore sends out GOALS, to each Division Captain, in the beginning of each year. At this point, the Division Captain must access each Flotilla roster for training and location, and distribute accordingly. This now gives each Flotilla something to strive for. Since we in the Auxiliary are talking short-term GOALS (i.e. things to be accomplished in one year) breaking it down into "chunks" is less intimidating than viewing the overall GOAL. All those "chunks" equal success and success breeds success and self-confidence.

Now you've got the 'Cemetery' listening and reacting to your message. Now you're the leader with a following! ❀

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



REAR COMMODORE EAST

Wow, this is really hard for me to believe. This is my last column as Rear Commodore-East. Sort of the end of one journey and the beginning of another.

The past two years have been filled with great activities and even greater people... the folks of the Eastern area. The leadership within our Divisions has been superb. Vice Flotilla Commanders to Captains.... I am proud to have worked with you and supported you.



We have experienced many changes in our organization since the events of 9/11 and we have been flexible and adapted to these changes with nary a discouraging word. We have supported the new security requirements almost to a man and our response to "Operation Patriot Readiness" initiatives has also been enthusiastically received, again, almost to a man.

Our membership training, in all areas, has increased significantly over the past two years. Our AUXOP designated Auxiliarists has nearly doubled. Our training workshops, appointed officer (AOT) and elected officer (EOT), drew close to 100% participation. Our 8 hour AOT workshops alone drew close to 200 attendees. Our two crew schools were filled to capacity and our TCT penetration is about 98%. Bravo Zulu to our membership training officers out in the field.

We have increased our patrols, our vessel safety checks and marine dealer visits. Our individual units, for the most part, achieved incredible success in attaining their goals. And these were very realistic goals, since the units had a hand in setting the parameters for themselves.

I opened this article saying that I feel as if one journey is over and another is about to begin. I am looking forward to continuing service to our District as your TOPSIDE editor and I am also looking forward to my new National assignment as Chief, Media Division, Public Affairs Department and as editor of SITREP, the Auxiliary's National e-magazine.

Although my wife Michele and I are taking on the designation of "snow birds" we will still be very active members of the greatest District in the land.... D5-NR !

Thank you Eastern Area for a wonderful and fulfilling two years. I am sure you will continue your great service to our nation in fine fashion..... SEMPER PARATUS. ❀

*Melvyn A. Borofsky, RCO-E D5-NR
Little Egg Harbor, NJ*

REAR COMMODORE-CENTRAL

By the time this article is published my time as Rear Commodore-Central (RCO-C) will be just about over. I want to thank the members of our Central Area Flotillas and Divisions for this great experience. I have made many new friends and learned a lot.



One of the things I have learned is it does not matter where your Flotilla is located or what the Division's main theme is, dedication is the backbone of all we do. The Auxiliary is made up of a diverse group of individuals whose combined talents make us the great volunteer force we are. Sure, we are not all interested in the same areas that the Auxiliary affords us to participate in, but the strength of this organization is in that difference. Each area in the central region has different roles in the Auxiliary based on their location even though the programs participated in are the same throughout, i.e. coxswains/crew instructors, vessel examiners, and marine dealer visitors. That uniqueness is what makes our programs interesting and rewarding for its members.

Were there some problems during my time as RCO-C? Of course there were. But the problems were minor and thanks to the dedication of the Division Captains all were resolved with good results. We had some shaky moments when the personal security questionnaire was introduced, but, again, our Flotillas came through thanks to our dedicated leaders. There are still more hurdles to jump in this area, with fingerprinting and the dreaded 11 page security document for the operations folks. I am sure that this will also proceed smoothly with the guidance of our great leadership at the flotilla and division level.

New horizons are everywhere for the Auxiliary and opportunities to get involved with the active duty Coast Guard are increasing. Make it fun for your members and the rewards will be great. Keeping a watchful eye for the unusual is something every American should be tuned to. We have the ability to make them mindful of what unusual is as we teach boating classes, meet people on boating ramps, and on the water. We can make a difference and aide in making our county a safer place to live. ❀

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

REAR COMMODORE-WEST

The world is changing! How many times have we heard that in our lifetime? A truer statement was never made. Along with change comes progress. Progress sent man into space, launched the information age, cured diseases and made our life better.



Just like life, the Auxiliary is changing. In a few short years we've gone from envelopes and stamps to e-mail, from hand written orders to POMS, from AUXMIS to AUXDATA, from hand scored testing to on-line tests with instant results. Now the biggest changes of all are occurring with the switch to Homeland Security.

How will all of this change our Auxiliary? I believe we will have a much stronger organization with members that are dedicated and involved. The nature of our organization demands this security. We're not the local bridge club, or bass anglers club, where as long as you pay your dues you're in. Our organization needs dedicated, honest, people who are genuinely interested in helping the Coast Guard directly or by working in their community and to keep boaters safe.

Are things running smoothly or are we hitting snags along the way? I hear members grumbling about AUXDATA. Entries are lost or take too long to update. True, but we're getting there. Patience is the word here. All good things take time. Much training and newsletters have been done on AUXDATA but how many members actually have taken the time to navigate their way there? Your whole Auxiliary history is there in front of you.

The tradition of the Auxiliary for 65 years has been one of exemplary service. These traditions will not be changed but they will be strengthened. New opportunities will be made available and it is up to us to spot these opportunities. Let's not lose sight of the big picture, that being the reason we joined the Auxiliary. Our love of boating, helping other boaters stay safe and to help our Coast Guard do the great job they do every day.

I have often said, "I was born 20 years too soon." I'm sure many others my age feel the same way. Let's embrace this new world and enjoy every minute of it. ❀

*Harold Miller, RCO-W
Covington, PA*

NEW DISTRICT 5-NR BRIDGE



NEW BRIDGE ELECTED

And the leadership cycle continues. The new District Bridge for 2005 (all) and 2006 (DCO and VCO) were elected at this year's Fall Conference, Lancaster, PA.

As with all elections, unless uncontested, there will be winners and non-winners. The use of the term "non-winner" is deliberate. There are no losers in an election where each nominee is dedicated and committed to the improvement of the organization. Each nominee has volunteered their valuable time, leadership skills and ideas to the betterment of the unit. Therefore each is a "winner" and each are to be congratulated for their spirit of volunteerism.

Pictured above (l to r), Lee Kehr, District Commodore (elect), Robert Amort, Vice Commodore (elect), Harold Miller, Rear Commodore-West, Ronald Boice, Rear Commodore-Central (elect) and John Witemeyer, Rear Commodore-East (elect). ❁

*Mel Borofsky, RCO-E, DSO-PB, Little Egg Harbor, NJ
Photos by M. Phillip Stamm, PRCO, Wyncote, PA*



ACCOUNTABILITY

Editor's note: The following article is a memorandum issued by then Vice Admiral James Hull, Commanding Officer Atlantic Area. VADM Hull has since retired but his comments remain to counsel and guide us.

MEMORANDUM

13 JUL 04

From: James D. Hull
CG LANTAREA (A)

1. After 35 years on active duty, many of those years in Command amassing significant experience in NJP, UCMJ and loss of confidence cases, I believe it would be worthwhile to share my views on accountability. Recent cases I have dealt with or that have come to my attention have heightened my urge to do so. The comments and standards stated below are mine, have been formulated over the years, and have guided me in my decisions.



Vice Admiral James D. Hull

2. Command in the Coast Guard is a privilege bestowed upon only a fortunate few. Most all of our Commanding Officers or enlisted Officers-in-Charge successfully meet the challenge of Command and carry out their missions without incident or mishap. However, my review of investigations of recent incidents raises serious concern that, in some cases, Commanding Officers have not met the demands and high standards expected of their position. Those incidents involved a variety of issues including groundings and collisions within the cutter fleet, inappropriate interpersonal relationships and classified material accountability. The unique position of trust and responsibility our COs and OINCs occupy comes with a hard and fast requirement that they be fully accountable for their actions. With Command comes great pride and the realization of career aspirations, but it also brings great responsibility and direct accountability for actions taken.

3. I am offering this to reemphasize the absolute responsibility that comes with the privilege of Command. Accountability of our Commanding Officers is a service requirement. We can expect no less. Each and every CO and OinC must be 100% accountable to his or her crew (*people*) to ensure their safety. More importantly, to ensure they return from each mission, to sustain Coast

Guard and unit *readiness* and thereby serve the public as good *stewards* of Coast Guard resources. Failure to live up to these high expectations will result in loss of trust and confidence in their ability to successfully command a Coast Guard unit. Failure will compromise their ability to lead and cause their subordinates to be uncertain about them.

4. Accountability should not raise an expectation of perfection. We are not, and should not be a "zero defect" organization. Operations are inherently risky. Commanding Officers must continually evaluate those risks and be able to sufficiently detach themselves from the situation at hand to manage those risks and make sound decisions. Lives and government property, as well as our Service reputation are at stake. Recent vessel groundings and collisions indicate that some cutter Commanding Officers are neither considering appropriate risks, nor correctly weighing those risks against the need for mission accomplishment, often becoming so intricately involved in operational tasks that their judgment becomes clouded. Likewise, recent cases of classified material compromises at shore units and inappropriate interpersonal relationships both ashore and afloat indicate some Commanding Officers are ignoring critical areas of their Command responsibility and others are failing to consider the consequences of their personal relationship actions. Ignoring established Coast Guard navigation procedures, failing to comply with a unit's own Standing Orders, skimping on required direct command oversight or becoming overly familiar with subordinates are all situations that will lead to disaster in terms of lives lost, government property damaged, national security compromised, and crew morale destroyed.

5. I want to be clear that the ultimate decision on accountability for Commanding Officers and Officers in Charge is a leadership issue that rests with the respective District Commander or, for area units, myself. Our NJP and UCMJ system, along with our policies and regulations, clearly define our standards of conduct. This memo is not to be interpreted as direction for a particular course of action in cases where the CO or OinC fails to meet those standards. Each incident must be investigated per existing guidelines and be evaluated on a case-by-case basis. The goal to improve operations must be to identify the root cause of the incident, make changes, and take actions to ensure it is not repeated. We can't achieve operational excellence, or continue to be *Semper Paratus* and maintain our service reputation, if our readiness is hampered by unnecessary and avoidable casualties, inattention to responsibilities or inappropriate relationships. I expect, in fact, I demand better from those who Command. It is always painful to relieve a Commanding Officer, but I have done so several times when a CO failed to meet the higher standard required

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ACCOUNTABILITY

(Continued from page 9)

while in command. Acceptable risk-taking is encouraged, but disregard for rules, regulations and lessons learned from the past is not acceptable, nor can it be explained away as "being aggressive." We know this, we know we are accountable, and we must be held accountable. To achieve Command is one of the pinnacles of a Coast Guard career. Our Commanding Officers and Officers-in-Charge must meet the high expectations of our Service and the public we serve.

6. Finally, I expect that Command excellence will be rewarded generously. A necessary corollary to this is that equity and objectivity demand appropriate documentation of unfortunate events as well as positive accomplishments. I strongly believe District Commanders, and those in Command, should be guided accordingly. Please ensure your subordinates in Command are apprised of your expectations. Feel free to share this if you so desire. ☼



MEMORANDUM

28 JUL 2004

From: RADM SALLY BRICE-O'HARA

CGD FIVE

Subject: ACCOUNTABILITY

1. Just prior to his retirement, VADM Hull shared his feelings on accountability of those serving as commanding officers or officers in charge. I've included a copy of his letter as enclosure (1). I'd like to add my own concerns, which are very much in concert with his observations. In fact, independent of his letter, I had already been preparing correspondence to you, prompted by a recent series of incidents that ultimately led to the downfall of one of our own, a station officer-in-charge.



RADM Sally Brice-O'Hara

2. A command cadre billet - CO/OIC, XO/XPO, EO/EPO - attracts many candidates given the inherent prestige and opportunities. The Personnel Command carefully screens and selects only the highest performing officers, chief warrant officers, and chief petty officers (referring collectively to E-7 through E-9) for these demanding assignments. The vast majority of the men and women tapped for these positions meet the Service's high expectations and very competently fulfill their duties.

3. Nonetheless, we have investigated too many - and I define even one as too many - situations where incumbents did not perform with the responsible professionalism and irreproachable conduct that are essential to their positions. In my short tenure as District Commander, I have had to take administrative action, or in the extreme, recommend permanent relief for cause, in four cases. These involved an E-9 OIC, an E-8 OIC, an E-7 EPO, and an O-3 XO; when a situation of this magnitude reaches my level, it has boiled to the point of individual and systems failures that require devastating consequence management. Not only is this the absolute least desirable part of my job. The overhead, career implications, family trauma, and adverse impact on morale and operations resulting from punitive and

(Continued on page 11)

ACCOUNTABILITY

(Continued from page 10)

administrative remedies are painful, disruptive, and time-consuming for all levels of the chain of command.

4. People are our most valued resource. Easy words to say, but what are you doing to make that statement real and relevant at your units? My staff and I work very hard to ensure that you have the resources, training, policy, and guidance necessary to promote success. Each of you must take a similar approach with your crews, whether active, reserve, civilian, or Auxiliary members. You have a special obligation to know, understand, and develop your command cadre, particularly those serving in their initial tour. A common thread in the majority of reliefs for cause is that they were seldom the result of one thing. Most were a product of a deterioration of effectiveness over time. Unfortunately, when escalated to the "loss of confidence" stage, there are few options for intervention or remediation.

5. There is simply no substitute for strong leadership, deliberate mentoring, and situational awareness of the people and events around you. You must be engaged, learning your people's strengths and talents, helping them address and overcome weaknesses. I need assurance that you're proactive; not micromanaging, but asking the right questions, providing feedback and taking intentional steps to develop leaders and a workplace that engender pride, a culture that breeds loyalty, and commitment. By doing so, you can make early course corrections and shortstop practices that don't conform to Coast Guard values.

6. I ask that you send me any good ideas that have worked within your commands so that I can share them as best practices. In the meantime, I expect every leader to ensure that everyone of the people entrusted to your care understands and adheres to the tenets of Honor, Respect and Devotion to Duty. These core values should govern behavior and conduct, they should be a part of every member's performance evaluation, and they cannot be turned off just because the workday ends. Consequence management has been described as the sum of all failures - it is not a leadership trait. Please assist me in renewing emphasis on *"Taking care of our shipmates and developing future leaders within the Coast Guard."* ❀



CORE VALUES & CREED

The following core values and creed are more than just Coast Guard rules of behavior. They are deeply rooted in the heritage that has made our organization great. They demonstrate who we are and guide our performance, conduct, and decisions every minute of every day. Because we each represent the Coast Guard to the public, we must all embrace these values in our professional undertakings as well as in our personal lives.

United States Coast Guard Core Values

Honor - Integrity is our standard. We demonstrate uncompromising ethical conduct and moral behavior in all of our personal actions. We are loyal and accountable to the public trust.

Respect - We value our diverse work force. We treat each other with fairness, dignity, and compassion. We encourage individual opportunity and growth. We encourage creativity through empowerment. We work as a team.

Devotion to Duty - We are professionals, military and civilian, who seek responsibility, accept accountability, and are committed to the successful achievement of our organizational goals. We exist to serve. We serve with pride.

Creed of the United States Coast Guardsman (written by VADM Harry G. Hamlet, USCG)

I am proud to be a United States Coast Guardsman.

I revere that long line of expert seamen who by their devotion to duty and sacrifice of self have made it possible for me to be a member of a service honored and respected, in peace and in war, throughout the world.

I never, by work or deed, will bring reproach upon the fair name of my service, nor permit others to do so unchallenged.

I will cheerfully and willingly obey all lawful orders.

I will always be on time to relieve, and shall endeavor to do more, rather than less, than my share. I will always be at my station, alert and attending to my duties.

I shall, so far as I am able, bring to my seniors solutions, not problems.

I shall live joyously, but always with due regard for the rights and privileges of others. I shall endeavor to be a model citizen in the community in which I live.

I shall sell life dearly to an enemy of my country, but give it freely to rescue those in peril. With God's help, I shall endeavor to be one of His noblest works...

A UNITED STATES COAST GUARDSMAN. ❀



AIDS TO NAVIGATION

Aids to Navigation (ATON) can be a fascinating subject. Unfortunately many members don't get involved with ATON, one reason I assume to be the press of other activities. Not only does activity in ATON help others, it helps to keep each of us familiar with charts of boating areas. Regrettably with advent of GPS, a lot of boaters seldom look at their charts, thus allowing chart knowledge to slip into back of the mind.

ATONs are the highway signs of the water. Imagine the average boater trying to get around on the waterways without these aids (obviously this is why they are called Aids To Navigation).

The reliability of these aids is of prime importance to all boaters as they wend their way along charted waters.

Remember any member can submit a discrepancy report. You as an interested member, when underway, can provide a service to Coast Guard and boating public, by observing the condition of all aids as you pass them, noting if there is anything wrong with the Aid.

DISCREPANCY REPORTING

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



All discrepancies should be reported to nearest CG unit by VHF radio, cell phone, fax or any other expedient means as soon as possible.

All reports must be followed up with a written report on one of several forms:

CG-5474, available from the National Web Site (forms)

WHERE YOUR REPORTS GO:

Send original to: Dick Keast, DSO-AN, who will forward your report to the CG unit having jurisdiction.

When reporting discrepancies, give as much information as possible and suggest what is needed to correct the ATON.

Any member interested in more information, contact your Flotilla and Division ATON Staff Officers.

All Division ATON staff officers recently received discrepancy reporting information, with instructions and a request that they issue the information to all. ☸

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

AVIATION

Since my last report, there have been no significant changes in the aviation posture to support the Coast Guard and Coast Guard Air Station Atlantic City.

We continue Friday, Saturday and Sunday patrols as the weather permits. We are providing support for intercept drills when requested. We have run one joint Auxiliary surface vessel and Auxiliary aircraft joint search with some success, we found the targets. Others are planned in the near future.



Since my last report, we are down three aircraft. One was destroyed on the ground by a taxiing aircraft. The aircraft ramp can be a dangerous place. There were no injuries.

Another aircraft is undergoing an engine change due to a damaged propeller and the third lost aircraft, the R-22 helicopter, has been sold. However, this aircraft will be replaced soon by an R-44 which is a much more capable helicopter. By then, the overhauled engine aircraft should be back in service. The replacement of the third aircraft is unknown at this time.

One of the major obstacles encountered is getting new persons into the system. Those persons joining the Auxiliary to go into the aviation part can't proceed to take the necessary tests until cleared by security for membership.

In addition, new persons can not participate in flights since they all are operational in nature. Even some of our training flights are operational and Auxiliarists must be cleared for direct operational assignments. This has slowed our expansion somewhat.

We have had one search and rescue case in this period. We had to locate a vessel that was sending out an electronic distress signal. We located the vessel and there was no distress, just an accidental setting off of the distress signal.

Other than training, patrols and an occasional search and rescue mission, the summer has been fairly quiet. ☸

*Donald R. Vaughn, DSO-AV D5-NR
Harrisburg, PA*

CAREER CANDIDATE

Editor's note: The following letter was written to Mr. and Mrs. Ronald Blackeby, the Career Candidate Officer for Division 13. Ron is an avid supporter of the Academy Introduction Mission (AIM) and through his efforts his Division was able to send 8 AIM candidate students to the Coast Guard Academy in New London, CT. The letter is from one of those candidates.

Dear Mr. and Mrs. Blackeby,

Thank you for providing me the opportunity to go to the Coast Guard Academy's summer AIM program. I never thought one short week of my life could have such a profound effect on me. Indeed it was intense; the cadre demanded all the commitment, energy, brainpower, and respect I had. From the screams of the morning wake-up call to the quiet hours of studying the Indoc, my day was full of constant activity.

Everyday was an adventure at the Academy; there was never a dull moment. The first couple of days were a shock to me. I was just getting used to all the customs of the Coast Guard. I expanded my knowledge and etiquette in learning the mission of the Coast Guard, memorizing new terminology like "bulkhead" and "cover", standing at the proper position of attention, and never forgetting to greet every cadre with his or her position if not a "sir" or "ma'am". I pushed all my limits playing inter-platoon sports, competing in a marching drill, and working endless hours on my group engineering project (to construct a boat which can complete multiple tasks). Most importantly, I learned many principles that remain with me even though I am no longer at the academy. I keep the core values of "Honor, Respect, and Devotion to Duty" of the Coast Guard close at heart.

Before I went to AIM, I was afraid I would not be able to handle the military aspects of the Coast Guard.

Pushing away my fears, I gave all I humanly could, since anything less would be an insult not only to me but to my cadre as well. I astonishingly excelled, from earning the position of "Guide On", to nearly scoring perfectly on my Indoc exam. I even had time to shine for the PFE (Personal Fitness Exam). Yet, I learned it was not about individual success but rather the accomplishments of the group. Essentially, I wanted my platoon to succeed. And as a result of hard work and dedication in my platoon, Bravo 2, we won the privilege to be called the Honor Platoon.

When the end of AIM came, I didn't want to leave. I didn't want to let go of all the memories, friends, and the entire atmosphere at the Coast Guard Academy. As I left Chase Hall to greet my mom, my eyes filled with tears. She asked me why I was crying, and I was rendered speechless. No words can express how much I enjoyed being at the Academy. If it is my destiny, I will return to the hallowed square of Chase Hall. No longer a civilian...but a cadet who reveres honor and honors duty.

I appreciate all the time and energy you put into the Coast Guard to make the AIM program possible. I found the AIM program more than just worthwhile; it was an experience that I will remember for the rest of my life. Hopefully, my connection with the Coast Guard will not end here. Perhaps, it is just the beginning. From the bottom of my heart, I sincerely thank you for such a tremendous opportunity.

Sincerely,
Kristina Slivinski

THE "LIFE" OF AN AIMSTER



COMMUNICATION SERVICES

Communication Awareness – Part 3

This is the third segment of the Communication Awareness Program. The program is designed to familiarize all members of D5-NR about the importance of proper communication and encompasses all phases of communication, except radio comms. Part 1 pertained to e-mail etiquette and the proper protocol. Part 2 presented the attributes of the National E-Mail Directory (eDirectory) and how to use them. Part 3 explains the Communication Services Department's features and how to use them.

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

A Point of Contact (POC) email list for all D5-NR flotillas is maintained by the District Communications Staff Officer (DSO-CS) to broadcast important information to all flotillas. This little known fact is greatly underused and district officers are encouraged to utilize this service more frequently. If you have a message that needs to be distributed to all D5-NR flotillas, you should send it to the DSO-CS who will then send a "broadcast message" to every D5-NR POC. The POC list is also used in the National Flotilla Finder. The National Flotilla Finder is on the National Web Site (www.uscgaux.org) and can be used to contact, via email or web site, any flotilla in the Auxiliary by entering a zip code. All D5-NR flotillas are also listed on the D5-NR Web Site and can be found/contacted by clicking on "Flotillas".

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

wishes to establish a web site, they should contact the DSO-CS for procedures and instructions.

Although the D5-NR Web Site is probably the best known source of information, at the same time it is the most under-utilized source to publicize information. There are two main sections, "Latest 5NR News" and "Upcoming Events in the Fifth Northern". "Latest 5NR News" chronicles information pertinent to the members of the Fifth Northern District and "Upcoming Events in the Fifth Northern" lists member training courses, seminars, conferences, public affair events, etc. DIRAUX, Division Captains and District Staff Officers are encouraged to send information detailing this information to the DSO-CS for posting on the Web Site.

Viruses and hoaxes seem to appear in cycles and should not be forwarded to anyone. Some members have received mail, which appeared to be from a legitimate address, but looked "funny". Some purported to be from various CG staff email addresses, and others from various AUX staff email addresses. Of course it only mimicked the address, and was not sent by the person indicated. Most of you suspected a phony, and simply deleted it. Well done! Remember to always include a complete and logical subject line in your messages, and look for one in the messages you open. Also, look for a complete and logical message in the email itself. If you don't see it, delete it. There are various web sites available where you can check email messages for viruses, hoaxes and scams. The Coast Guard Auxiliary has comprehensive list of available sites at: <http://www.cgaux.org/cgauxweb/infoserv/virus.htm>. If you are ever in doubt if an email message is a hoax or scam, you can contact me and I will identify/confirm the type of message. In any case, do not forward it until after you have verified it is not hoax or scam.

In conclusion – the Communication Services Department will always be there if you have any communication related, excluding radio, questions. Just send an e-mail to me hdyer@mindseyeconsult.com. If I do not know the answer, I will find the appropriate source for an answer and reply as soon as possible.

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

*Harry Dyer, DSO-CS D5-NR
Washington Crossing, PA*

HISTORIAN

FIFTH NORTHERN'S FIRST CONFERENCE

Pictured below is the Cape May Flotilla 82's (then Flotilla 32) communication truck at the Cape May County Club. The Club is the center around which the "1949 Rendezvous" revolved that year and it was a clearing house for everything.



Even before this event took place, in April of 1945, those Auxiliarists with electronic backgrounds were being trained by the Coast Guard in a seven-week communications course for operational use during natural disasters. The course was given in Philadelphia.

A communications truck, equipped with radiotelephone equipment, was furnished to the Auxiliary by the Coast Guard. Weekly drills allowed others on the New Jersey coast to gain experience in the use of the equipment. ❀

*John "Jake" Lincoln, Historian D5-NR
North Cape May, NJ*

HISTORY DISPLAY AT FALL CONFERENCE



Rear Admiral Sally Brice-O'Hara (r) is visiting the Historian's display at the Fall Conference in Lancaster, PA. Visiting Historian "Jake" Lincoln's (c) display with the Admiral is District Commodore Eugene Bentley (l).
Photo supplied by "Jake" Lincoln, Historian, D5-NR

NATIONAL SAFE BOATING WEEK

Although the summer season has already ended, there is no such thing as the end of boating safely. Many of you have boats in areas where you can use them a good part of the fall and winter seasons. And many of you migrate to the southern part of the United States, and enjoy boating all year round.

If you're a vessel examiner, be sure to have enough decals with you, and lots of handouts. Check with the marinas in your area, and ask permission to set up a safety booth. The owner or manager will be pleased to offer this free service to his customers, and the boaters will be delighted to have a free vessel safety check.

Have you submitted your reports to the National Safe Boating Council. If not, please do so ASAP. Your input is a guide for their planning sessions for next year.

Some information to pass on to the boaters -

- Avoid overheating and exhaustion.
- Drink plenty of liquids even though you aren't thirsty.
- During the hottest part of the day, stay in a shaded area or decrease activities until early morning or late evening.
- Always wear sunscreen, and keep a watchful eye on those around you for any symptoms of heat stroke.

Have you had a meeting "after the fact" with all who worked on NSBW this year? It's a good idea to do so, and then start planning NOW for an even bigger and better event in 2005.

If you have any suggestions, please let me know. I would like to hear from all of you regarding your 2004 events.

*Muriel G. Lewis, SPO-NSBW D5-NR
Haverford, PA*



Correction and Apology

In the last edition of TOPSIDE (page 40) the article byline indicated "Author Unknown," this was in error. The article was researched and submitted by Robert Schneider, Flotilla 52, with pictures and data found at:

www.wreckhunter.net and www.uboot.net

We regret the error and thank Auxiliarist Schneider for catching this oversight.

Mel Borofsky, DSO-PB, Editor, TOPSIDE

INFORMATION SYSTEMS

AUXINFO

How to see your data for the year.

Hopefully you have been submitting your forms (ie. 7029, 7030, 7038 & 7046) to your Information Systems Officer (FSO-IS). Using the new AUXINFO, here is how you can generate a report and see what you have accomplished, by date.

Go to <http://www.auxinfo.uscg.gov>

On right side select **AUXDATA Cubes**, then **AUXDATA Member Activities**.

This will display Mission Groups down the left, and Total Auxiliary Hours on top.

Notice there are 2 sections or windows. Using the left window, we can navigate to what level data we want. This is done by mouse clicking the “+” in front of an item to expand it.

Continue doing this until you find what you want, then highlight the item (not the +), RIGHT click, and on the pop-up menu, select **FILTER**.

DISPLAY YOUR HOURS FOR THE CURRENT YEAR

Using the left window, click the “+” next to **All Units**. Notice how this expands down a level. To get to yourself, continue clicking the “+’s,” namely:

- Click “United States Coast Guard”
- Click “LANTAREA”
- Click “LANTAREA East”
- Click “District 05”
- Click “5NR – Fifth Northern”
- Click your Division
- Click your Flotilla

You will see a list of all members in your flotilla. Use your mouse to highlight your name, and **RIGHT** click it.

- On the popup, select **FILTER**.
- The display now changes to your data for all years.
- Using the left window again, scroll to top, and click the - “**at All Units**,” this will collapse the units.
- Click “+” at **All Years**,
- Highlight **CY 2004**
- RIGHT Click, on the popup, select **Filter**.

You now have your total hours for 2004.

DISPLAY THE MISSION DATES FOR THE CURRENT YEAR

- **Swap the axis** by clicking the icon on the bottom row (7th from left) that looks like a spreadsheet with 2 arrows.
- **Eliminate all zero records** by clicking the icon next to the swap that looks like a zero “Ø” with a slash through it.
- Going to the left window where we had **CY 2004**, highlight it and right click. On the pop-up menu select **Replace Rows**. You will now see hours by quarter.
- Move the cursor to a little box below the heading “**Mission Hours as Values**”, when cursor is over this, it will highlight the box with a down arrow ↓ in the box. Right click this box and on the pop-up menu select **Down a Level**.
- Notice the hours are now by month. Repeat the above 2 more times and the hours will go to week and then day.



You now have a report of your hours by mission by date.

SAVE THE ABOVE TO USE AGAIN

Click the icon (3 to the right of Zero suppress) that looks like an open book with a bookmark on the page. This will prepare a bookmark by building the URL to reflect the result of what you have displayed.

Wait until the system works a bit, clears the screen and rewrites the screen and is done.

You can then add this bookmark to your browser.

As soon as you do, I suggest you open your bookmark list, edit the entry just stored named **AUXDATA Member Activities – Cognos PowerPlay Web Explorer**, and rename it something you remember such as “**AuxInfo Hrs by Date**”.

Now, whenever you want, you can click this bookmark and you will get this report with the latest data.

You will notice that in the text message at the top of the report, at the end, is the date this data was refreshed from AUXDATA. ☼

*Dan Hartman DSO-IS
Cape May, NJ*

MEMBERSHIP TRAINING

Good instructors are a most important and vital asset to our member training programs. Where do you find good instructors?

Some members like to teach and/or have a knack for teaching. Others, because they have a lot of experience or are particularly knowledgeable in a subject, seem to do a pretty good job. However, most good instructors have taken the time to continually develop and hone their mentoring and instructing skills.

How do you develop your teaching abilities? You start by taking the Coast Guard Auxiliary Instructor Qualification Course. The purpose of this course is to:

1. review the theory of teaching
2. review the tools of teaching
3. provide skills for presentations.

Many of our members believe that the only reason to become an instructor is to support the Recreational Boating Safety Public Education Programs. Wrong! We also need good instructors to do our Member Training.

We need instructors for Initial Training, Basic Qualification (BQ), Qualification Training (instructor, vessel examiner, boat crew), Specialty Training (AUXOP), Leadership Training (AUXLAM, AMLOC, EOT and AOT, Staff Officer Course, etc.), In-Flotilla Training, Workshops (Team Coordination Training, New Member/All Member, Operations, etc.), and other courses such as in Marine Safety.

Because member training is such an integral part of the Coast Guard Auxiliary, we particularly urge newer members to take the (IT) "Instructor Qualification Course." The course originally required the student to prepare and give five, 10, and 30-minute presentations. But a few years ago these presentations were eliminated from the course. This made it a lot easier for a member to become an instructor simply by reading the textbook and taking the open-book exam online, and then teaching two hours using a lesson plan. Yet, the IT Course tells us that "learning comes best from vivid experience" - - - to appeal to as many senses as possible.

Doesn't it make better sense to actually participate in the learning process by attending an IT course in person, prepare some lesson plans, and practice making presentations to really get off on the right foot as an instructor?

How many times have we experienced an instructor who puts an overhead or PowerPoint slide on the screen and proceeds to read it, plodding along slide after slide, with little feedback from the students? Where is the creativity, the enthusiasm, the eye contact with the audience, the voice animation, the obtaining of feedback via questions or signs of loss of attention or puzzled looks?

What about instructors who go way over their allotted time

because they did not prepare a lesson plan and practice first? Do we always need to use the lecture method? There are other methods such as facilitated learning, buzz groups, or hands-on training, etc. Mentoring, whether one-on-one or in small groups can take on special meaning when well planned and organized.

The key to becoming a good member training instructor or educator is to know your subject, properly plan and organize your agenda, syllabus, subject matter and messages, and practice, practice, practice your presentations.

You will be pleasantly surprised how soon you begin to develop confidence and enthusiasm and learn how to feel those important "vibes" emanating from your students. It's satisfying to realize that all that hard work you've put in up front, really pays off.

If you already are an instructor and plan to teach member training topics, courses, workshops or mentor in the boat crew programs, etc., why not dig out and dust off your IT textbook (COMDTPUB P16794.44) and thumb through it? Look for those items or gems of wisdom you may have forgotten about that could improve your instructor skills. Your students will thank you!

Remember This - - -

Tell me, and I'll forget

Show me, and I may remember

Involve me, and I'll understand

*John S. Witemeyer, DSO-MT D5-NR
Point Pleasant, NJ*



MEMBERSHIP TRAINING

NATIONAL TRAINING UPDATE¹ (AS OF 20 OCTOBER 2004)

Training Course	Text	Study Guide	Instructor Guide	Course Time (hours)	Examinations
New Member Course	AUXMAN 5027 M16790.1E 5027A New Mem. Reference Guide	5028 P16794.39A	5025 P16794.39A		5536B Code 482 Edition 11 Test 82 Passing Grade 80%
		QUALIFICATION	TESTING		
Instructor Qualification MI discontinued	Part A	5501 P16794.44 5500 P16794.45	5503 P16794.46 5499 Transparencies	12 hours	5534 Code 488 Edition 3, Test 21 Open book ⁵ ON LINE TESTING
Vessel Safety Check	2001 M16796.8			10 hours	5544 Code VSC, Edition D, Test 99 Open Book ⁵ ON LINE TESTING
Marine Dealer Visitor	5017 M16796.3B			6 hours	5550 Code 796, Edition 2, Test 02 Open book ON LINE TESTING
Observer	2008 M16798.5A 2007 Mi16798.3D Chapters 1 & 2				5553 Pilot/ Observer: 2003-1A ON LINE TESTING
Pilots and Aircrew (both tests required)	2008 M16798.5A 2007 Mi16798.3D Chapters 1 & 2				5553 Pilot/Observer: 2003-1A and 5552 Pilot Supplement Exam ON LINE TESTING
		SPECIALTY	COURSES²		
Communications (AUXCOM)	5504 P16794.32B	Included in text	5505 P16794.33B Lesson plans & transparencies	14 hours	5538 Code 493, Edition 5, Test 53 5538B Code 493 Edition 5, Test 54 ON LINE TESTING
Navigation (AUXACN-A) (AUXACN-B)	5526 AUXACN Text/Study Guide	5526 AUXACN Text/Study Guide		32 hours	For Edition 4 of ACN text ⁶ : (A) 5545 Code 495 Edition 4, Test 1 (B) 5546 Code 496 Edition 4, Test 1
Patrols (AUXPAT)	5506 P16794.28A	Included in text	5507 P16794.27A	10 hours	5539 Code 494 Edition 7, Test 51 5539B Test 52 5539D Test 53 ON LINE TESTING
Search & Rescue (AUXSAR)	5508 P16794.35B	Included in text	5509 P16794.36B 5509A Transparencies	12hours	5540 Code 497 Edition 10, Test 51 5540B Code 497 Edition 10, Test 52
Seamanship (AUXSEA)	5510 P16794.42 & Chapman's Piloting	5510 P16794.42	5511A P16794.41 CH-1 Transparencies	12 hours	5541 Code 498 Edition 4, Test 5 ON LINE TESTING

MEMBERSHIP TRAINING

Training Course	Text	Study Guide	Instructor Guide	Course Time (Hours)	Examinations
Weather (AUXWEA)	5523 P16794.30A	Included in text	5524 P16794.29A 5522 Transparencies	12 hours	5542 Code 499 Edition 6, Test 51 5543 Test 52 ON LINE TESTING
		AUX OFFICER	TRAINING		
Administrative Procedures Course (APC)	5027 Auxiliary Manual M16790.1E	5516 Student Study Guide	5515 Instructor Guide	8 hours	INTERIM EXAM 5519 Code Edition 8, Test 51 ON LINE TESTING
		BOAT	CREW		
QUALIFICATION Navigation Rules (NAVRULES) #485	5532 M16672.2D			20 hours	5554 Code 075 Series Passing Grade 90% ON LINE TESTING
REQUALIFICATION ³ COXSWAIN/PWC Operator renewal (NAVRULESREQUAL)	5532 M16672.2D				5555 Code 095 Series Open Book ⁵ , Edition 4, Test 02 & 03 Passing Grade 90% ON LINE TESTING
Operations Policy	Manual 2007 M16798.3D				
Crew/Coxswain	Manual ⁴ 2017 M16114.5B				
Boat Crew Training	Manual 2018 M16794.51				
BCQ Crew Member	Manual 2018a M16794.52				
BCQ Coxswain	Manual 2018b M16794.53				
BCQ PWC Operator	Manual 2018c M16794.51				

On line testing- In addition to the exams above, the ICS 100, Good Mate and the Intro to MSEP exams can be taken on-line. All on-line exams can be found by going to www.auxetrain.org and clicking on the exam link. Proctored exams require the proctor to be registered prior to a student requesting a proctored exam. Members taking on-line exams are reminded to read the instructions concerning on-line exams, prior to taking an on-line exam.

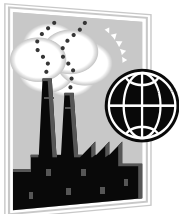
Notes:

- The four digit numerals are ANSC item numbers and when ordering these numbers should be used. Only DIRAUX or his/her designate can order exams from ANSC.
- The AUXMIN Operational Specialty Course has been discontinued.
- This examination supersedes Navigation Rules Examination for Coxswain Series 095, Edition 3, Test 1. Renewal examinations, Series 095, Edition 3, Test Nos. 2 & 3 remain in effect.
- This is the new Boat Crew Manual for both the Auxiliary and Regular Coast Guard.
- Unless otherwise noted, all open book exams have a 3-hour time limit with a passing grade of 90%. Closed book exams have no time limit and have a passing grade of 75% unless otherwise noted.
- Auxiliarists taking the AUXACN course can no longer take the examination included with the CAN text and student study guide packages. They must now take the AUXACN-A and AUXACN-B examinations that are obtained from their DIRAUX as with other OSC examinations. Members of the general public who take the CAN course and pass the ACN examination, and the subsequently join the Auxiliary may receive the AUXNAV specialty designation only if they take and pass the AUXACN-B (chart exercise) examination and submit proof of passing the ACN course to their DIRAUX.

Information provided by John Witemeyer, DSO-MT D5-NR
Pt. Pleasant, NJ

MARINE SAFETY & ENVIRONMENTAL PROTECTION

So far we have qualified one Assistant Facilities Inspector and six Assistant Harbor Safety Specialists. Three Assistant Container Inspectors have completed training and are awaiting their qualifications. Four more potential Assistant Facilities Inspectors sat for their board on 20 September. A number of other members are in various stages of training for Assistant Harbor Safety Specialist. Although these are Auxiliary titles we will be working with the active duty as an active part of Team Coast Guard.



Now that we have the qualifications we will begin doing the classroom portion of the "Facilities and Harbor Safety" training.

Our Auxiliary Coordinator, George Matuszewski, will continue to schedule inspections and patrols with the active duty as the balance of the training. What we need to do is to gauge the level of our member's interest in participating in the program. To that end, I'll explain what is necessary to get the qualification and what we do.

Each PQS (performance qualification system) has its own prerequisites. The PQSs can be found online at www.auxetrain.org under the heading of "Trident Training Documents." While it is true that completion of four of the PQSs are required for Trident certification there is no requirement as to how many or how few qualifications a member may attain. The only thing we ask you to keep in mind, though, is that this is a participatory program. We do expect you to perform.

Assistant Facilities Inspectors can be useful to the Marine Safety Office (MSO) in one of two ways. Either they can accompany a Petty Officer on inspections of one of the five types of facilities or they can review plans and manuals. Either way we are saving valuable time in doing a job that would ordinarily be handled by another Petty Officer. Assistant Harbor Safety Specialists also accompany a Petty Officer in the field. Again our purpose is as force multipliers.

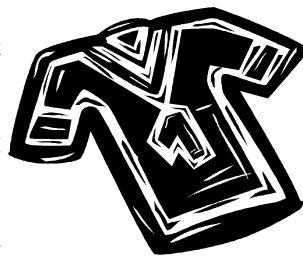
We would like to begin training programs for both qualifications as soon as possible. What we need are Auxiliarists with the desire and ability to join us. Please let your Flotilla or Division Marine Safety Officer (FSO-MS or SO-MS) know that you are interested. If you have questions and aren't getting the help you need, please contact the ADSO-MS for your area. Al Revy is the ADSO-MS responsible for the Eastern Area at Arevy@aol.com. Ken Kehrer is Central Area's ADSO-MS at KPKehrer@comcast.net.

*Lyn Thomas, DSO-MS D5-NR
West Creek, NJ*

MATERIALS

Unfortunately the Auxiliary Center (AUXCEN) in St. Louis has issued a new price list with a number of significant price increases. While there are marginal price increases in public education materials, the most dramatic increases are found in flags, ensigns and shoulder boards.

Please note that this was something we lobbied against and Leon Kehr, our incoming District Commodore, has assured me that he will bring this up to the National board.



In an effort to assist you we have only raised our prices by the amount of price increase to us, and we will not be making a penny more due to these increases. I understand that many have said, "We are a volunteer organization so why should we pay such high prices?" but Fifth Northern cannot afford to underwrite purchases without another source of funds.

In many cases if we had not raised the prices our cost to AUXCEN would have been more than we were selling it for. As the old saying in the retail business goes, "if you are losing five dollars on every sale you can not make it up in the volume."

Thank you for your understanding. ✿

*Martin Abelkop, DSO-MA 5NR
Moorestown, NJ*

STANDING THE WATCH



CWO Joseph Hartline, Assistant DIRAUX, took one of his Sundays in July to join Larry Irvin, Flotilla Commander 95, at the helm, and David Robb, Operations Officer, patrolling Raystown Lake, PA. Joe can be seen standing a towing watch as the Auxiliary crew assists a disabled recreational vessel under stern tow. Joe traveled all the way to central Pennsylvania to observe "the troops" and become more familiar with the conditions under which they carry out their inland safety patrol duties.

*Dave Robb, FSO-OP Flotilla 95
James Creek, PA*

PUBLICATIONS

In the last issue of TOPSIDE, I gave you all the positive sides of having a newsletter. I don't know how many of you took notice, and started writing one.

In this issue, I will mention the downside of not having a newsletter to keep your members informed.

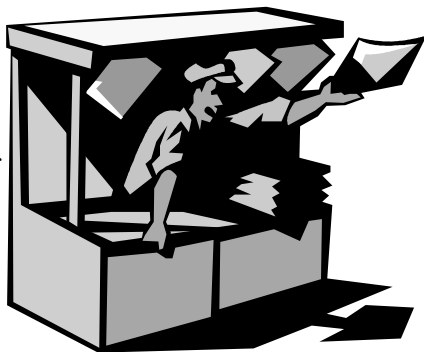
Have you ever planned an event and had very few, if any, members show up? Have you notified your Flotilla members of a new scheduled public education class, and not enough members show up to assist in registering the new students? How about proctors once the classes get started? Is there anyone to help with questions raised by the attendees? Don't you find it embarrassing? I know I would.



How about your changes of watch? Do you have more guests than members? How do you explain that to the visitors?

To quote Mel Borofsky, DSO-PB, (with his permission), "An article about your program...is a requirement of your office....You shouldn't have to be coaxed."

If you have someone in your Flotilla or Division who has achieved something worth noticing, don't keep it a secret. Telling that story is another thing that would keep your members informed. If you've been involved with something worthy of note, wouldn't it be nice if your members were told about it (and then you wouldn't be accused of "blowing your own horn").



How about it, all you frustrated authors? Here's a perfect chance to put your writing skills to good use.

Let's go for it!! ✨

Muriel G. Lewis, ADSO-C PB D5-NR
Haverford, PA

PUBLIC EDUCATION

Teaching Resources

The Education Department at National provides a wealth of teaching material at its web site. The web site is most easily reached through the national web page www.cgauux.org, clicking the left center tab labeled "Members' Deck", clicking "Departments" on the right side, and then clicking on "Education." You might want to bookmark this page.

The page itself contains news about the department, but the key to very useful public education (PE) information are five buttons that direct you to a wealth of information.

The button labeled "PE Media Library" is perhaps the most useful. This library contains short verbal descriptions of all authorized courses and the latest versions of PowerPoint slides. I personally have found the descriptions of the courses extremely useful in writing advertisements for our PE courses.

The latest versions of the PowerPoint slides contain corrections that members have reported to National. When a member finds a potential inaccuracy with a slide, that member is encouraged to send the correction to DC-E@cgauuxed.org. It is the policy of National to correct any slide within several days of receiving notice of an error. I strongly encourage you to download the latest versions of the PowerPoint slides before you teach a new course.

This library also contains a variety of other material: instructor aids such as the Boating Skills and Seamanship (BS&S) Instructor's Manual for the new layout of Edition 12 and the publications of the Education Department.

One set of publications is 10 case studies that you can use effectively in your PE classes. For example, the second case, entitled "Gone Fishing," describes in graphic detail what can go wrong when two fisherman venture out to sea with inadequate safety gear.

The Education Department publishes a newsletter, entitled "PE Best Practices." This newsletter, which is also available in the library, contains examples of good teaching techniques that members have contributed. If you have something that works well, e-mail it to the editor, tanggott@comcast.net. ✨

Marshall E. Blume, DSO-PE D5-NR
Villanova, PA



RECREATIONAL BOATING SAFETY VISITATION PROGRAM

The purpose of the Recreational Boating Safety Visitation Program (RBSVP) is to promote safe boating for the recreational boating public through the aid of local businesses, offices, and marine dealerships. This includes the continuing education of the general public and office, business and dealership managers (program partners), and distribution of safety/boating related literature. Great strides toward the ultimate goal of safe and enjoyable recreational boating can be made by making safety and related boating information available wherever the boating public shops, passes or waits. The members participating in this program are known as Program Visitors (PV's)

The goal of the PV program is to visit each program partner once each month or at a minimum once each quarter to maintain open lines of communication with the U.S. Coast Guard, U.S. Coast Guard Auxiliary and the United States Power Squadrons. One reason for the visit is to inform the program partner of the Coast Guard's Recreational Boating Safety (RBS) program and applicable federal, state and local requirements. When the partner is not a traditional Marine business/dealership, maintaining the supply of safety related literature and federal, state and local requirements would be the main focus. These visits should be conducted with the clear aim of providing boating safety information and educational opportunities to the boating public. The community program partners must feel the Program Visitor is committed to promoting boating safety and is a vital link in the safe boating or boating education process. It is essential that the Program Visitor maintain frequent contact and re-supplies the literature display racks. Irreparable damage may be done when no follow up visits are made.

A **Program Visitor** is any member who has taken and passed the RBSVP open book examination and has made the required supervised visits with a currently certified member. The Program Visitor is an Ambassador of the Coast Guard, the Auxiliary and the Power Squadrons. An ambassador is defined as "authorized representative or messenger that typifies others of the same group." This places the Program Visitor in a position of increased responsibility and influence.

A **Program Partner** is any community business or facility that will allow the Program Visitor to place a literature display rack in that facility and where the general public visits or waits. These could include marine dealers, plumbing shops, hardware stores, vessel rental agencies, vessel repair agencies, marinas, canvas and sail makers, hospital emergency or other waiting rooms, doctor's offices, insurance agencies, lobbies, libraries, county boat/car license agencies, bait and tackle vendors, dive and snorkel shops. Any chain store with sport/boat equipment departments should be included. All of these places can be called **Partners**.

Partner Benefits are significant. These benefits are

both tangible and intangible, but many can be related to economic advantages. A very powerful selling point for Partners in the commercial industry is that knowledge and the right equipment lead to safer boating.

The Recreational Boating Safety Visitation Program

The program establishes a "public/boating safety center" image with the boating public. The Partners need to be kept up to date with the latest information and programs of interest. Each facility must be visited regularly so there can be follow up action with the Program Visitor. Provide a point of contact with the Coast Guard through which the facility can obtain answers to technical questions or other issues. The Program Visitor should be ready with referral information, including names and phone numbers of contact persons. The Visitor can also conduct employee training such as showing the service department staff how to correctly apply registration numbers or providing the staff with training on safety equipment.

Public benefits include such things as: providing a public boating safety education service to the Partners. Making the public aware of federal, state and local requirements and where they can seek more information or other educational opportunities.

Advising boaters of Coast Guard, Coast Guard Auxiliary, Power Squadron and other boating safety organizations, their missions and services.

Mission Benefits are that we can educate the boating public and can help save lives and property. Our Partners provide a convenient distribution point for boating safety materials as well as a means of notifying the public of Coast Guard, Auxiliary and Power Squadron other boating safety programs.

The Partner Facility may be available for use as a VSC Station or boating safety education site. Partners will provide a point of contact for recruiting new Auxiliary or Power Squadron members. Partners will be kept informed of changes in federal, state and local safety regulations and equipment requirements. In general the Coast Guard, Auxiliary and Power Squadrons can gain by increased exposure provided by the participation cooperation and involvement of the Partners. ☼

*Russell M. Galson, DSO-RBSVP D5-NR
Turnersville, NJ
Excerpted from Draft RBSVP Manual*

VESSEL SAFETY CHECK

Vessel safety checks (VSCs) are still being conducted within all areas of the 5th Northern District. We are still a far cry from our District Goal of 27,360 VSCs.

We have several Divisions who are close in meeting their Division Goals, with one Division, Division 12, exceeding their goal.

Digital Photos of Facilities are to be mailed to poms@statronics.com. Some members are incorrectly mailing them to DIRAUX. It is not their responsibility to forward these photos.

The corrected VSC Certificates signed by the National Commodore for the year 2003 have been received and will be handed out to all Division Captains for distribution to the vessel examiners who completed 35 or more VSCs during the year 2003.

It is noted that D5-NR had a total of 83 vessel examiners who qualified for this certificate. This put us second in the nation behind the 7th District which came in first with 97 and the 5th District-Southern Region came in third with 77. Good job! We only have to do a few more and we could end up this year in FIRST place.

We are still receiving requests for "I Want A VSC for my vessel" which are passed down the lines of communication to conduct the VSC. Thanks to you, all received have been acted on.

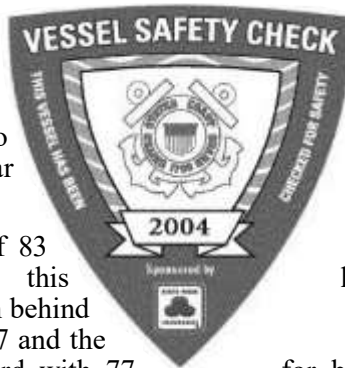
I received information from the Coast Guard that a great number of boardings that are being done by the Coast Guard have evidenced vessels with the numbering incorrect (the numbers all run together).

You should have received the word to take a little

more time in completing a VSC and make sure the numbering is correct before awarding and placing the decal on the vessel.

At the present time, there is no National requirement for a vessel examination (VE) workshop in 2005. The information for a workshop should be out by the time you read this article.

I ask each Flotilla to hold a VE workshop once you receive it. I feel we owe it to ourselves and the boating public, to make sure we are up to speed in doing our vessel safety checks.



On a very good note, William Beihl, Flotilla Commander 7-12, received a letter from a boater who had a VSC conducted on his 20' boat.

He stated in part of his letter that "Vessel Examiner William A. Michalski had conducted a VSC on my boat for 2 years in a row and that he is a credit to your organization. I find him very professional and knowledgeable as well as courteous. Just want to thank you and your members for the great job you are doing for boaters and helping keep the waterways safe. Keep up the good work."

It is very gratifying when we receive letters such as this from the boating public and I just wanted to share this one with you. ❀

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

YOUR PHOTO IS ON OUR WEB PAGE

Dear Mr. Giannattasio (Joe Giannattasio, Flotilla 82, Cape May, NJ):

On behalf of Comcast Newsmakers I would like to thank you for presenting Jaelyn D'Auria and Chris Jones with a framed certificate of appreciation for assisting the U.S. Coast Guard Auxiliary. We are grateful for this honor. Chris informs me that the certificate will hang near the wall of the Comcast/CN8 Wildwood Studio.

I would like to recognize you as our Newsmaker of the Week.

The attached picture has been uploaded to the Photo Gallery of our Newsmakers Web Page. (see inset photo)

I look forward to hearing from you. Thank you again for this honor.

Sincerely,
Buck Dopp
Vice President, Comcast Newsmakers
Philadelphia, PA 19146



COASTIE AROUND THE DISTRICT



After training thirty-nine handlers Coastie had a very busy summer. She attended ten events with an estimated audience of just over 10,000. She even met two new uncles, Commander Harrop, CO of Group Atlantic City and Mr. Parker CO, of Station Barnegat Light. Coastie now resides with a new D5-NR family.



Congratulations to David and Lisa Clark of Division 16, Coastie's new Mom & Dad. The Clarks' can be reached at e-mail:

auxdiv16@aol.com

Lyn Thomas, VCP 7
Cedar Run, NJ



CONFERENCE COORDINATORS

Our D5-NR Spring Conference promises to be an exciting event. We are introducing some new programs which should be of interest to our members. Also, there will be a fun-packed spouse/guest program offered.

We are returning to the Heritage Hills Golf Resort and Conference Center in York, PA. It will be necessary to have an overflow hotel for some attendees, but accommodations will be nearby at the historic Yorktowne Hotel. Transportation and program schedules have been set to reduce inconvenience as much as possible.

Some of the workshops to be offered on Saturday are a four hour Communications workshop, Information Services, Public Education, GPS, and throughout the day, Line Splicing by the Coast Guard.

In addition, a NAVRULES workshop is scheduled to start on Friday afternoon and continue through Sunday morning. The Search Pattern Clinic will take place on Friday afternoon and repeat again on Saturday. For guests/spouses, a tour of historical York sites will be educational and interesting.

One final note; please help us and fill out your registration forms as completely as possible. We are new at this position and would like to make the transition as smooth as possible.

We look forward to meeting you at the conference.✿

*Kevin Hurst, Elaine & Ralph Gilgenast
Conference Coordination Team, D5-NR*

Conference Spouse & Guest Programs

At the 2004 Fall Conference our own Linda Boice gave a fabulous talk on the "Life and Art of John James Audubon." That made me think that we probably have many more members, guests, and spouses who have a talent or an interest that they might be willing to share at one of our programs.

We have no budget, so there is no pay! If you or someone you know would be willing to share your talents or ideas for our programs, please fill in the survey below and email it to Jean Amort at :

ramort@comcast.net - or - jamort@dentsply.com

Name: _____

Talent or Subject of interest: _____

Phone: _____

Email: _____

—

2005 SPRING CONFERENCE SCHEDULE OF EVENTS

Friday, March 11

1500-1900 Registration Desk Open (Lobby)
1500-1700 Search Pattern Clinic
1600-1800 Operations Workshop
1600-1800 NAVRULES Workshop
1800-2000 Member's Dinner
2000-2100 Division Captains' Caucus
2000-2100 District Staff Officers' Meeting
1900-2300 District Materials Center Open
2130-2330 "Welcome Aboard" Party

Saturday, March 12

0630-0800 Member's Buffet Breakfast
0700-1145 Registration Desk Open
0800-1600 District Materials Center Open
0800-1200 District Board Meeting
0800-1200 Communications Workshop
0800-1600 NAVRULES Workshop (continues)
1000-1430 Spouse/Guest Program (Tour & Lunch)
0800-1600 Line Splicing by the Coast Guard
0800-1600 Information Systems Help Desk

1000-1015 General Coffee Break

1215-1400 Awards Luncheon

1400-1600 Public Education Workshop
1400-1600 GPS Workshop
1400-1600 Search Pattern Clinic (repeat of Friday PM)
1400-1600 Operations Workshop (repeat of Friday PM)

1730-1830 Cocktail Hour

1830-2200 Commodore's Banquet
2200-???? Hospitality Room

Sunday, March 13

0730-0900 Member's Breakfast
0800-1100 NAVRULES Workshop (continues)
0830-1000 Past Captains' Breakfast
1000-1200 District EXCOM Meeting

SPOUSE & GUEST PROGRAM

Saturday, March 12

1000-1430 Depart the Heritage Hills Resort for a tour of the Gates House, Colonial Court House, Bob Log House and the Plough Tavern. We will enjoy lunch at the famous Yorktowne Inn. **The cost of the tour is \$5.00 per person. Each person will pay for their own lunch at the Yorktowne Inn.**

SPRING 2005 CONFERENCE REGISTRATION

SPRING 2005 AWARDS CONFERENCE REGISTRATION FORM NON-FUNDED ATTENDEES 11 - 13 MARCH 2005

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

Use this form to make your conference and meal reservations.

REGISTRATION DEADLINE: 11 FEBRUARY 2005
FORMS RECEIVED BEYOND THIS POSTMARK DATE WILL BE RETURNED

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

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

⇒ **Mail to: Gilgenast, 142 Oyster Bay Lane, Selbyville, DE 19975** ⇐

Division Number (REQUIRED):

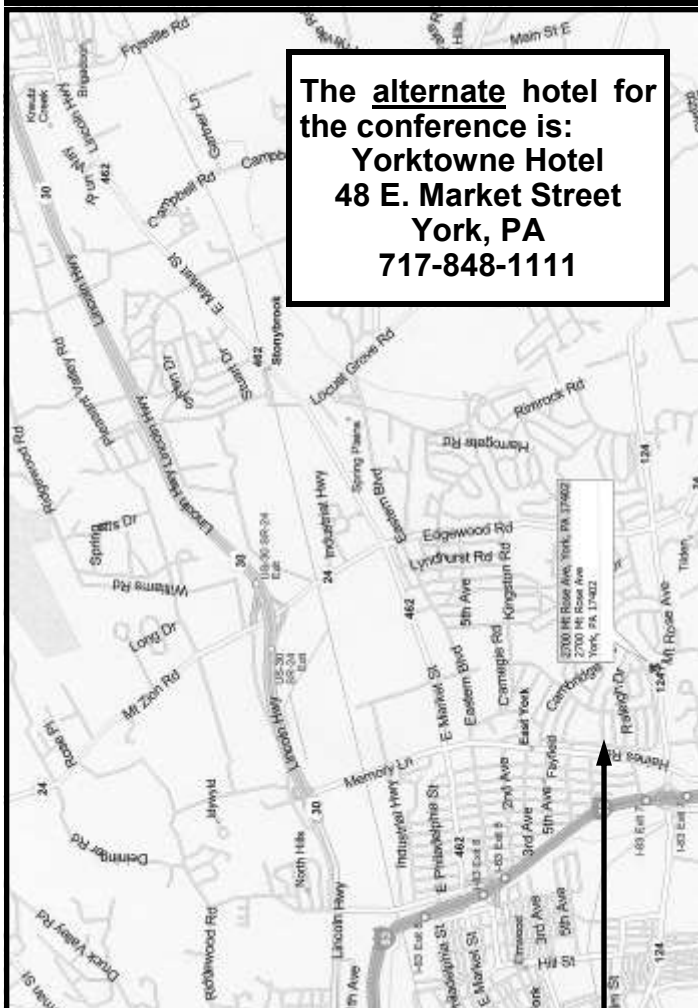
	#1	#2	Amount \$
Name			
E-mail Address			
Registration fee for each person 17 years of age & over @ \$7.50			
Friday Night Buffet @ \$21.00			
Saturday Buffet Breakfast @ \$10.00			
Saturday Awards Luncheon @ \$12.00			
Saturday Commodore's Banquet			
Beef Tenderloin @ \$20.00			
New Orleans Chicken @ \$20.00 (Chicken with Shrimp)			
Sunday Breakfast Buffet @ \$10.00			
Past Captain's Breakfast			
Member of PCA (No charge)			
Guest @ \$12.00 (A PCA member must make PCA guest reservation)			
Check made out to USCG AUX 5NR for the TOTAL AMOUNT:			

Workshop/Event Selection

OPS Workshop (Friday PM) (Required for 2005)		
NAVRULES (Friday PM through Sunday AM)		
Search Pattern Clinic (Friday 1500-1700)		
Search Pattern Clinic (Saturday 1400-1600)		
Line Splicing by the CG (All day Saturday)		
Communications Workshop (Saturday AM)		
Public Education Workshop (Saturday PM)		
GPS Workshop (Saturday PM)		
Operations Workshop (Sat. PM repeat of Friday)		
Spouse/Guest Program (Lunch in York)		
Information Help Desk (All day Saturday)		

DEADLINE FOR REGISTRATION IS 11 FEBRUARY 2005
FORMS RECEIVED AFTER THAT DATE WILL BE RETURNED

SPRING 2005 CONFERENCE HOTEL RESERVATION



UNIFORM OF THE DAY

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

HOTEL ROOM RESERVATION FORM*

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

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

Name: _____

Address: _____

City: _____

State _____ Zip _____

Please reserve ☐ Single ☐ Double ☐ Non Smoking

☐ **I have HANDICAP requirements.**

Specify: _____

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

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

Deadline for reservations: 11 February 2005

One night's deposit required to guarantee room.

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

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

Arrive Date: _____ Depart Date: _____

Credit Card: A/E___ DISC___ MC___ VISA___

No.: _____ Expire: _____

***Use this form only for hotel room
reservations. All conference registration
forms and money are to be sent as directed
on the Conference Registration Form.**

REPORT: ON-LINE TESTING

Sept. 20, 2004

1. Background – The DirAux West on line testing facility has now been operational for 6 years. The system has grown and changed in that time period, offering more secure exams and more exams to more groups. In addition to building and maintaining the exams, the staff also makes all the data entries into Auxdata. Additionally, the team is responsible for various websites and on line training programs. The staff operates in an almost totally virtual office environment, with staff scattered across the country. The staff operates in a team mode for all projects, making the team leader that member best suited for the project being undertaken.

2. Highlights 2004 – This year the on line testing expanded again into new areas. The Coast Guard gave approval for Regular and Reserve members to take the on line testing for ICS 100. This year over 500 Coast Guard members have taken advantage of this option. Additionally, The State of Washington Dept. of Health has continued its use of the system, along with various Navy and Army units, and various Fire Departments across the country. The group also deployed a team to FEMA, after Hurricane Charlie that performed both computer assistance and other services for the week it was in

the field.

3. Infrastructure – The systems and servers used by the group were upgraded this year, to include a new windows 2003 server and a more powerful on line training server, allowing streaming video. Software that allowed better conversion of power point into flash was integrated and new software to create on line training videos was installed. At one point, questionmark was deployed, however because of CG budget and cost restraints the teams' version has been deactivated. Nevertheless, the current system and hardware is more than adequate to handle the on line testing and training needs, far into the future.

4. Exam Security – The systems used to protect the on line exams have not failed. To the best of the Teams' knowledge, no on line exams have been compromised. The current database of questions is continually monitored and upgraded. The software protections are upgraded as new versions have been released. Co-operations with various Auxiliary Departments in providing updated exam questions remain excellent.

5. Exam Problems – Since on line testing was started, there has been one on going problem. That

(Continued on page 29)

Auxiliary Exams Passed and Entered into AuxData			
Exam	2003 Exam Year	2004 Exam Year	Comment
AuxAPC	878	337	-541
Admin	467	35	Discontinued
Aux Com	1037	669	-368
Good Mate	353	211	-142
MSEP	335	161	-174
ICS 100	837	319	-518
ICS 200	155	65	-90
ICS 300	58	56	-2
Aux Nav A	467	161	-306
Aux Nav B	331	322	-9
Aux Patrol	620	466	-154
Aux Sea	677	428	-249
Aux SAR	358	296	-62
Aux Wea	604	429	-175
Air Obs	362	177	Pilots now have to take.
Finger Printing	0	535	New Exam
Instructor	1007	633	-374
MDV	552	283	-239
Pilot	232	119	-113
VSC	1346	822	-524
Nav Rules	1325	908	-417

REPORT: ON-LINE TESTING

problem is bad email address input by members. Daily, messages are received from members, indicating that they did not receive their grade. In the majority of cases this has been bad member input. In the last two years spam software has contributed to the problem. The staff addressed the spam problem and believes all actions capable have been accomplished to reduce spam catchers from stopping members from receiving exam grades. During the year 2 major computer crashes (staff members computers) interrupted data input to AuxData. Additionally, one of those crashes destroyed the certificate creation program. The certificate creation program has been re-written and over 600 certificates, in the backlog are now being created and sent.

6. Exam Results – The number of members taking and passing exams has declined in the last year. As the table above will illustrated, all exams have experienced this decline (except for the fingerprint exams, previously not offered and Air Observors exam, now required by Pilots).



7. Conclusion - The number of exam takers has declined, for both on line and paper exams. However, the data from the on line training websites indicates increased use. Web pages, on the training sites, for Boat Crew, SAR , Aids to navigation , use of

Auxdata/AuxInfo, and NavRules continues to increase. The on line proctored exam system is functioning well and many members are using the on line practice exams. ❁

*G-OCX / DirAux West D7(oax3) Computer
Support Group
National Testing Center
Report-On Line Testing*

ARE WE REACHING FAR ENOUGH?

A recent national survey, contracted by the Coast Guard, asked over 25,500 boaters a battery of questions relating to their boats, boating habits and safe boating. The results can be downloaded from:

www.uscgSAFEboating.org/statistics.

For public education, the statistic of most interest was the number of boaters that have never taken a safe boating class. 65% have never taken a safe boating class. That's 16,500 in just the survey sample. The survey indicates that there are over 209 million operators of recreational boats. That means there are potentially 136 million boat operators without a safe boating class. Better check if your insurance is up-to-date.



Looking at the operators by type of boat most often used, there are eight boat types where more than 60% of the operators have never taken a safe boating class. They are (from most without a class to least):

- | | |
|----------------|--------------------|
| 1- inflatables | 5- pontoons |
| 2- rowboats | 6- kayaks |
| 3- PWCs | 7- houseboats |
| 4- canoes | 8- open motorboats |

In District 5-NR, the states require all personal watercraft (PWC) operators to carry a safe boating certificate, so its probably an exception. Do the remaining types fall into the traditional category of operators we seek for our safe boating classes? Perhaps the last two, but the others are not the type of boat operators we traditionally seek for our classes.

Every year when the Commonwealth of Pennsylvania issues its list of boating fatalities, a large percentage involved rowboats and canoes. These are the operators we need to target. We want to get more of these small boat operators into our classes.

We need to seek these new clients through outdoor groups, hunting and fishing clubs, and organizations that aren't traditionally considered marine oriented, but sponsor water-borne activities. We need to advertise our classes in sporting goods shops, gun shops, and outdoor gear outlets. We need more exposure in local outdoor magazines and newsletters. We need to take our classes to these new clients, at their convenience and at their location. ❁

***We're America's Volunteer Lifesavers,
let's save more lives.***

*Patrick M. Cunningham, SO-PE, Division 2
Collingswood, NJ*

PROFILES IN SERVICE

Richard Wagar

Auxiliarist Recruit tackles AUXOP

Richard Wagar of Medford, NJ and Tuckerton Beach, NJ chose to volunteer his time and talent to Flotilla 7-12, Barnegat Light, and was sworn in to the Auxiliary 10 July 2003. As of 26 March 2004 he received his AUXOP qualification.

As a small business owner he managed his time to qualify as a vessel examiner and marine dealer visitor. By 20 January 2004 he also received his boat crew qualification.

Auxiliarist Wagar, growing up spent his summers boating on the Susquehanna River. When he was 9 years of age his dad bought him a 12-foot pram kit which he and his Dad put together in their basement. Upon completing his lesson in boat building, his dad began his next lesson in sailing.

Listening to the stories of WW II from his uncle and having a brother and sister in the military during Korea he always imaged he would of wanted to be in the service of our country in the Pacific action. His great-grand father fought in the Spanish American War and step-grandfather was with the Army Engineers in the Battle of the Bulge.

When it became time to attend college his criteria was to find a school participating in the NROTC plan. After graduating from Penn State he was assigned to the USS John Paul Jones (DD 932) and then to a Guided Missile Destroyer (DDG 6).

After his 4-year tour of duty it was time to get married and raise a family. Now that his family has grown, he wanted to get back in the action to support his country. A friend of his was joining the NJ Naval Militia and he applied but was told they were not accepting new recruits. After a year of frustrations, calling and follow-ups he heard of the CG Auxiliary and Flotilla 7-12.

Auxiliarist Wagar stated, "our weekly breakfast fellowship meetings made it possible for me to meet new friends and accelerate my desire to learn and prepare for the necessary tests to achieve these skills."

Auxiliarist Wagar also was instrumental in putting together a team to participate in the ISAR competition at TRACEN Cape May this past July. 🌟

*Submitted by Bill Michalski, FSO-PA 7-12
Manhawkin, NJ*



George I. Sillman

An Auxiliary "Life Saver"

On 8/11/03 George I. Sillman, Past Captain, Division 11, Flotilla 11-2, Reading, PA, witnessed his neighbor, Gerald Rhoads, pinned under his tractor at the bottom of a steep hill.

The deck was lying on Mr. Rhoads' chest. His head was visible under one end of the deck and his feet on the other side. Auxiliarist Sillman, 83 years young, ran up a hill to his home and called 911 giving the operator all the pertinent information.

Auxiliarist Sillman then grabbed a floor jack from the garage, ran down the hill and jacked up the front of the tractor as far as it would go. About that time a Rescue Squad from nearby Mt. Pleasant, PA arrived and took over.

Lt. Kenny Zaorski and Firefighter Matt Zulick lifted the tractor and it tumbled off Mr. Rhoads' chest. EMT Vickie Zulich began resuscitation. After Mr. Rhodes was stabilized he was flown to the Lehigh Valley Trauma Center in critical condition.

To quote Lt. Zaorski, "If there are any heroes here, it's that man, pointing at Auxiliarist Sillman. He kept his friend alive until we could get there."

Thanks to the prompt action and professional expertise of all the personnel involved, Mr. Rhoads was released from the hospital a few days later. Indeed it is a miracle that he suffered no internal injuries or broken bones and is now recovering at home. 🌟

*Submitted by Terry Hilbert, VCP 11 D5-NR
Reading, PA*



PROFILES IN SERVICE

Henry Reeser and Jason Flynn The "Old Salt" and the Apprentice

Growing up a skip stone throw from the Susquehanna River, Henry Reeser PRCO-W, began a love affair for boating and the water. Gaining experience on the river, the bay, the intra-coastal waterway, and the ocean. He then fine tuned this asset as a member of the U.S. Coast Guard Auxiliary. As an instructor, coxswain, and qualification examiner (QE), he touched the lives of most Auxiliary members in the western area. Rising through the ranks of the elected officer system, he guided many programs that brought recognition to the Auxiliary.

Jason Flynn(14-5) on the other hand, is a young newcomer but a rising star in the Auxiliary. In a short period, he has become a coxswain, elected officer, and a valued member of last year's ISAR team. Eager to learn, always ready to lend a hand, he embodies the best of spirit that is desired in an Auxiliary member.

On Thursday July 22nd, a couple began a kayak trip on Lake Clark (Susquehanna river) which ended in tragedy. The choppy waterway overturned the kayaks, and one of the kayakers vanished beneath the water, never to resurface.

Rescue units from the area began a recovery program, which continued well into the following day without success. Late in the second day, someone decided to

request assistance from the Auxiliary, and called Henry Reeser.

Henry contacted Jason Flynn and they assembled at Search & Rescue Detachment (SARDET) Long Level, about a mile downstream from where the accident occurred. The rescue units were still concentrating their efforts near the place where the kayaks capsized.

Henry, however, surmised that the body should have floated away from that area, and relying on his knowledge of the river currents and local weather, thought the body would be near the SARDET base.

They launched their Coast Guard boat and moved to a point about 100 feet off the dock area, and there Jason spotted the body floating just under the surface. It took less

than 2 minutes to find the unfortunate kayaker, but due to radio complications, almost an hour to contact the other rescue units in order to complete the mission.

The old salt and the apprentice, both volunteers, have added another chapter to fulfilling the mission of the U.S. Coast Guard Auxiliary. Well done!!! ❀

*Joseph Diodato 14-4
Hanover, PA*



THE PAOMNNEHAL PWEOR OF THE HMUAN MNID

Aocdrnig to a rscheearch at Cmabrigde Uinervtisy, it deosn't mttar in waht oredr the ltteers in a wrod are, the olny iprmoatnt tihng is taht the frist and lsat ltteer be in the rghit pclae. The rset can be a taotl mses and you can sitll raed it wouthit porbelm. Tihs is bcuseae the huamn mnid deos not raed ervey lteter by istlef, but the wrod as a wlohe.

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Amzanig huh? ❀

Hawrod Frdeiamn (Howard Friedman, Division 8)

INTERNATIONAL SEARCH & RESCUE COMPETITION

INTERNATIONAL SEARCH AND RESCUE PLAYOFFS FOR ATLANTIC EAST AT USCG TRACEN CAPE MAY



TEAM 5NR AND CHEERLEADERS



TEAM 5NR PERFORMING THE CARRY PUMP EFFORT

On Saturday July 24th “Team District 5NR” consisting of Lee Frost (77), Richard Wagar (7-12), Carlos Del Valle (7-12), and Dan Mulvey (7-12) took part in the International Search and Rescue Playoffs at Training Center Cape May. The playoffs were divided into 6 events: 1) pump deployment and operation, 2) line heaving, 3) communications, 4) navigation, 5) SAR exercise and 6) a mystery event, which turned out to be “Navigation Rules.”

There were 4 teams competing for the opportunity to go to the finals in Portsmouth, VA in November of this year. The teams labored from 8:30AM through 2:30PM on an overcast windy day.

Although our team did not take first place, they deserve a unanimous “well done” for their first try at this annual event. Those of us who were there as “cheerleaders” were really proud of their efforts. Watch out for us next year. ❁

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



Photos by Edna Winans, ADSO-PB; Bruce Long, DCP 8; Richard Wagar, 7-12; and Kathleen deFerrari, IPDCP 7



HANDY HINTS

SUN VISOR

Hi everyone, take a look at this, it is a sun visor I made very simply from an empty laundry detergent container. I made it for my Garmin GPS unit. It helps keep the sun's glare off the screen.

Making a "sun visor" for your boat's instrument:

This project shouldn't take more than 1 hour.

Obtain an empty plastic laundry detergent container that has the dimensions of your GPS or fishfinder, etc. I found a "TIDE" container with the proper sized bottom.

I carefully cut out the entire bottom with a craft knife & discarded the bottom. The next step is to cut out the visor using your sharp blade (see the photo).

I spray painted the visor with a flat black spray paint to also help cut down on the glare.

To attach the visor I used Velcro. Around the top & sides of the GPS I attached the cloth side, to the inside of the visor I attached the hook side of the Velcro.

Simply attach your new "SunVisor" to your instrument. It really helps cut down the glare, try it out. ☼

Richard Alderiso, DSO-CM, Barnegat, NJ



AN INEXPENSIVE BOAT WINDSHIELD SPRITZER (WASHER)

On my last Auxiliary patrol July 16, I tried out my inexpensive (less than \$10.00) windshield washer. I own a Searay Sundancer with a canvas top attached to my boat's windshield with snaps. Although my boat has a windshield wiper, it does not keep the windshield clean when the sea spray dries on the windshield. On boats with a full cabin (such as my Sundancer) it is impossible to walk forward to clean the windshield. The center window can be opened but not while underway. To gain access to the bow of the boat one must use the hatch to drop anchor. The windshield spritzer worked out fine. While on patrol we used it about a dozen times & it kept the windshield clean. If you have a boat that is similar to mine (see photo) try this out, it is very simple to construct.

I purchased a "Bubble Box" from Walmart for \$5.97. The "Bubble Box" is an aerator made to keep baitfish alive in a bucket of water. It is a simple air pump that runs off of 2 D size batteries. The manufacturer claims that it will pump for 33 hours with the 2 batteries. The top of the "Bubble Box" has a toggle type switch to turn it on & off. There is no wiring involved.

I purchased an 8 ft length of plastic tubing in the tropical fish department in the same store to connect the pump to a container that will hold clean water. I used an empty, quart size, metal container with a screw cap. It formerly contained denatured alcohol (please be sure to wash out the container well). I drilled 2 holes in the metal container to accommodate brass tubing. Check my illustration, one piece only enters the top about 1 inch, the other tubing almost reaches the bottom. The principle is really simple.

When you turn on the "Bubble Box" air pressure enters the can thru the short tube increasing the air pressure & forces out water from the long brass tube. You want to direct this water coming out of the container to your windshield. In my case I slipped the plastic tubing between my windshield & the canvas top. When I want to clean my windshield I turn on my windshield wiper & turn on the "Bubble Box", water will trickle down the windshield & your windshield will be kept clean. You should be able to get brass tubing from a hobby shop. I used old TV rabbit ears & cut pieces off the metal tubing that would fit snugly into the plastic tubing. An important note, I soldered the brass tubes on the quart container, it must be air tight or else the air pressure will escape & not be able to force the water out. I also tried another water container using an empty quart plastic bottle and I epoxyed the metal tubes, it also worked fine.

Try to keep the container as close to the windshield as possible. My setup is wedged between my dashboard & side window. ☼

Richard Alderiso, DSO-CM, Barnegat, NJ



FALL CONFERENCE 2004 - LANCASTER, PA



FALL CONFERENCE 2004 - LANCASTER, PA



FALL CONFERENCE 2004 - LANCASTER, PA



FALL CONFERENCE 2004 - LANCASTER, PA



FALL CONFERENCE 2004 - LANCASTER, PA



2004 Fall Conference photos by PRCO M. Philip Stamm, Conference Photographer

D5-NR Fall Conference - 2004 Lancaster Host Resort, Lancaster PA 10-12 September 2004

Excitement filled the air as close to 300 Auxiliarists gathered from all corners of the Fifth Northern for our annual Fall Conference. This conference promised to provide more workshops and on-site training than any in most of our memories. Add to this the District elections and we had the makings for a super conference.

The conference coordinators, PO Kevin Hurst, Ira and Arlene Dolich made certain that every accommodation was perfect and all systems were go.

And they came.... renewing old acquaintances and sharing "sea stories" from the past few months. Registration, a quick bite to eat and then the drama of the evening unfolded.... the District elections. All in the running were reminded that there were no "losers" in an election of this sort. Sure, only one could win, but the others in the running were also winners, winners for volunteering their time and talents for a better Auxiliary. The results....

District Commodore - Lee Kehr

District Vice Commodore - Robert Amort

Rear Commodore East-John Witemeyer Rear Commodore Central-Ronald Boice Rear Commodore West-Harold Miller

That evening brought our first night of fellowship as most of the attendees gathered in the hospitality suite. COMO Bentley was honored for his District leadership by gifts from our Districts. The hospitality committee outdid itself with refreshments and various libations. The committee included Thelma Kehr, Jean Amort, Michele Borofsky, Astrida Miller, and Joanne Perrone.

Saturday was chock full of everything that was promised. A complete Seamanship Specialty Course and many professionally prepared and presented workshops were there for the asking. Displays graced our halls and were visited by the attendees.

The general business meeting filled the morning with staff reports and the business of the District. Under the strict guidance of our Commodore the session was crisp and complete by noon leaving time for the officials to participate in afternoon activities and workshops.

The formal Saturday evening Commodore's Banquet was a gala affair. We were honored by the presence of the Commanding Officer of the 5th Coast Guard District, Rear Admiral Sally Brice-O'Hara. The Admiral praised the 5th Northern for their work and support to the nation. The Admiral assisted in the awards presentations.

By Mel Borofsky, RCO-E, DSO-PB

FALL CONFERENCE NOTES

ONE IF BY LAND, TWO IF BY AUXSEA

The Fall D5-NR Conference featured a remarkable teaching model this year in its comprehensive immersion approach to absorbing the Auxiliary Operations Seamanship Course.

Twenty-six Auxiliarists from throughout 5th Northern agreed to become guinea pigs and devote the majority of three days exclusively to this task. Shortly after check-in, they reported to a windowless, distraction free room to introduce themselves and meet their instructors, Jack Witemeyer, Ted Hall and Harry Petersen.



Photo by Edna Winans, ADSO-PB

The ground rules were laid out and the course began. Dismissal came at the dinner hour.

The next morning's class followed a night in which I'm sure that many remember the covers of the text book or Chapman's as the last

thing they saw before they fell asleep. Breakfast found equally as many with an open book next to the breakfast plate.

Break time found us a bit chagrined as we were beginning to suspect that we were a bit out of the loop with what was going on in other parts of the hotel.

But, caffeine deprived or not, we took copious notes as our instructors, one by one, captivated us, charmed us, made us laugh and impressed us with their knowledge of the material and teaching skills.

Jack Witemeyer took additional time with each student during the marlinespike segment, Ted Hall was ever patient with questions about the Power Point presentation and was never at a loss to illustrate a point. Harry Petersen was an engineering guru with his explanations of the diverse differences between gasoline and diesel engines and mechanical principles that govern them and other laws of nature. They were a truly impressive teaching team and their wealth of personal experiences shared enriched the entire class.

The last day of the conference was devoted to the closed book exam. We were assured that we could take as long as we needed to answer the questions.

This is an approach that might not work for everyone but the short time invested will reap rewards not usually obtainable so quickly. Based on the positive feedback received through the survey questionnaires, perhaps this will be but the first of many endeavors of this kind. ☼

By Krista Tinney VFC 35
Thorofare, NJ

OPEN HOUSE 2004

"BARNEGAT LIGHT USCG STATION 2004"

Or ...Are You Feelin' Hot, Hot, Hot!!

The day was hot and so was the USCG Auxiliary for Station Barnegat Light's Open House 2004; Flag down... start your engines, Ladies and Gentlemen!

The "Official Ribbon Cutting Ceremony," offered a photo-op for local press and citizenry alike. Activities and informational tables were provided and staffed by a consortium of Flotillas represented by many members representing all of the Flotillas of Division 7, including the New Jersey

State and local police. Bob Wick, of Radio Station WYRS FM 90.7 conducted on-site impromptu interviews of the day's events.



John Fencer and VCP Lyn Thomas

A plethora of public education materials and displays greeted the community and trekkers who visited the station

The "Fire Prevention Table" was a favorite hosted by Carlos Del Valle of Flotilla 7-12. Carlos did a grand job of providing a continuous state-of-the-art in-depth discourse on "Cold Fire Prevention," and answering questions from the inquisitive and eager.

Hourly raffles were held and PFDs (Personal Flotation Devices – a.k.a. Life Jackets) were the poignant "Golden Fleece" prize of the hour.

A diverse GPS (Global Positioning Systems) product display provided by a boat store in Manahawkin, NJ included hands-on demonstrations by Flotilla 7-12 members Mike O'Brien, Charles Andre and Edna Winans.

Public Education was the theme and name of the game and set the stage for the immutable "COASTIE," who as always, interacted with the public and most effectively with the children. A big "COASTIE Toot Of The Horn" and compliments to Lyn A. Thomas, Vice Captain of Division 7 and Open House Committee Chairperson. Jim Emery, Division 7 Captain and Al Revy Commander of Flotilla 72 provided our "COASTIE" with transportation, and animation for the day's events.

John Fencer, National Safe Boating Week Chairperson for Flotilla 79, disseminated more than info about upcoming "Boating, Skills & Seamanship Courses." As he did his walk-through of the exhibition,

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OPEN HOUSE 2004

(Continued from page 39)

he encouraged hesitant folks to step up, explore and avail themselves of the information booths set up by participating flotillas.

Other booths offered "Knot Tying Demonstrations," "PFD Try-On's" for adults & children, "Flare Search & Rescue SAR Demos," "Radio Communication Shack," "Auxiliary Recruitment," "Environmental Tables," and again "Public Education" the spotlight of the day.

The Grand Finale was yet to come, the "*crème de la crème*," the "*pièce de résistance*;" and at approximately 1400 the sky was abuzz with the clamor, bellow and brawl of a USCG Helicopter. The helicopter circled the waters off Station Barnegat several times before performing a replicated search and rescue exhibition with the Station's 47 ft MLB that had surreptitiously left the dock and motored out to its appointed duty station for this demo.



John Fencer and Al Revy, FC 72

As the crowd gathered from the grounds of Station Barnegat, safe and dry and with eager anticipation, the mesmerizing sight of a USCG crew member lowered onto the 47's deck. This was performed with the skill, strength and ease of a professional athlete and was indeed, poetry in motion for all who witnessed this amazing presentation.

As adept as a tight-rope walker, a USCG crew member descended until deck touch-down was achieved. All observers, military and civilian alike, were filled with heart felt respect and admiration as the United States Coast Guard once again successfully achieved its goal and completed its mission as assigned.

No doubt the combination of training and preparedness accounted for the success of the exercise. The emphasis of continual training and total preparedness of the USCG is why we as civilians choose to become Auxiliarists and volunteer our time; it explains why are proud to be part of the USCG through the Auxiliary. ❁

*Article & photographs submitted by
Kathleen G. Fencer FSO-PA 79, Forked River, NJ*

WATERWAY WATCH & SEA PARTNERS WORKSHOP

SEA PARTNERS AND AMERICA'S WATERWAY WATCH WORKSHOP - NEW ORLEANS, LA

On June 25 thru 27, 2004, the U.S. Coast Guard held a three day workshop on the Sea Partners Program and a new Maritime Homeland Security Outreach Program called "America's Waterway Watch" (AWW) in New Orleans, LA. The workshop was a train-the-trainer session to facilitate the organizing and promotion of both outreach programs.



The workshop attendees consisted of active duty CG, reserve CG and Auxiliary from all over the USA, some from as far away as Alaska, Guam and Samoa. I had the pleasure of representing MSO/Group Philadelphia and the D5NR Auxiliary. Also from MSO/Group Philadelphia were ENS Jill Munsch and PO Jennifer Campagnini.

The purpose of the workshop was to introduce the new, not yet made public, AWW outreach program and to update and reemphasize the Sea Partners pollution prevention outreach program.

The Friday, June 25th, program was a general session where both AWW and Sea Partners were explained along with program overviews, goals and objectives. Additional subjects included: "Outreach Program Strategy", "Building an Outreach Team" and "Advice for Instructors". The day concluded with an open discussion on program issues, a recap and a review of the training schedule for Saturday and Sunday.

On Saturday, June 26th, the workshop divided into two groups and each attended either an AM or PM presentation of AWW and Sea Partners. Each presentation provided a practical and in-depth explanation of its associated program.

The AWW portion contained such subjects as: "Purpose of AWW", "Legal Aspects", "National

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WATERWAY WATCH & SEA PARTNERS WORKSHOP

(Continued from page 40)

Response Center Involvement”, “Maritime Transportation Security Act (MTSA) Impact on AWW”, “Vessel Protection Zone” and “Outreach Techniques for AWW”.

Attendees viewed both a Coast Guard training video and a public presentation video for the AWW program, both of which were still in the production stage. The groups reviewed and critiqued both videos to help in producing a final version. The AWW material should be for distribution in late summer/early fall of 2004

We also viewed a new video for the Auxiliary WWW program. A VHS tape and a CD version of the WWW video were mailed to the Auxiliary about two weeks after the workshop.

The AWW program is a new national outreach program and is a companion to the Auxiliary Waterway Watch (WWW) program. Because of the corporate funds used in developing the WWW, and the use of corporate logos on presentation material, the Coast Guard can not use WWW. The Auxiliary, however, can use both WWW and AWW. The AWW is aimed at the commercial boating industries, while WWW is aimed at the general boating (RBS) public.

The Coast Guard considers the WWW and several other similar regional programs to be a vital part of our homeland defense initiative. It also sees the need for a national program to improve resources, reduce program costs, support local initiatives and provide direction to ensure national consistency.

The Coast Guard is challenged with patrolling some 95,000 miles of coast line and 250,000 square miles of water. It also must provide for the safety of 70,000,000 boaters and several hundred ports. With just these pieces of information, the importance of a coordinated nationwide “maritime neighborhood watch” program is obvious. This program, along with all such programs, is a fundamentally vital and easily implemented program. We can have a huge impact on our security and provide for our well-being by getting involved and getting the word out.

The recurring theme through out all the programs is for the boating public to become aware of their environment and to report those events which appear or seem to be out of place. A second theme to keep in mind is none of the programs are intended to imply in any way that the public is acting in any law enforcement capacity.

Observe, record and report is the key phrase.

The Sea Partners portion of Saturday consisted of Sea Partners Issues (problems, the law, the message), the Good Mate Recreational Boater and Marina Program and the Officer Snook Program. The latest information and materials were available for everyone attending. A Sea Partners Resource CD was distributed to each attendee. Also, an Officer Snook costume is available for use in Sea Partners presentations. Use of the costume must be scheduled through G-MOR headquarters unit.

The Sunday, June 27th, concluding session consisted of: “Concepts of Terrorism”, an overview of Using Public Affairs (PA) Techniques, “Your Value to Your Command” (interacting with local/regional CG units), a workshop evaluation and a wrap-up.

The workshop was conducted by MCPO Linda Reed (G-MOR) and CPO Penny Collins (G-MPP), out of USCGHQ, along with 13 additional instructors from active CG, reserve CG, Auxiliary and civilian programs. The overall program was well organized and the subject

matter, which contained some very sobering facts, was prepared and structured to keep everyone’s attention.

Although the workshop schedule was tight and each session packed with information there was sufficient time to express ideas, exchange thoughts and discuss material during breaks, at meals and in the evening.

Should any Auxiliarist want to get involved in assisting the Coast Guard with America’s Waterway Watch, have any suggestions on where or how this program might be applied or require any of the material, please email me at arevy@aol.com. ☼

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



“COMMUNICATION... THE THREAD THAT BINDS”



To: All D5-NR Communication Services Personnel and all interested Auxiliarists,

The Communication Services Department is scheduled to present a four hour seminar at the D5-NR Spring Conference on 11-13 March 2005 in York, PA. The theme of the conference will be:

**“Communication – the thread that binds
and keeps an organization
from unraveling at the seams.”**

Seminar participants will include: CDR Scott Rogerson, Director of Auxiliary, D5-NR; Mary Larsen, IPNAVCO-A(E); Jeff Mahl, DC-I; Jan Robert Munroe, DVC-IC; Bob Fritz, DVC-IR; Robert Munroe, BC-ICS; and various other presenters.

The seminar subject content will include:

“What’s in the Future for Auxiliary Communication Services”

“Communication Up and Down the Chains”

“The National eDirectory and How to Use It”

And Available Information/Material from all Auxiliary Departments.

We need your input and suggestions for inclusion in the seminar. Please send me your thoughts about anything you think should be included. Periodic updates will be sent as we proceed with formatting the agenda.

This is a terrific chance to promote the communication in the District.

Please plan to attend the seminar so you may be introduced to your respective divisions and encourage all Flotilla Communication Services Staff Officers (FSOs-CS) to attend.

See you in March 2005 in York. ☼

Regards,

Harry F. Dyer, DSO-CS 5NR
hdyer@mindseyeconsult.com

Visit the D5-NR Web Site, www.5nr.org to keep abreast of current D5-NR news.



AMLOC TRAINING

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

How do middle level officers learn to lead? Does it come naturally or easily? Well the truth is, not in most cases. Generally that type of skill comes about from years of learning, mentoring, training and experience. These men and women must learn to develop proficiencies in a wide variety of areas from budgeting to writing and everything in between.

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

The actual training was arranged over a three-day period and was Part "A" of a two-part course design. The class was comprised of 18 members who came prepared to learn about the concepts behind successful leadership. The location was Cape May TRACEN in New Jersey.

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

Some of the topics covered were planning and goal setting, understanding your role as a leader, budgeting and staffing, how to listen and communicate, effective writing techniques, networking, recognition and how to strive for continuous improvement.

This course takes a serious approach to TEAM building in a variety of ways. Time was spent in an

interactive environment, so at all times there was a two-way communication between the instructors and the students. The design of the course brings to life the role of the Division Board and Division Staff and the importance of how each member supports and works as part of a team to accomplish our missions.

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

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

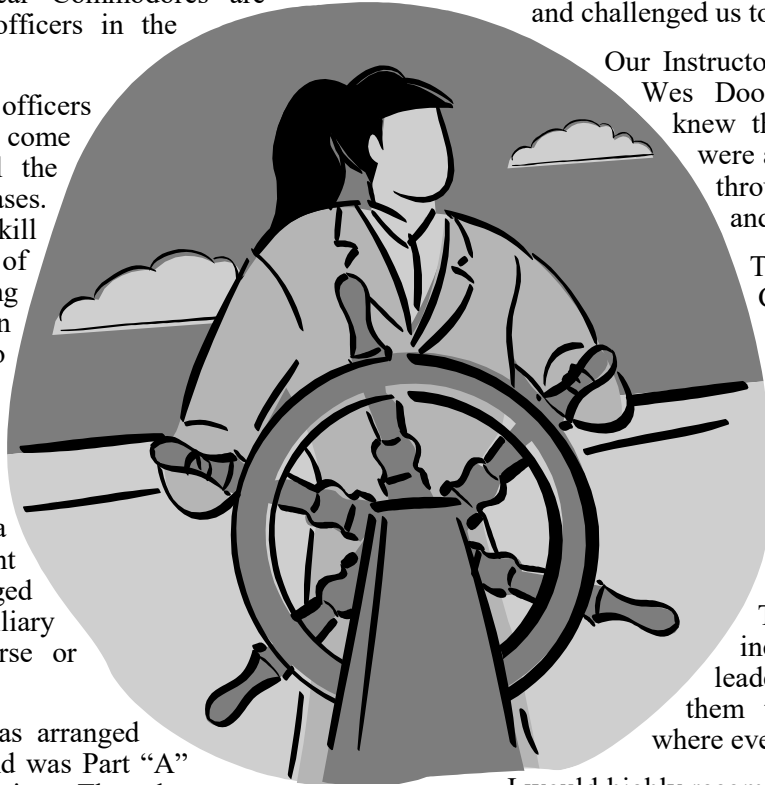
The class was pleased to have COMO Gene Bentley and CWO4 Joseph Hartline available to answer questions and offer encouragement.

Special thanks to Jack Witemeyer and Bruce Long for arranging this event.

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

I would highly recommend this training to anyone considering a Division or District elected office. Training helps you to continue in your journey with the tools to motivate and build. Leadership may not be easy but it certainly is not as hard when you know what to do and how to do it. Build on your experience and always welcome training opportunities that become available. Continue to hone your skills in all that you do. After all, the path you are on began with training. ✿

*Russell Galson, IPDCP 3
Turnersville, NJ*



D5-NR AT NACON 2004 - COSTA MESA, CA



The Auxiliary's 2004 National Conference was held in Costa Mesa, CA from 2 - 5 September. Auxiliary attendees from D5-NR were led by COMO Eugene Bentley, VCO Lee Kehr, CDR Scott Rogerson, and CWO Joe Hartline. Also attending were Auxiliarists Bob Myers, Mel and Michele Borofsky, Joe Barcelo and Karla Kiwior.
Photos by Mel Borofsky, RCO-E



AROUND THE DISTRICT

Division 1 Northern Delaware

Division 1 is fairly small by comparison to other Divisions in the Fifth Northern District. But we have been busy this year, nevertheless. Here are some of the activities in which members participated thus far. ❁

Donald W. Merrill, DCP 1, Newark, DE

Change of Watch

In January we had one of the best-attended change of watch events we have had in several years with representatives from District 5-NR and several Divisions. Ken Turngren was presented with our Auxiliarist of the Year Award.



Public Education

We conducted our public education classes.



Elected Officers Course

The Elected Officers began the year attending the Elected Officers course for the Central Area at group Philadelphia.



Vessel Safety Checks

March came in like a lion and went out like a lamb... and brought our members out to begin a season of vessel safety checks....



AUXCOM Class

In January nine members completed the Auxiliary Communication course presented by VCP Tenaglia.



Boat Crew

Four of our members qualified for boat crew in the school conducted by Ron and Linda Boice.



AROUND THE DISTRICT

Division 2
Philadelphia

HAPPY BIRTHDAY ALICE DREW



Alice Drew recently celebrated her 95th birthday. Flotilla Commander Stan Morantz and the members of Flotilla 24 presented her with a beautiful cake as they sang happy birthday.

Alice has spent half of her life as a member of the Auxiliary, starting in early 1957. She and a friend, Rosa Neff, answered an ad in the newspaper for people interested in boating to receive training and be of service to fellow boaters. They went to the meeting, liked what they heard and decided to become members.

Training completed, Flotilla 46 was chartered, and they became charter members. Alice & Rosa immediately became courtesy marine examiners, instructors and operated an operational facility.

Flotilla 46 wanted to be an all male flotilla (acceptable back in those days), so Alice and Rosa joined an all women's flotilla, that met in Wilmington. They stayed with that Flotilla for 20 years. When it disbanded they transferred to Flotilla 24, a new Flotilla, very close to home, and they've been there ever since.

Alice held positions at the National, District, Division, and Flotilla levels. She has earned over 150 plaques & certificates at all 3 levels. She has never missed a year as instructor, vessel examiner, and continues as coxswain of their boat NOMAD. At least 2 days a week are spent on the river training future crew, coxswains, and operating safety patrols. Flotilla 2-4 is proud to have Alice as she is an inspiration to many. ❀

Congratulations Alice Drew!

By Rosa Neff & Stan Morantz, Flotilla 24

ACADEMY BOUND



Richard H. Valier (right) of Flotilla 24 mentored Stephan Bondira (left) who was successfully accepted into the Coast Guard Academy. Stephan left on June 28th to start his training. Congratulations Stephan!

Photo by Stan Morantz, FC 24



SON PROMOTED



Bob Suskie of Flotilla 2-4 is pleased to announce that his son Robert Suskie Jr. (middle), was promoted to Lt. Colonel on April 30, 2004.

Photo submitted by Stan Morantz, FC 24, Huntingdon Valley, PA

AROUND THE DISTRICT

Division 3
West New Jersey

Memorial Day 2004

Members of Flotilla 35 had the honor of participating in parades in Williamstown and Glassboro this past Memorial Day.

At 10:00am on Monday the 31st, Dan and Krista Tinney, Kevin Peek and Joe Lallier met at St. Mary's Church in Williamstown. It was a cool morning with the threat of rain, however the men and women we were there to honor experienced much more than a few raindrops.

Under the watchful eye of Harry Smith, we followed VFW 1616 and the American Legion down Main Street to the Williamstown Memorial for a wreath laying ceremony.

During the ceremony, the World War II veterans were invited to stand with the Color Guard. These men, most of whom are in their eighties, still carry themselves with immense dignity. They were average American citizens, normal, everyday people who, with little warning, were thrust into an incredibly abnormal situation. A war which spanned the globe, a total war, unlike anything the world had ever experienced. A war that left 300,000 of their fellow citizens dead and another 700,000 wounded. A brutal war that claimed the lives of tens of millions around the world. A war that led to the creation of a new charge, *Crimes Against Humanity*.

Young men and women who went to places most had never heard of and experienced things those of us who weren't there could never imagine. The Army, Navy, Air Corps, Marine Corps, Coast Guard and Merchant Marine paid an incredible price so we could live in freedom. In the malaria ridden jungles of Guadalcanal where Douglas Munro gave his life rescuing wounded Marines to frozen Bastogne where the 101st Airborne refused to surrender. From the skies over Germany where 65 B-17s and 650 crewman were lost in a single day to the Murmansk run where more merchant ships were lost than arrived.

A few raindrops are a small price to pay to honor

such heroes.

After the ceremony, we met one man, who as a member of Patton's II Corps, was captured at the Kasserine Pass in North Africa and spent 27 months as a prisoner of war. When released, he weighed 80 pounds.

And, lest we forget, from the war for independence to our current war on terrorism, our history is filled with citizens who've answered our country's call. America is filled with people from every country on earth, some who emigrated here many generations ago and some who've just arrived. Even with our differences, we all have one thing in common, we're all Americans. Guided by a simple piece of paper called the Constitution, we've built a country that's reached for the moon, cured horrible diseases

and most of all, provided a beacon of hope for people around the world. A place where a President, defeated in his attempt for a second term, flies home on Air Force One, courtesy of the man who defeated him.

How is all this possible?

Americans are dreamers, dreamers with the drive to make the impossible a reality. And while we're dreaming, a new generation of young men and women watch over us like their parents, grandparents and all those who've come before.

Yes, a few raindrops are a small price to pay to say THANK YOU. ❀

Art Cattell, FC 35
Williamstown, NJ



AROUND THE DISTRICT

Division 3
West New Jersey

**NOW REVEILLE, REVEILLE, REVEILLE,
UP, UP ALL HANDS, HEAVE OUT AND
TRICE UP. NOW 0600 – REVEILLE.**

Throughout the fleet all United States Coast Guard vessels begin the day the same way. Today was not a special day for anyone but me. I had stayed overnight on my boat, the 175 foot Buoy tender William Tate, for the first time. A new experience. You bet. Sandwiched between all the electronic equipment, shipboard gear, and other needed equipment were the berthing areas and because I was filling in I was assigned the berth of the missing “Coastie”.

This auspicious beginning brought me back to my days, long ago, in boot camp where we all had to hustle to get our gear in shape along with getting ourselves ready for the day. I was in a room with three other souls and together we shared one, count ‘em up folks, one shower and one head with another room also of four people. Now, I would be considered a person of “size” and when I went into the head there wasn’t a lot of room for anyone else and so I held out until all the young and quick were finished and then I took my spot. It didn’t hurt anything and I still had time for chow.

If your first taste of the Coast Guard happens to be the meals aboard ship then you might consider yourself blessed if you happen to be aboard the Tate. Both the FS1 and FS3 are highly talented and set, no matter where you would go, a great table. No one goes away hungry unless it is their own doing. There is the same banter among shipmates as you would have within your own homes. And shortly after meals the day’s chores begins.

The day commences with notices from the evening’s OOD and then the Officers in turn

make reports pertaining to their respective positions. Muster is over and the different divisions split and proceed to do what work has to be done. I am never more amazed at the skill and knowledge demonstrated by the crew as the work proceeds with task after task being performed with a minimum of direction. The one constant throughout the day watching those crewpeople proceed with their tasks is SAFETY. There is always someone “watching over them” from above as the Safety Officer is on watch from the foc’sle.

This day is laced with what has become normal to the crew, go to a set location, locate the buoy in question, pull it from the nasty bottom, clean it up, check the bulbs, repair if needed, check the chain for wear, remove and/or replace anything defective and reposition and reset the buoy in the position called for. All this is accomplished, buoy after buoy, by this crew of young, experienced, dedicated “Coasties”. Overseeing the operation are the CO & XO from the bridge. Information from them comes down to the Safety Officer and the BM1 in charge of the deck crew. Together they form a skilled, tight, cohesive crew determined to give their best to get this job done correctly.

At days end, we back into our berth at USCG Philadelphia. Lines are tossed ashore to life jacketed, helmeted line handlers. The boat is secured to the dock. Electrical, water, and sewage lines are secured and we are home. Another day in the life of a “Coastie”. Another very special day in the life of an Auxiliarist, one who is lucky to have been able to share in this experience. ☸

*Eugene J. Morris, DCP-3
Wenonah, NJ*



Views of the USCGC Tate from their web site



AROUND THE DISTRICT

Division 4 Southeast Pennsylvania

Division 4 Member Receives Auxiliary Commendation Metal

The Commandant of the Coast Guard recently awarded our own Robert Munroe, of Flotilla 4-11, the Auxiliary Commendation Medal, in recognition of Robert's work on the new Coast Guard Auxiliary Electronic Directory, the eDirectory. The Auxiliary Commendation Medal is awarded for outstanding achievement which significantly furthers one of the Auxiliary's authorized activities.



Robert, as the Branch Chief, Communication Services Support (BC-ICS), single-handedly designs, codes and maintains the eDirectory, an Internet-based data base application used by Auxiliarists to look up other members, their units, officers, email addresses, competencies, and more. By entering an unfamiliar email address, you can even find out who it was that sent you email but didn't disclose their name!

Because the eDirectory has excellent security capabilities, it is used to confirm Auxiliarists' identities for on-line testing and in other matters where restricted access is a requirement.

The eDirectory contains accounts for all Auxiliarists, even those with no email, so you, yourself, are already in it. In order to access it, you simply activate your account using your Auxiliary "Employee ID" and zip code. The eDirectory will verify your email address (from AUXDATA) and you're in!

Since replacing the original Email Directory last year, over 4,000 Auxiliarists have activated their eDirectory accounts. All data used in the eDirectory comes from AUXDATA, so there is no need to separately update it when your email address, or other data, changes.

If you haven't already, activate your eDirectory account. You'll agree that Robert Munroe's achievement is truly outstanding. ✿

Robert Munroe was previously awarded the Auxiliary Achievement Award by the Director of Auxiliary for his work designing and implementing the Fifth Northern Region Web site. (www.5nr.org) He continues to serve as a 5NR ADSO-IS for that web site. Robert is the son of Jan R. Munroe, Vice Captain of Division 4, who assists Robert with the eDirectory as Administrator of its "help desk" function.

AROUND THE DISTRICT

Division 5 Harrisburg, PA

FLOTILLA 56 HOSTS THE 21-DAY RETREAT



Members of Flotilla 56 were again participating in the 21-Day Retreat Ceremonies held throughout the Chambersburg PA area beginning on 14 June (Flag Day) and ending on 4 July (Independence Day) at Chambersburg Municipal Park. This unit is comprised of veteran and fraternal groups that joined together to create this organization, which plays tribute to the American Flag by holding these Flag Retreats. The retreats are hosted by a different organization each night. This year a local Scout Troop also participated. Flotilla 56 hosted the Retreat on 24 June at the Marine Corps League site in Chambersburg, PA. Color Guard was comprised of Judy Dann, Bill Gardner and Steve Marthouse. Wally Brenner called the commands to the groups in formation. The purpose of this organization is to honor the Flag and to also earn funds to purchase fireworks for the 4th of July celebration at the park. Funds are generated by the various activities held during the day on the 4th of July, selling of raffle tickets, and donations collected from the spectators at the park during the event. The organization has been in existence since 1984 and Flotilla 56 has been participating since its onset. Thanks to all our members that help support this patriotic event.

Right, members converge in preparation for the retreat 24 June, when the Flotilla hosts the event. Thanks to all for contributing to the success of this annual event. ✿

*Story and Photos by
Jeannie Brenner,
Flotilla 56 and
Patricia Marthousre,*



Chambersburg, PA.

AROUND THE DISTRICT

Division 5
Harrisburg, PA

FLOTILLA 56 TEACHES "BOATING SAFETY" AT CHAMBERSBURG MALL

May 8th dawned a bright, but quite windy day. The Auxiliary team (comprised of Judy Dann, Betty Argenbright, Mary Dukehart and Jane Turnau) met to go over last minute lesson plans and decided that they were ready to go. After finding the allotted Auxiliary

but they had a pleasant surprise when the "Franklin County Safe Kids" committee delivered free PFDs for the students. The Auxiliary team helped the children use their newly learned information about fitting the new lifejackets/PFDs.



tables, they proceeded to set things up for the classes, while continuing their battle with the wind. At any given time passers-by could see various handouts, booklets, and hats sailing through the parking lot.

Classes were held for Kindergarten through second grade, using "Water 'N Kids" as the text, with emphases on learning to swim and the use of personal flotation devices (PFDs). For the older children (grades three through six) "Boat 'N Kids" was the text, with the emphasis again on swimming and PFDs.

Some of the children had no idea how to put on a PFD,

Though the windy conditions kept blowing things about, the team persevered, and the students didn't seem to mind at all. At the completion of the course, each student also received a Coast Guard bag filled with his or her text, safety pamphlets and "Inky the Whale" book. ❄

*Story by Jane Turnau and photos
by Judy Dann and Jane Turnau
Flotilla 56, Chambersburg, PA*

CRUISING NEW YORK HARBOR

Our course was to New York Harbor from the north, down river from the George Washington Bridge. We had a fast run, about 10 knots. We were surprised to find that we encountered very little traffic.

We were safely moored in Liberty Harbor Marina -- and dreaming! I've no idea who owned this machine, but what a Yacht! (Photo right)

We could see the flame on Lady Liberty's torch from our berth.

From a prescribed distance, I got some "shots" at Lady Liberty. To my complete amazement, no Law Enforcement or Control Craft checked us out in the Harbor. I was later told that surveillance cameras scanned the area at all times, and that our presence was monitored.

We headed back up river, through the morning rush hour of the ferries and water taxis, and rough water. We



gave up photography and concentrated on missing the water traffic and just plain hanging on.

Next day, we viewed West Point and just around the bend, whirlpools, something quite new to me. They were gentle, though, and no problem.

The trip was enhanced by Bill Frotscher's past -- he had grown up on the Jersey side of the Hudson. It made for an on-board tour guide. We've shared quite a few cruises, but we rated the Hudson trip at the top. I had only one regret - I did get a photo of the moon, but only waning at 1/3; I wanted a half moon. ❄

Photos and Story by Seth Shafer, 56, Chambersburg, PA



AROUND THE DISTRICT

Division 5
Harrisburg, PA

DIVISION 5 PATROLS LOCAL WATERS

Members of Division 5 have been patrolling the waters at Goldsboro, PA. Their patrol facility is the large boat owned by Board Inc. Though the process of getting into the water for the patrol is somewhat cumbersome, the coxswain and crew doing the patrols seem to enjoy the time out on the Lake. The jet-drive boat works well in the shallow waters of the patrol site.



The crew for this patrol prepare to board (photo above). In the early morning it can get rather chilly on the lake but this crew is prepared and dress accordingly. As Ray Forrester has recently passed his requirements as a coxswain, he is taking advantage of the scheduled safety patrol to familiarize himself with the waters and the boat. Below, Wally looks out for any navigational hazards.



As the day progressed, the temperature rises and jackets are removed and replaced with the PFDs. Steve Marthouse, (*right*) is making adjustments after the switching to his PFD.



Bruce Henry, another new coxswain in Division 5, arrives and takes time to pose for a picture with the Board Inc Boat, (*photos below left and right*). Ralph Gregory, DCP, Mike Baker, and Joe Venzlowsky, have also been doing patrols at this site.

Photos by those at the patrol site, and story by Wally Brenner PDCP 5 Chambersburg, PA



AROUND THE DISTRICT

Division 6
West Trenton, NJ

CERTIFICATE OF APPRECIATION

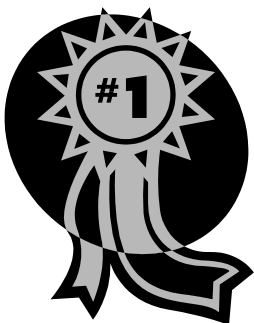
A USCG Auxiliary Certificate of Appreciation was presented to Robert Lockwood of Mercer Marine Supply in Trenton, NJ on 22 MAY 04.

This certificate was presented in appreciation for exceptional maintenance support for the operational facilities of USCGAUX Search and Rescue Detachment (SARDET) Bordertown.

Every year prior to the beginning of the SAR patrol season, USCGAUX SARDET Bordertown conducts currency maintenance training for its operations personnel.

This training provides the coxswains and crew with an opportunity to review and practice the skills necessary to conduct a patrol.

Since currency maintenance training is an all hands evolution, all available operational facilities are required to provide the necessary number of platforms for the personnel involved.



Shortly before the scheduled currency maintenance training, it was discovered that OPFAC 242548 was having mechanical difficulty. Mercer Marine Supply serviced 242548 on short notice in the limited amount of time available prior to the training, allowing all scheduled personnel to participate.

This support was exceptional, and greatly appreciated. ☼

*Article by Charles W. Stewart Jr., DCP 6
Yardley, PA.*



Robert Lockwood (I) of Mercer Marine Supply in Trenton, NJ is presented with a USCGAUX Certificate of Appreciation by Charles Stewart, DCP 6, D5-NR.

*Photo by Jerry Sowa, SO-PA-6
Hamilton Square, NJ.*

CURRENCY MAINTENANCE TRAINING

In order to maintain currency in the boat crew program, coxswains and crew must perform eight hours underway and the following tasks: pre-underway check, person in the water, stem tow, and side tow. While the pre-underway check and person in the water tasks can be accomplished during a routine patrol, the stem tow and side tow tasks require a second boat and can be a challenge logistically. While



prosecuting a case can often provide the opportunity to perform these two tasks, performing these two tasks in a non-training environment after several months of inactivity over the winter is far from the ideal situation.

To address this situation, Division 6 has been conducting currency maintenance training the weekend before the start of our patrol season. All of the coxswains and crew have an opportunity to "knock off the rust" before the start of the season, hopefully preventing any embarrassing moments during an actual case. The first couple evolutions are typically not at the desired level, but by the end of the training the tasks are being completed without any mistakes. This training not only ensures that all of our coxswains and crew obtain their currency maintenance sign-offs, but also that any cases that are run during the patrol season are handled in a professional manner.

Divisions should consider scheduling this training at the beginning of each patrol season to allow their



personnel to reinforce the necessary skills after the time off over the winter. Those divisions that have a limited number of OPFACs can always coordinate their training with neighboring divisions. OPFACs from Division 2 have often

participated in our currency maintenance training. With this type of event, it is truly "the more, the merrier". ☼

*Article and photos by Charles W Stewart Jr., DCP 6
Yardley, PA.*

AROUND THE DISTRICT

Division 6
West Trenton, NJ

DIVISION 6 PICNIC

On 15 July 2004 Division 6 held its annual picnic at the Edgely Yacht Club, Edgely, PA.

Here we go again! Division 6 enjoying a day of good fun, fellowship and delicious food. Just tell the volunteer "mess cooks" how you want your hamburger and they will be happy to accommodate. "Cheeseburger please, or hold the cheese," was the words of the day.

We are gathered here to take a break from performing our mission duties, and that is to promote safe boating and to save lives. Even when in fellowship, these aims are still in our conversations.

Among the honored guests this day was Commodore Eugene Bentley. The Commodore's article in the last issue of TOPSIDE was very good, about reaching our goal as volunteer lifesavers.

Another distinguished guest was CWO Joe Hartline, Assistant Director of Auxiliary. Mr. Hartline made himself susceptible to verbal attack when he volunteered to pick names out of the hat for door prizes ☺.

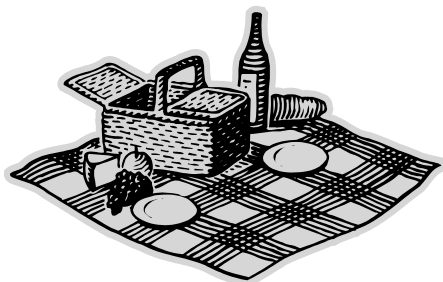
Weldon Harris, Tom Oram and Joan Vareha (pictured) holding a model of the "Cutty Sark". They agreed that Mr. Hartline knew how to pick winners.



Division Captain "Chip" Stewart started the door prize activity by winning a water skiing Barbie doll for his daughter, very appropriate. ☼

Semper Paratus,

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



AROUND THE DISTRICT

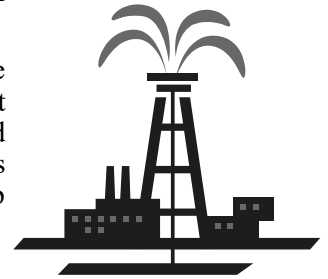
Division 7
Southern Ocean County

PROJECT WINS GRANT

Flotilla 7-12, Barnegat Light, NJ, has received a BoatUS Foundation Grant to distribute 550 oil absorbent socks through the Vessel Safety Check program.

Vessel examiners throughout the Division will give the oil absorbent socks to boaters who are found to have oil in their bilges during vessel safety checks.

The purpose is to educate boaters that are not aware that there is a better way to get rid of the fuel or oil in their wells or bilges rather than just pump it overboard.



With an estimated 11 million marine engines in operation in the United States waters, the potential for petroleum products to get into the water can be devastating to marine life and the quality of our own lives too.

If the distribution is successful the program can be expanded and the results will have a significant positive impact on the environment.

Each year the Boat U.S. Foundation selects local nonprofit organizations to promote clean boating education through their grant program. They are always looking for the most innovative and effective ways to reach people with this message. ☼

*Mel Kleinfeld, 7-12
High Bar Harbor, NJ*

GPS CLASS OFFERED



Joseph Lupa, SO-MT 7, conducting one of the first Auxiliary GPS classes in Division 7.

AROUND THE DISTRICT

Division 7
Southern Ocean County

USCG AND DIVISION 7 FLOTILLAS COMBINE EFFORTS TO SUPPORT LONG BEACH TOWNSHIP WATERFEST ON LONG BEACH ISLAND

THIS YEAR'S THEME "OUR WATERS: KEEP THEM SAFE, KEEP THEM CLEAN"



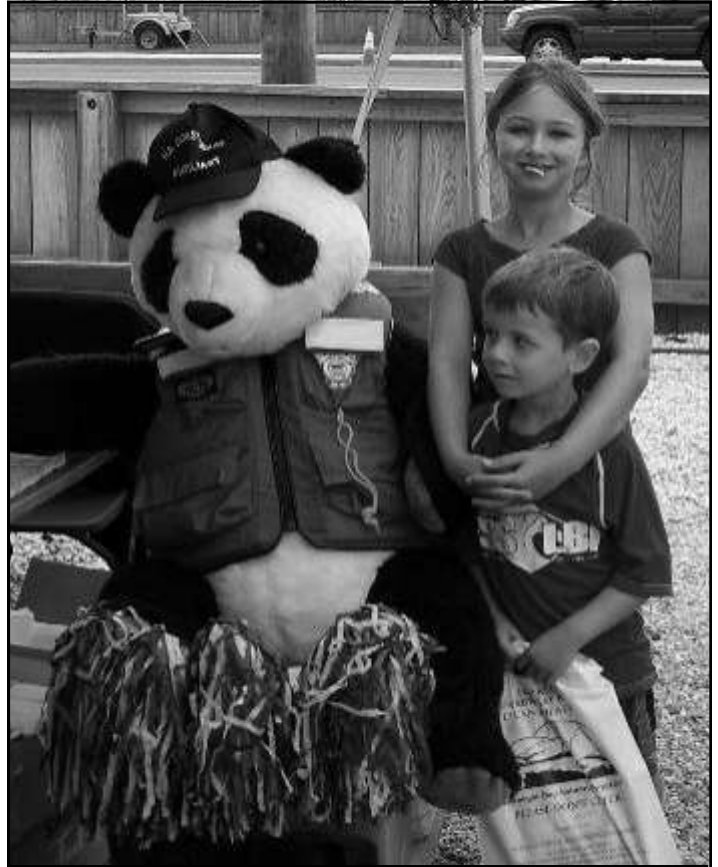
Ken Kendall 7-12 instructing brothers about PFD adjustments

Division 7 Flotillas along with USCG personnel demonstrated the true meaning of "Team Coast Guard" by participating in the 4th annual Waterfest on Long Beach Island. This event is hosted by the Township of Long Beach and partially funded by a grant from the Board of Chosen Freeholders. The secondary theme is to encourage the public to thank the people and organizations who keep us safe.

Other participants included: State and local Police, local municipal organizations, environmental groups, FEMA, US Fish and Wildlife, Volunteer Fire and First Aid squads and of course the general public.

There was a demonstration of a water rescue, an opportunity to see rescue vessels and of course the highlight, meeting "COASTIE"

Most organizations had tables with educational materials available. ☼



PFD Panda posing with friends



Reading of US President's Proclamation of NSBW 2004



"COASTIE" posing with friends and PFD winner

AROUND THE DISTRICT

Division 7
Southern Ocean County

AUXILIARISTS EXECUTE SEARCH AND RESCUE MISSION OFF BEACH HAVEN, NJ



Jim Taylor (7-12) at the helm, Bob Keene(7-11) coxswain,
Ken Kendall (7-12) crew

While Dan Mulvey 7-12, and Andy Navalance 7-12 were receiving their dock side qualification examination (QE) for crew, Jim Taylor noticed a capsized sunfish. The operator lost his sail, could not up right his boat and was being carried up the ICW. The operator requested assistance. Bob Keene and crew responded. The operator was pulled from the water and he, his sailboat and sail were returned to his dock. ❁

Photo and article by: Richard Wagar 7-12, Medford, NJ



Ken Kendall and the rescued operator of the capsized sunfish

AUXILIARIST RECEIVES PRAISE FROM BOAT OWNER

The following is summary of a letter forwarded to the 7-12 Flotilla Commander praising the efforts of Bill Michalski Vessel Examiner.

Ed Stucy (boat owner) of Manahawkin, NJ wrote:

“For the 2nd year in a row I had my boat safety checked by your member Bill Michalski, and I think you should know that he is a credit to your organization.

I find him very professional and knowledgeable as well as courteous.

Bill came aboard my boat found everything satisfactory except my fire extinguisher. He explained to me how an extinguisher could be defective even though the dial showed it to be fully charged. Of course he did not pass me.

The next day I bought a new unit. Bill came back that day checked the new extinguisher and issued a new sticker.

I just want to thank you and your members for the great job you are doing for boaters and helping keep the waterways safe. Keep up the good work!”

Photo by : Edna M. Winans, Manahawkin, NJ



Bill Michalski conducting another Vessel Examination



AROUND THE DISTRICT

Division 8
Southern New Jersey

SPEEDING PERMITTED

High Speed boat racing was permitted for contestants of the 2004 Sunset Lake Hydrofest. And Flotilla 08-02 CAPE MAY was called upon to assist in securing the race course and coordinating boat traffic in the area during the two-day competition.

The local Auxiliary has regularly participated in the annual event by providing facilities with several coxswain and crew qualified members to augment the security and safety aspects of this dynamic race, including details from Coast Guard Station Cape May and NJ State Marine Police.



The race featured different classes of hydroplane and flat bottom boats including the exciting Jersey Speed Skiffs. Running Auxiliary missions among thundering race boats makes for an exciting way to close the boating season. ☼

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

CREW SCHOOL

In June, three members from Flotilla 82, Cape May attended the 2004 Eastern Area, 5NR, Boat Crew School held at TRACEN Cape May. Pat Santoni, Scott Taylor and Joseph Giannattasio successfully completed boat crew qualifications.

Over 20 attendees from the [District] participated in the classroom studies, practical exercises, lectures, demonstrations and testing necessary for qualification to participate in Auxiliary surface operations. Although demanding, the course also offered the unique opportunity for Auxiliarist to meet other members from outlying areas, train as a team, build fellowship, and make new friends.

Many thanks and appreciation to all the Instructors, Examiners and Coxswains for sharing their time, effort and valuable experience. Special thanks to Jack Witemeyer, DSO-MT, who organized, oversaw, and over-worked to make this boat crew course challenging, rewarding, and a memorable experience. ☼

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



From Left to Right: Pat Santoni 82, Bruce Long DCP – Coxswain, Scott Taylor 82, William Donahue 86, and Thomas McNichol



Heads Up! From (l to r) Vince Kipp (83) retrieves a towing line as Dan Hartman (Coxswain) and Jake Lincoln (QE) evaluate. Frank Heise (83) observes.



AROUND THE DISTRICT

Division 8
Southern New Jersey

WINGS & WHEELS

F SO-PA Joseph Giannattasio (FL 82) not only enjoyed the aerial demonstrations at the May 2004 Millville "Wings and Wheels" air show, he also got the chance to meet and hang out with the various aerial performers including the pilots and crew of the U.S. Air Force Thunderbirds.



Joseph Giannattasio FSO-PA 82 arrives at Millville airport "in style" piloting a friend's WWII fighter.

Although not performing in the air show, the fully restored WWII era airplane never fails to impress novices and enthusiasts alike. Designated a SNJ-4, it was the U.S. Navy's most famous fighter/trainer. Powered by a rugged 600hp Pratt & Whitney R-1340, 9-cylinder radial engine, this airplane trained thousands of pilots in preparation and during WWII.

When not performing vessel checks or instructing America's Boating Courses, Joe enjoys flying different types of aircraft. He also looks forward to participating in the Auxiliary's Air Program. ✪

*Bruce Long, DCP 8
DelHaven, NJ*



"A Night In Venice"

The 50th year of "A Night In Venice" (NIV) was once again a fun filled experience for boaters, spectators, and, of course, the party crowd.

An armada of seventy colorfully and musically decorated boats, large and small, led hundreds of other boats along the Intracoastal Waterway and through the harbors and lagoons that permeate the northern half of Ocean City, NJ. The boats cruised past more than two miles of lavishly decorated and brightly lit bay front homes and condo complexes, residences at which food abounded, music blared, and where families and friends recaptured old memories and created new ones. An unconfirmed report by longtime Ocean City resident Martin Mollusk stated that fish caught in the area the next day had a definite chardonnay flavor.



This event, coordinated by Ocean City Public Relations Director Mark Soifer, is always an enjoyable experience for the 100,000 guests that come to this island town for this gala mid-summer event. However, not many of these revelers realize how much work goes into insuring their safety by the men and women of the USCG Auxiliary. Those volunteers, both veterans and rookies at the NIV celebration, spent many hours behind the scenes both on land and on the water assisting the US Coast Guard (CG) and the NJ State Marine Police (NJSMP).

Here are two reports from our perspective:

Throughout the evening and night, events occurred at a rapid pace at the Station Great Egg (Ocean City) command center. CPO Patrick Foley had to make many immediate decisions from continuous transmissions being received by the two watchstanders, Auxiliarists Jack Plasket (81) and Bob Hoch (61).

Bob, a retired Coast Guardsman, was a former Officer-in-Charge of Station Great Egg when it was a full station. Currently, he is a member of the Auxiliary in a NJ flotilla (61) along the Delaware River and travels across the state to assist at the comms station during the Night In Venice celebration.

During the entire event, this dynamic duo periodically
(Continued on page 58)

AROUND THE DISTRICT

Division 8
Southern New Jersey

(Continued from page 57)

switched tasks, so that while one was manning the radios, the other was answering the phone.

In addition to the transmissions from the 2 CG vessels and 5 Auxiliary Facilities (AUXFAC) being received on



one channel and from the transmissions from Station Cape May on Channel 16, transmissions from the organization's patrol boats, which were on yet another channel, added

to the "excitement". From the same room but on a different frequency, NJSP trooper Jeff Torchio coordinated his 6 vessels.

Meanwhile, out on the water, the Auxiliary boats, positioned to maintain a safe and orderly event, had plenty of "action" of their own. A potential problem was prevented at the south end of the parade route when Capt. John Lindsay of Towboat/US and an AUXFAC coxswained by Dick Keast and crewed by Marilyn Hughes, John Reinhardt, Bonnie Bonner, and Kim Keshuta observed and reported three kayaks barely visible in the fading light (2050 hrs).

Paddling up the ICW from Avalon, NJ, to view the festivities in Ocean City, the three college students were physically exhausted when they reached the south end of the parade route at the Tennessee Ave boat ramp in Ocean City. They were also unaware of the possible danger they presented to both themselves and to others, and of the law they were breaking by being on the water after sunset without proper lights. "College-educated" does not equate to being "boat smart". Auxiliarist Bob Balke and his crew took the three tired young men and their crafts aboard their facility and brought them to safety at Station Great Egg.

Elsewhere, a potential collision was prevented when Auxiliarist Marc Brody and his crew escorted a boat operating without running lights to the Station.

The above stories were just two examples of the many incidents our patrol boats dealt with all evening and night. So what did my crew and I, Walt Alsegg and Gene and Janet Richardson, do that night? Not much really.

Let's see, all we did was: (a) rescue a partially

inebriated young male who was unaware how strong the current in the ICW was when he jumped into the water and was swept away from his anchored boat (those "man-overboard" practices sure paid off); (b) accompany a AUXFAC crewed by Bob Fritz and Mike McKenzie (members of a flotilla in Division 4 in the Delaware County area, just south of Philadelphia) as they guided a cruiser with engine problems across the ICW and through the parade to an available boat slip; (c) keep innumerable spectator boats from getting too close to the line of parade boats and directed them to various pre-determined anchorage areas; (d) cruise around and through the anchorage areas located in our designated patrol area reminding boaters to turn on the anchor lights on their craft; and (e) follow the last parade boat through several lagoons, often having to shout over the sounds of loud music to inform some of the previously driven boats to turn OFF their running and anchor lights.

As I said, not much. Nothing more than any of the other AUXFAC boat crews did that night.

While the newspapers and television newscasts reported the



action on the scene, you now know about some of the action that occurred behind the scenes. But what really counts is that, in the final analysis, this on-the-water annual night event took place without any major mishaps. All involved should feel a huge sense of pride at the very large and important role, albeit a barely noticeable one to most in attendance, we played in making the 2004 "A Night in Venice" a pleasant memory for all.

*Joseph A. Skutlin, FC & Howard Friedman, FSO-OP
Flotilla 81, Ocean City, NJ*

AROUND THE DISTRICT

Division 8
Southern New Jersey

Night Patrol - A Ravishing Experience

When Dick Keast, a Qualification Examiner (QE) in Division 8, invited me to serve as coxswain on a night patrol, I was a bit apprehensive. My concern was induced by thoughts of past times I had been out on the water at night. Most of those times involved leaving a dock around 2:30 AM and negotiating narrow channels and the Intracoastal Waterway in order to gain access to the ocean at the inlets of Atlantic City, Great Egg Harbor, or Cape May.

On those trips, we found the channel markers and buoys with the use of a spotlight, not with a chart and a compass. Once out into the open sea, a three hour to four hour ride through the darkness followed. Although we did occasionally peek at the compass, the real piloting was done by a LORAN unit.

It was this electronic device that determined the course for the trip. In reality, it was the Captain and we were merely steering the course it ordered.

Oh, in case you are wondering, the purpose of this night craziness was to arrive at sunrise at the tip of one of the underwater canyons that are located 65 to 70 miles off of the southern New Jersey coast. Why at sunrise? You fisherman know. It's called first bite.

Lest I stray too far from the subject of this article, let's return to the story of the night patrol. At Dick's request, I and my crew, coxswains-in-training and fellow flotilla-mates Walter Alsegg, Marilyn Hughes, John Reinhardt, and Joe Skutlin, met dockside an hour before departure time.

An hour before departure time? That was unusual. Then, when he asked that we bring our handheld GPS units, our navigation tools, Chart 12316, and that we spend some time previous to the patrol reviewing our piloting skills, it was a pretty good indication that this patrol was going to be more than just a leisurely boat ride on a pleasant evening. But just what, I wondered, did our "sensei" have in mind?

Upon arrival at the dock, we followed Dick into a nearby condo and took seats at the dining room table. Uh-oh, I thought, "what now?" My worst fears were soon realized. Each of us was then handed a sheet of paper. Conditioned from many years in a classroom, the first thing that ran through my mind when handed a sheet of paper was "Oh no, a test!"

I was right! The paper was titled "Night Piloting

Quiz." On the sheet was a list of Aids To Navigation (ATONs) as shown on chart 12316, the working chart.

Each ATON on the list was followed by questions pertaining each aid (i.e. description, location, etc.) Following the questions were tasks, piloting tasks relating to the various listed ATONs. Wow, in this day and age of inexpensive, user-friendly GPS units and laminated pre-course-charted charts, who now bothers with plotting courses on a "real" chart?



Who understands, or even remembers, words like "variation" or "deviation?" Mr. Keast does. Soon, like it or not, we all would.

About forty five anxiety filled minutes later, all of us had finished. Were our calculations correct? What were our scores? As we soon discovered, Dick was not going to mark our answers.

Our grades were to be determined by reality, the reality of how accurately the courses we had calculated would guide our craft in the darkness, from ATON to ATON.

For safety concerns and to enhance learning, Dick had us first run the courses we had just calculated during the fading light of dusk. After the last lumen of daylight had vanished, the "fun" began. It was up to us to find our way along those same courses in the darkness. We traveled each course several times, each time becoming more and more confident in our improving navigational and piloting skills.

We were actually using our GPS as back-ups, not as our primary piloting tools. We felt as if we, not electronic wizardry, were the captains of our ship. How about that?! Our grades? I am happy, even proud, to report that, for the most part, the navigational skills of our crew put us right on the marks.

The obvious outcome of this night exercise was, of course, the improvement of our piloting skills. But more importantly, we discovered that we actually could

(Continued on page 60)

AROUND THE DISTRICT

Division 8
Southern New Jersey

(Continued from page 59)

navigate without an electronic aid (GPS).

Granted, using one's intelligence, common sense, a chart, a compass, and a couple of basic tools, does take more time than pushing a few buttons, but if the electronic instruments ever go down, we know we can get home safely. Of course, if our brains ever go down, we won't have to worry about getting home, right?

Surprisingly, feelings also played a larger role than expected during the entire night. Yes, I will admit that we did experience fatigue when we were given "permission to secure from patrol." But, the apprehension with which

we had felt at the start of the patrol had actually, unexpectedly at least in my case, turned to a feeling of elation at the patrol's completion.

And, as I left the dock and headed to my car, I perceived yet another sensation. I was

hungry, very hungry. Unlike during a daytime patrol, navigating through the dark leaves very little time for relaxation. Throughout the entire patrol, our minds and our senses were continuously active, continuously thinking, continuously straining to see what was ahead of us.

So, are we looking forward to our next night piloting exercise? You bet we are. But this time, before we step onto the boat, I'm going to make sure that Dick has arranged to have hoagies, chips, and soda waiting for us upon our return. And if he hasn't pre-planned that detail, not to worry. Believe me, finding my way to the nearest hoagie shop in daytime or at night is one piloting skill I don't have to be taught. ❁

*Howard Friedman, FSO-OP 81
Margate, NJ*

TRACEN RECRUITS LEARN AUXILIARY HISTORY



For the past four years Auxiliary instructors provided a course in Auxiliary history to new Coast Guard recruits at the Training Center (TRACEN) Cape May.

Each and every Wednesday, 52 weeks out of the year, these instructors provide information about coxswain and boat crew training and other Auxiliary lore.

Instructors are "Jake" Lincoln, George Smith, Mike Hause, Bob Olivieri and Ed Gillespie. ❁

*John "Jake" Lincoln, D5-NR Historian
North Cape May, NJ*



Instructors; (L to R front row) Ed Gillespie, George Smith, Mike Hause (L to R rear) Bob Olivieri and Jake Lincoln



AROUND THE DISTRICT

Division 9
Western Lakes, PA

Auxiliary Helps Raystown Lake Visitors to Boat Safely

Thanks to the efforts of Auxiliary members Dwight Smith and Butch Riley, campers and visitors to Raystown Lake have had the opportunity to pick up some local knowledge and a few tips on boating safety.

Dwight and Butch, along with Virginia and George Clapper, Larry Irvin, and new member Jim Wills have joined the Huntingdon County Tourist Promotion Board's Tuesday morning wake up event at the Seven Points Visitor Center.

This weekly event is oriented toward visiting campers and boaters, so Auxiliary members are able to provide information to occasional boaters and those who may not be familiar with the lake or Pennsylvania boating laws.

While members are greeting and informing visitors to the lake the Water Watch video runs continuously, adding to the effectiveness of this program both at Lake Raystown and on the visitor's home waters. ❁



Auxiliary members Larry Irvin, Dwight Smith, and Butch Riley greet visitors to Lake Raystown with boating safety information.

*Article by David Robb, SO-MT 9
James Creek, PA*

Division Nine Provides Crew and Coxswain Training in Central PA

Auxiliary Division 9 of 5NR sponsored boat crew schools again this spring at scenic Raystown Lake in central Pennsylvania. An impounded river and the largest lake completely within the borders of Pennsylvania, Raystown provides an excellent training environment for inland Auxiliary operations involving many types of small craft.

The school was organized by Larry Irvin and Don Bowes. Numerous instructors and mentors from Division 9 provided both classroom and on-water instruction to candidates for both Crew and Coxswain qualification.

Instructor KC Murphy traveled from Division 15 to provide an excellent navigation class. The lake served as the training area for practice of on-water tasks including boat handling, radio communications, search, rescue, navigation, towing, and night SAR.

Auxiliary members Don Bowes and Michael Redmond served as QE for the schools, testing the knowledge and skills of the candidates through both dockside and on-water checkouts. The success rate was high for those students able to attend all of the training sessions.

In addition to the time and efforts provided by instructors and mentors, the schools were well supported by organizations and businesses around Raystown Lake. The Army Corps of Engineers at Raystown Lake provided space for the classroom sessions at the Seven Points visitor center and nearby Juniata College provided pool facilities for the swim testing. The Seven Points Marina provided overnight courtesy slips for Auxiliary members who brought their boats considerable distances to assist with the school.

*Article and photos by David Robb, SO-MT 9
James Creek, PA*



Paul's Boat!

AROUND THE DISTRICT

Division 9
Western Lakes, PA

Flotilla Nine Five Brings PFD Panda to Lake Raystown



It's a zoo out there as Auxiliarist Butch Riley as PFD Panda helps spread the safety message.

It was, dare we say it, sheer panda-monium when Flotilla 95 arranged for PFD Panda to join several other safety characters for the Army Corps of Engineers "Critter Night" at the Seven Points Amphitheater this year.

Joining PFD Panda in the safety show were McGruff the Crime Dog, Corps of Engineers mascot Nutty Squirrel, and the Forest Service's Smokey the Bear.



Intrepid Auxiliarist Butch Riley donned the panda suit in the summer heat and Flotilla Commander Larry Irvin made the on-stage introduction and delivered the message regarding boating safety and the importance of wearing a personal flotation device (PFD).

After all of the characters were introduced, there was an opportunity for photos as Auxiliary members talked with parents and cake was served to celebrate Smokey's 60th birthday. ❀

*Article and photo by David Robb, SO-MT 9
James Creek, PA*

Meetings Are a Picnic in Division Nine



Division Captain Allen Mitchell (right), John Vance (left), and Michael Redmond (standing) talk up an appetite with new Director of Auxiliary, Commander Scott Rogerson.

Well, at least once each year. That's when the Division hosts a picnic on the shores of scenic Raystown Lake for members and their families.

Longtime Auxiliarists George and Virginia Clapper prepare a roaster full of their famous dogs and sauerkraut, and everyone brings a covered dish for an evening of fun and camaraderie.

This year's event was particularly special in that new Director of Auxiliary, CDR Scott Rogerson, traveled all the way from Philadelphia to take part. After a fine meal and Division business were wrapped up CDR Rogerson provided some words of inspiration to the membership.

Ah, if only every Division meeting could be this much fun! ❀

*Article by David Robb, SO-MT-9
Photo by Dwight Smith, Flotilla 95*



AROUND THE DISTRICT

Division 11
Reading, PA

CHILDREN'S SAFETY DAY



PDCP Diane Bossler answers questions.

Division 11 had two tables set up inside the Liberty Fire Co., Sinking Spring, PA on 16 May. About 300 adults and children attended the event. The Division exhibited safety equipment, personal flotation devices and safety materials. A safety video played during the event. ☼

*Both articles and photos by Terry Hilbert, VCP 11
Reading, PA*

GREAT OUTDOORS EXPO

Division 11 exhibited a boating safety booth at the Expo, located at the Reading Community College, Reading, PA. The Expo drew about 600 people to the event, about 200 of those stopped to talk to us at our exhibit. Manning the booth, that promoted Auxiliary membership and safety boating booths, were Stanley Dutt (11-4) and Terry Hilbert (VCP 11). ☼



Stanley Dutt and "Smokey"



(l-r) Ranger Kathy Grimm
and Stanley Dutt.

AROUND THE DISTRICT

Division 12
Southern Delaware

FLOTILLA 12-2 EARNS AWARD



The National Water Safety Congress

May 4, 2004

Ms. Joyce Hennessey
Division of Fish & Wildlife
89 Kings Highway
Dover, DE 19901

Dear Joyce:

Flotilla 12-2 - Award of Merit Winner

It is my distinct pleasure as the President of the National Water Safety Congress to inform you that the NWSC has awarded the USCG AUX Flotilla 12-2 an "Award of Merit" for Region 1. This award recognizes Flotilla 12-2 for their outstanding contribution to the promotion of water safety issues and programs within the Region during the past year. It is the effort of individuals like these that keep the public safe.

As the nominator of Flotilla 12-2 for this award, please present this to them on my behalf. I am sorry that they were not able to attend the awards luncheon at the International Boating and Water Safety Summit in Panama City. Please express to them that this award indicates that their peers recognize them as an outstanding contributor to water safety. Thank them on behalf of the National Water Safety Congress for all they have done to make our waters safer for the recreational user.

You can also obtain information about the NWSC and its awards program by visiting

www.watersafetycongress.org.

Thanks again for your efforts!

Sincerely,

Bobby N. Pharr, President, NWSC

AROUND THE DISTRICT

Division 12
Southern Delaware

FIRST FEMALE COXSWAIN IN DIVISION



Agnes Mical is the first woman coxswain in Division 12.

CWO Joe Hartline visited the Bowers Search and Rescue Detachment (SARDET) Station to present the award, and to get her out on the water.

*Ralph A. Gilgenast SO-OP 12
Selbyville, DE*



JOHN BERNATH RECEIVES BRAVO ZULU AWARD

Auxiliaryist John Bernath received the BRAVO ZULU AWARD from RADM Sally Brice-O' Hara for superior initiative and dedication to safe boating on the waters of Maryland and Delaware.

"Specifically, for the coordination of a highly successful, well attended, and informative Boating Safety Open House at Coast Guard Station Indian River on the 22 May 2004.

Thoughtful advance work and outreach ensured a wide variety of educational displays were in place to increase public awareness.

Your leadership of this annual event greatly enhanced Coast Guard and Coast Guard Auxiliary efforts to convey important safety messages to America's boaters." ❁

*Rear Admiral Sally Brice-O'Hara
Commanding Officer, 5th CG District*

DIVISION 12 EARNS ADMIN AWARD



This past July Division 12 received the Director's Administrative Award. This is quite an accomplishment for the Division. No other Division within the District received this award in 2003. Elaine Gilgenast, Captain for Division 12 was presented with the Director's Administrative award by Dick Bailey, Vice Captain at the July Division Meeting. This plaque is awarded by DIRAUX to the Divisions and Flotillas that have demonstrated outstanding administrative abilities during the award year.

Because all the Flotillas in the Division met the criteria set forth during the calendar year and qualified for this award, the Division also received it.

The criteria included:

- Elections. ADMIN-2 and ADMIN-3 forms must be received by the DIRAUX office on or before December 15 each year.
- Financial Report. CGAUX-23/ANSC-7025 forms must be received by the DIRAUX office on or before February 1 each year.
- Coast Guard Property Inventory. ADMIN-7 forms must be received by the DIRAUX office on or before February 1 each year.

The Flotillas and their respective Commanders that were recognized for exemplary performance included:

12-1 Thomas Mitchell, FC; 12-2 John DeMartino, FC; 12-3 George Hallowich, FC; 12-4 E. Art Titus, FC; 12-5 Carolyn Otto, FC; 12-9 Rinaldo DiDaniele, FC

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

AROUND THE DISTRICT

Division 12
Southern Delaware

Good Teamwork Contributes to Flotilla 12-5's Success



Alfred Grimminger DSO-VE and IPDCO Robert Perrone Sr.

On a beautiful June day on the Delaware Bay, several Auxiliary members of Division 12 teamed up to get member, Kenneth Xiques VFC qualified as a coxswain and update others on their currency maintenance qualifications.

On-board to help get the job done was Qualifications Examiner Robert Perrone Sr., IPDCO.

The team included Alfred Grimminger DSO-VE, Harry Otto SLL (DE), IPDCO Robert Perrone, Carolyn Otto FC 12-5, Kerry Ames IPFC 12-5, Merton Walton 12-5, Kenneth Xiques VFC 12-5 and Nancy Otto FSO-PA handling radio communications.

Through good teamwork among all involved, we were able to achieve great success. ❁

*Photos and Article by Carolyn Otto FC 12-5
Dover, DE*

Indian River Coast Guard Personnel Joint Seamanship Training With Flotilla 12-2,



Participating in this joint training effort were Division 12 Members, crew trainee Bill Miller, coxswain and Vice Flotilla Commander Jim Stellene, Flotilla Commander Tony DiMauro, and Bob Lesperance on board Division 12's "THE OFFICE."

Flotilla 12-2 and various members of the Indian River Coast Guard Station regularly practice towing evolutions, chart reading, marlinspike, and seamanship in joint exercises.

Towing training is emphasized as seen in the accompanying photographs. ❁

*George W Hallowich, PFC 12-2
Greenwood, DE*



← Harry Otto SLL (DE) and
Merton Walton 12-5



Kenneth Xiques
VFC 12-5 and →
Kerry Ames IPFC
12-5



Newest Coxswain Kenneth Xiques →



AROUND THE DISTRICT

Division 13
Central New Jersey

Auxiliarists Assist Coast Guard Unit Training



On July 8, 2004, Auxiliarists Dave Berlin (IPDCP 13), Maurice 'Butch' Simpkins (DCP 13), and Walter Sandell (Flotilla 13-3) participated in a briefing on small vessels for the crew of the Capstan, USCGC 65601, and the Marine Safety Office, Philadelphia, PA.

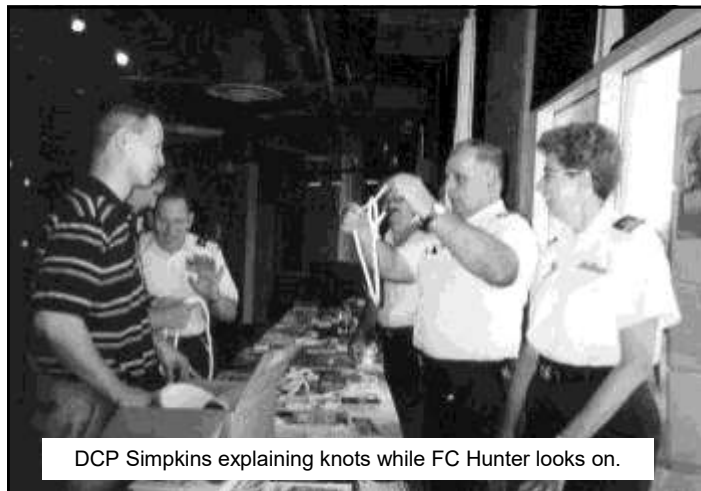
CPO Sherman, OIC of the USCGC Capstan, pointed out the several similarities and differences between the Coast Guard 4100 forms and Auxiliary Vessel Examination forms. Differences in authorities and procedures were also covered.

Chief Sherman stated that the work of the Auxiliary saved the Coast Guard considerable time and effort in recreational boating safety, and that an Auxiliary vessel examination sticker usually meant they were dealing with a safe boater and a vessel with no safety violations.✿

*Article and photos by Walt Sandell, Flotilla 13-3
Haddon Heights, NJ*



TALL SHIPS, SHIPS-n-SHARKS, AND DIVISION 13



DCP Simpkins explaining knots while FC Hunter looks on.

On July 2, 2004, Division 13 conducted a Boating Safety booth at the beautiful New Jersey State Aquarium located on the Camden waterfront. The timing of this venture was brilliant! Not only were the Tall Ships visiting the Port of Philadelphia; the Aquarium was presenting a special Ship-n-Sharks sailing instruction program, in conjunction with presentations by Tall Ship crew members.

These combined events contributed to a wide audience at our Division safety booth. The superior selection and variety of booth materials grabbed the interest of adults and children alike.

As Auxiliary personnel deftly responded to safety and boating regulation questions, Dave Berlin, IPDCP, demonstrated a variety of knots to young, wide-eyed potential future boaters. Working with this cooperative effort was "Butch" Simpkins (DCP13), Norma Hunter, (Flotilla Commander), Dave Tryon (IPFC), Walt Sandell, (FSO-PS), Helen Berlin (13-3) and Patricia Phillips (FSO-PA).



Tall Ships, Ship-n-Sharks and our Division safety booth, a winning combination.

*Article by Patricia Phillips, FSO-PA 13-3
Photos by Dave Tryon of 13-3*

AROUND THE DISTRICT

Division 13
Central New Jersey

USO VOLUNTEER GEORGE GILCH

The scene is the busy Philadelphia International Airport as scores of military personnel arrive from across our nation. Some personnel are awaiting departure to a stateside assignment; some are awaiting departure overseas. Also, in their midst are the women and children of military families. Young children tired and hungry. Their parents searching for a place of respite as they wonder where to find food this time of night?

They discover that place of respite as they encounter the Liberty USO at Terminal "D." Here, also, they find USO volunteer, George Gilch, FSO-PS, 13-3. As George proceeds to provide appreciative children hot dog sandwiches and juice, their parents exchange a look of relief. Someone is here to help us!



Next, George assists a serviceman experiencing transportation problems getting back to his unit in the Middle East. Rectifying that problem, George proceeds to help a servicewoman with lodging accommodations during her layover. This is just a sample of another typical busy night for George and other volunteers like him.

George Gilch became a USO volunteer three months ago, after completion of a four hour training course. George signed up to work two regular four-hour shifts monthly. Yes, he has a day job to go to in the morning. Yes, he has test papers yet to grade. Yes, he has family waiting at home, and, yes, it's obvious, he has an unselfish nature and a patriotic spirit. ✱

The officers and members of Flotilla 13-3 salute you,
George Gilch!

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

AROUND THE DISTRICT

Division 14
Susquehanna, PA

AUXILIARIST ENTERS THE ACADEMY



Editor's note: This story also had a photo of Kevin Kuhn, but regrettably it did not reproduce well enough for publication.

When Kevin Kuhn, of Jacobus, PA received his "Reporting Day" notice from the Coast Guard Academy, he was preparing for his high school graduation.

Kevin Kuhn, a member of Flotilla 14-2 in York, PA had joined our organization one and one-half years earlier, already preparing for his appointment. Kevin's lifelong ambition is to become a naval architect.

Kuhn began his "Swab" training (new appointees to the Academy) on June 28th, 2004. Kuhn's parents, Pattie and Jeff Kuhn, also members of 14-2, requested members send their son goodies, candy, letters, etc.

Our flotilla posed for this picture after our July monthly meeting at Search & Rescue Detachment (SARDET) Base, York, PA. This picture, along with several boxes filled with candy, cookies and letters, was recently mailed to Cadet Kuhn. ✱

**JULY 2004 U.S. COAST GUARD AUXILIARY
SARDET BASE
YORK, PA FLOTILLA 14-2
HERE'S YOUR FAN CLUB, KEVIN...LOTS OF
LOVE FROM ALL YOUR FELLOW
AUXILIARISTS**

*Submitted by Alba Thorn, ADSO-PB-W
Dover, PA*

A
r
t



AROUND THE DISTRICT

Division 15

Frontier

ON BOARD THE "EAGLE"

April 29, 2004, on board USCG Barque EAGLE. A day that started cool soon turned to "picture-perfect" as the sun climbed higher in the sky over the New York harbor. A veritable cross section of the Coast Guard Family met at the Coast Guard Activities New York dock from where we would be tendered to the EAGLE to "ride-in" to the Port of New York. Among the group were Coast Guard officers and enlisted, some with their families; Coast Guard Auxiliarists, including DSO-CC Don Coggins and ADSO-CC(C) Bob Simpson; a number of high school guidance counselors from northeastern Pennsylvania; and some New York City dignitaries.

The conversation on the tender hushed at the sight of the white billowed sails, tall slender masts and pristine white hull. One had the feeling of being transported to a by-gone era as we approached Eagle anchored in the blue water of New York harbor several miles below the Verazano Bridge. On board to greet us were the regular crew of officers and enlisted, as well as a crew of OCS cadets.

The two-hour "ride-in" on America's Tall Ship, under the Verazano Bridge, past the Statue of Liberty, to the pier where we tied up in the shadow of the Brooklyn Bridge was a sight and experience which will not be forgotten by those of us who were fortunate to be on board EAGLE this day.

Also not forgotten will be the New York skyline, conspicuously absent of the twin towers, but which stands as a brutal reminder of the Coast Guard's vital role as defender of America's Homeland Security.

Captain, E.J. Shaw, in Captain's Welcome on the Academy's web site, says the following of EAGLE.

EAGLE is the largest tall ship flying the Stars and Stripes and the only square-rigger in U.S. government service. A three-masted barque, EAGLE's foremast and mainmast carry square sails and her mizzenmast carries fore-and-aft sails. The ship was built in 1936 in Germany, and commissioned as HORST WESSEL, one of three sail training ships operated by the pre-World War II German Navy "

He continues, "EAGLE now serves as a seagoing leadership laboratory for future officers of the U.S.

Coast Guard, the smallest but arguably the busiest of the U.S. Armed Forces EAGLE offers future officers the opportunity to put into practice the navigation, engineering, and other professional theory they have previously learned in the classroom. More importantly, the challenges of living aboard and working a large square-rigger at sea build the teamwork, character and leadership skills necessary for success in the Service."

On this, the first cruise of EAGLE for 2004, besides New York, she visited Savannah, GA; Key West, Fl, Nassau, Bahamas, Jacksonville, FL, and Charleston, SC. She will subsequently visit Hamilton, Bermuda, Boston, MA, Halifax, NS, Newport, RI and return to New London, CT. ❁

By Tom Sheehan 15-4
Dalton, PA



AROUND THE DISTRICT

Division 15
Frontier

DIVISION 15 PICNIC AND CRUISE



On August 16th, 2004, Flotilla 15-1 of Williamsport hosted a three-flotilla get-together at Susquehanna State Park in Williamsport. Flotilla 15-5 from Northumberland and Flotilla 15-06 from Tioga attended, along with host 15-1.

The "meeting" opened at 1800 hours with hamburgers, hot dogs and all kinds of delicious covered dishes brought by the members. Over forty people enjoyed the fellowship and exchanged ideas and "war" stories for an hour.



One of the attendees was Rear Commodore-West Harold N. Miller with his wife, Astrida.

After the meal everyone boarded the "Hiawatha", a simulated paddle wheel boat, for a leisurely evening cruise on the Susquehanna River. The evening was beautiful, the ride was enjoyable, and the camaraderie was priceless.

This type of get-together was very valuable because it not only brought in some prospective new members as guests, but it convinced some of the present members to remain and be active. Plans are afoot for another "meeting" of this type, because rarely do different flotillas get a chance to get acquainted with each other, to socialize and share ideas, and to keep up the esprit de corps. ❁

*Article and photos by Joseph Kustanbauer, FSO-PA
Montoursville, PA*

CREW TRAINING



Division 15 crew training at Lake Wallenpaupack, PA.
*Photos by Don Snyder, FC 15-2
Stroudsburg, PA*

RAINY DAY VISIT



Asst. Director of Auxiliary CWO Joe Hartline visited Flotilla 15-6 on July, 18 to participate in a Lake Cowanesque patrol. Unfortunately the weather did not cooperate. A picnic saved the day.

Photo and caption by Astrida Miller, Covington, PA

AROUND THE DISTRICT

Division 16
Barnegat Bay, NJ

OPEN HOUSE USCG STATION MANASQUAN INLET

July 16-18, 2004 Members of Division 16 participated in the Open House held in July at the USCG Station Manasquan Inlet.



Over sixty vessel safety checks were completed by the Auxiliary. Visitors were able to tour the CG Station along with the 47' boat and the Rigid Hull Inflatable (RHI).

Information was provided to visitors by the Auxiliary in many areas including

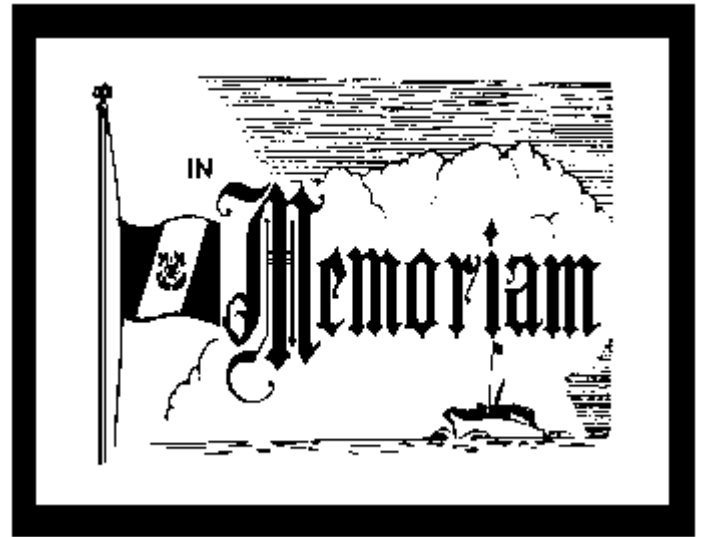
boating safety, life jackets, radio communication, Auxiliary patrols and both Coast Guard and Auxiliary recruitment.

"COASTIE" was on hand to the delight of many children. The open house was a great success and fortunately the weather held for us this year. Thanks to all who participated. ✿

Marjorie Ignozza FSO-PB 16-7, Point Pleasant, NJ



Photos by *Marjorie Ignozza*
FSO-PB 16-7



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.

Frank Gerkens

Edward Condit

Daniel Hanna

Clarence DiChiara

William Wein

Michael Foster

Past Commodore
Eugene M. Pester

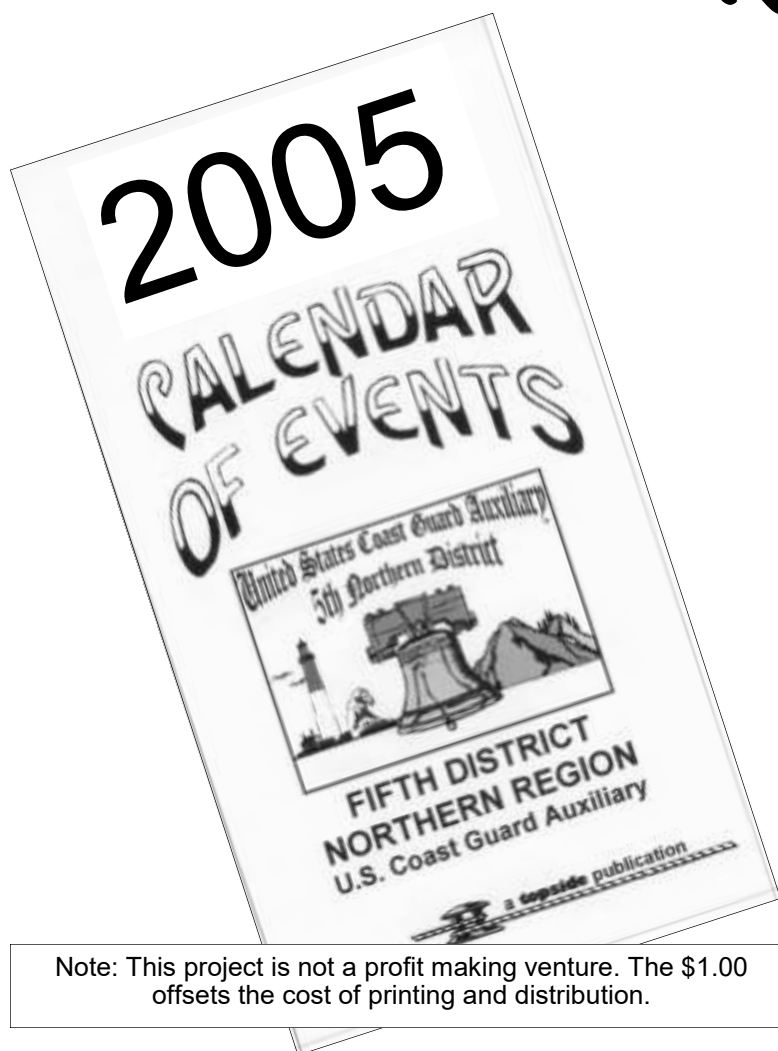


1925 - 2004

Information reported as of 30 September 2004

2005 D5-NR POCKET CALENDAR

The time is now.....



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

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

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

Don't be shut out... The calendar has sold out the past four years!

Deadline to order is December 20, 2004

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

MAKE CHECK PAYABLE TO: "USCG AUXILIARY D5-NR"

Name: _____

Number of copies: _____

Address: _____

at \$1.00 each: \$ _____ enclosed.








City: _____ State: _____ ZIP: _____

Division: _____ Flotilla: _____

DELIVERY ON OR BEFORE JANUARY 15, 2005

United States Coast Guard Auxiliary

Fifth Northern District - 2004-2005 Calendar of Events

NOV	DEC	JAN	FEB
<p>1 Winter Uniforms Begin</p> <p>1 District EXCOM</p> <p>2 Election Day</p>  <p>5-7 International Search & Rescue Competition</p> <p>11 Veterans' Day</p> <p>12 Eastern Area Transition Meeting</p> <p>25 Thanksgiving Day</p>  <p>30 Disenrollment</p>	<p>1 Division Auxiliarist of the Year to DCO</p> <p>6 District EXCOM</p> <p>8 Hanukkah</p> <p>10 Human Rights Day</p> <p>15 ADMIN 2 to DIRAUX ANSC 7077 to SO-IS</p> <p>25 Happy Holidays</p> <p>Christmas</p> <p>26 Kwanza</p> <p>31 Winter topside Deadline</p> <p>31 Currency Maintenance Deadline</p> <p>31 New Year's Eve</p>	<p>1 New Year's Day</p>  <p>3 District EXCOM</p> <p>8 Central Area EOT</p>  <p>8 Western Area EOT</p> <p>15 Martin Luther King Birthday</p> 	<p>7 District EXCOM</p> <p>9 Ash Wednesday</p> <p>12 Lincoln's Birthday</p> <p>12 Central Area AOT</p> <p>14 Valentine's Day</p>  <p>19 Western Area AOT</p> <p>21 Presidents' Day</p>  <p>22 Washington's Birthday</p> <p>26 Eastern Area AOT</p>



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