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in this issue.

Cold Weather Activity Around the District

“Everyday Heroes” a story about

Commercial Fishing Vessel Examiners



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topside spring issue
NEXT DEADLINE
30 April 2005

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On the Cover: Steve Marthouse (left), CWO Joseph Hartline, Asst. DIRAUX D5-NR (right), and Ralph Gregory, DCP 5, at the helm. Auxiliarists are all from Division 5 patrolling at 3 Mile Island (on Lake Frederick, Harrisburg, PA).

Photographer Wally Brenner, PDGP 5

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DEPARTMENT OF HOMELAND SECURITY

Secretary

U.S. Department of Homeland Security
Washington, DC 20528



Homeland Security

February 16, 2005

MEMORANDUM FOR: All Department of Homeland Security Employees

FROM: Michael Chertoff

I want to take this opportunity to send greetings to my fellow workers at the Department of Homeland Security. It is an honor and a privilege to serve with you – the thousands of men and women who stand watch, protecting our security and promoting our freedom.

Since President Bush announced my nomination to serve as Secretary last month, I have been amazed by the number of people who have approached me and expressed their best wishes, not only for my success, but for the success of this Department. Although DHS is still young, the American people feel a personal connection with it and a strong hope for its success.

The Department of Homeland Security was founded upon the premise of securing our Nation's borders and infrastructure against another terrorist attack while preparing our first responder community, our citizens and our Nation to respond in the event of another such attack.

Under the able leadership of my predecessor, Tom Ridge, you have made incredible strides over the last two years—facing the challenge of bringing together 22 different agencies during a time of war with unprecedented success.

Together we will build on this strong foundation and begin a new chapter in the history of the Department. We will work together to improve our technology, secure our borders and transportation systems, protect critical infrastructure, strengthen our management practices and—most importantly—focus each and every day on keeping America safe from attacks. And we will do so in a way that emphasizes the protection of privacy, civil rights and civil liberties and preserves the free flow of people, goods and services.

As Secretary, I will ask for your help in ensuring that our Nation is prepared for the challenges that most critically threaten us. We must focus on the threats that we have already faced in the past as well as those that most directly threaten us in the future. And we need to be prepared to move swiftly and effectively to repel and respond to those threats. This focus will require tightening the administrative structure of the Department and ensuring that we are allocating resources in the most sensible and effective way.

DIRECTOR OF AUXILIARY

It sure has been a busy four months since the last *Topside*. Between two trips to Portsmouth, VA in November, 22 CG Command Visits in December, 14 Changes of Watch from November to March, the National Training Conference in St. Louis in January, numerous other meetings and seminars, and unfortunately, several memorial services (we lost some absolutely fabulous people), busy barely describes the situation.



Everywhere I've been, it has been my pleasure to work with and to represent you, the awesome Auxiliarists of Fifth Northern, and I have been very impressed with your overall conduct, dedication, and professionalism. Having just returned from N-Train, I feel compelled to comment on the devotion to duty of the DSOs who attended. During brief breaks in my schedule that permitted me to listen in on the various training sessions, I was overwhelmed by the personal ownership and genuine pride that the attendees exhibited. BZ!

Congratulations again on your successes in 2004, which we will be celebrating at the Spring Conference in York in mid-March...and best wishes for even more success in 2005. With this goal in mind, here are some tidbits and insights that might be helpful as we move forward together this year (i.e., "words to the wise" from your Director, for what they are worth):

- Budget/Stewardship: The Coast Guard's budget remains small compared to all that we do (Active Duty and Auxiliary), and Stewardship remains one of the Commandant's watch words. We must all strive to maximize the use of our resources throughout the year, and not be too surprised if we are asked to "do more with less" in 2005. By "working smart" (i.e., managing our funds as best we can...and spending wisely), we should not see too adverse an impact on our administration or operations.
- CG Command Liaison: By and large, we are doing a terrific job of communicating with and serving the 30 commands/offices in Fifth Northern. However, there is nearly always room for improvement, and truthfully, there are a few places where there is a lot of room for improvement (I understand that some of this is dependent on the commands). Recall that all appointed and elected officers "are expected to promote closer liaison between the Auxiliary and local Coast Guard units" – between local leadership and Auxiliary Unit Liaison Officers (AUXULOs), commands should hear from you often enough to know your name and face, and for you to know theirs. Routinely ask if you can do anything (new) for them, and be creative in looking for needs that you can

meet, whether they ask or not.

- Groom Your Successors: Too many waivers were required at the end of 2004 for Flotilla leadership. Work through the year to groom the next generation of Auxiliary leaders, at all levels, and for both appointed and elected officers. What is your plan/vision for the future? While elections will dictate who is chosen to lead you into the future, prepare those prospects for future leadership ahead of time. Whatever activities or projects you are running now, will you still be doing in 5-10 years? 20? Who is going to continue your legacy?
- Mentor Each Other: Take care of each other, especially new and prospective members. Share information freely. Openly welcome others (not just your close friends). Train each other...administratively, operationally, etc. Set a positive example for everyone around you. Make it your mission to lift others up.
- Professionalism: Again, we are doing very well, but there is always room for improvement. Remember that your actions reflect on the Auxiliary and the Coast Guard wherever you go. Treat everyone you encounter with respect. Pay attention to detail, with administrative tasks, operations on the air or in the water, or conducting training. Wear your uniform with pride, and politely ensure that those around you do as well. Follow rules and regulations without exception, "never compromising honesty and integrity." When you make a mistake, make amends as quickly as possible. From my command philosophy: "appearance, neatness, spelling, and timeliness all count." (My staff and I are continuously looking for ways to improve our timeliness...thanks in large part to your feedback.)
- Training: Maintain an appropriate focus on training. Operationally, do not undertake patrols until you are comfortable with the vessel, crew, and all conditions. Administratively, seek assistance for tasks that you don't understand or know you need help with. We can always learn more and do better – with time, training, and focus.
- Have Fun: This is the most important tip I can give you, and fortunately, I am probably preaching to the choir. Still: smile, laugh, and enjoy – life is too short not to enjoy as much of it as possible.

That's it for this issue. Thank you, from the bottom of my heart, for all that you continue to do so selflessly, so frequently, and so diligently. Your efforts, one and all, are greatly appreciated. ☼

CDR Scott Rogerson
Director of Auxiliary, D5-NR

DISTRICT COMMODORE

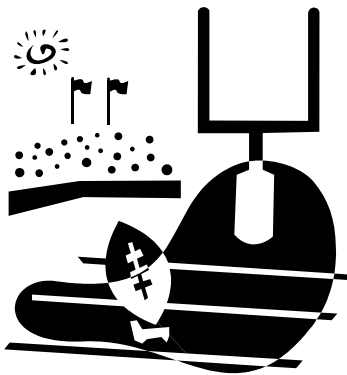
Like all newly elected officers, I too have a vision for the next two years.

Foremost, my concern is the safety of our members. The Coast Guard believes that thru accountability we promote safety. Let me give you just two examples: The coxswain on a patrol certifies the competency of his crew, and decides the safety of the patrol when the weather turns ugly. Secondly our Commercial Fishing Vessel Examiners have a treacherous job dealing with poor ladders and a deck full of lines, nets, etc. Therefore, safety is in the forefront when these vessels are examined. Remember: "YOU ARE OUR MOST VALUED RESOURCE."



Our ability to communicate is second only to our ability to listen. In fact they go hand-in-hand, and sharing information up the ladder and down means that we are operating as a team.

Teamwork wins ball games and then Super Bowls. If you perceive a problem, take it to the next level – cause it's probably not just you, but others also who have the problem. The sooner the problem is addressed, the quicker it is solved. Be willing to share your solution to problems also. You may have the answer.



We are a very active District teaching, patrolling, doing Recreational Boating Visits, and Vessel Safety Checks. In fact, we are #3 in the Nation in Vessel Safety Checks. I think we could easily be #2. If every examiner did a few more checks, our numbers would soar.

Do you know how many lives you save each year with these checks? Work a Boat Show and listen to some of the stories these visitors tell. Your chest will swell with pride that you averted so many disasters.

Even though you may have your "Goals" by the time you read this article, the EXCOM has decided to recalculate them so they are more realistic, challenging, and more attainable. Let's embraced them with the VIM, VIGOR, and ENTHUSIASM that makes the 5th Northern so great! ❀

*Leon Kehr, DCO D5-NR
Souderton, PA*

VICE COMMODORE

During my time in the Auxiliary, I have paid special attention to the way we run flotillas. They are the backbone of the Auxiliary, and from where the leadership comes from, it is there that we must focus our attention.



Every year waivers are requested so that Flotilla Commanders (FC) and Vice Commanders (VFC) can run for office. Also, we seem to scramble at the last minute to look for the next leader. This is not the way a good flotilla should function. This could explain why some flotillas struggle.

It should be the goal of each FC to pick a competent VFC as their running mate. The purpose of this is to ensure a fluid transition. It is the obligation of the FC to properly train and mentor the VFC as their future replacement. This takes time and dedication.

However, it should not stop there. Both the FC and VFC should be grooming two to three replacements for themselves while in office. This is not a last ditch effort, but an ongoing process. The FC and VFC are working with the people of the flotilla all the time and know who will make a good leader.

I frequently see good people who I know will make good leaders say, "I don't think I can do it." They lack the confidence that they can do it, but with help from the flotilla leaders and the flotilla itself that person who initially lacked confidence grows into a competent leader. Start your search now for this fall's leaders, or for the year after. Build their confidence, and help them take the required leadership courses. By doing this, the FC and VFC ensure that the leadership chain is never broken and new ideas and strengths are given a chance to grow. If each flotilla in the 5NR follows this simple process, election time will become a happy event where there is friendly competition for the leadership slots.

Don't take things personally but instead look at the election as good old fashioned competition among friends. After all, a good flotilla is not a good old boys club, but instead a group effort towards a common goal that ends up with solid friendships. If you need help to get yourself headed in the right direction, contact your division captain, or other FC's in your division for their ideas or help. I would like to see us as a perfectly tuned organization that knows where it is headed and who its future leaders will be. ❀

*Bob Amort VCO D5-NR
Dover, DE*

REAR COMMODORE-EAST

We are all aware of New Year's resolutions which sound good on paper, yet never get fulfilled due to a lack of planning. To be really successful we need to have plans for accomplishing our goals. Goals and plans go together.



As I begin a new role as Rear Commodore-East (RCO-E) I think it's helpful to first reflect and build, where possible, on the past, in order to create a better future. This is still the time of year to think about and plan for the years ahead. We can do this by putting together some key goals that are realistic, yet, they should still "raise the bar" so that we can take extra pride in what we accomplish.

However, when we set goals, we should plan what resources we need ---- budget dollars; people, whether individual members or a team enterprise, who are available and trained for the tasks; and other needs such as meeting rooms, visual aids, vessel facilities, personal protective equipment (PPE), etc.

Although we are now an entity of The Department of Homeland Security, our basic missions and cornerstones haven't changed much; they just added a few "side bars". So when you put together your goals and plans for 2005, make sure you take note of what you did right last year, and see if you can make some improvements for this year. Also, it's important to consider future needs in light of recent changes in the Coast Guard and in the Auxiliary. In particular, in the Eastern Area, we need to plan how to provide increased operational support to our stations.

Recruiting new members and training/retraining programs for all of our members are certainly key to our future success ---- and this means we may need to upgrade our planning process for these activities. For example:

1. Is there a plan for flotilla growth?
2. Is there a plan for leadership succession, and training?
3. Does each flotilla have a member involvement plan, including member training and a mentoring program for newer members?
4. Is there a plan for fellowship activities?

By planning ahead, whether building on the past or developing a new program, we set the stage for progress and make it a lot easier for us to succeed.

When you travel down a road and come to a "Y", will you know which fork to take? ❀

*Jack Witemeyer, RCO-E D5-NR
Point Pleasant, NJ*

REAR COMMODORE-CENTRAL

I look forward to serving as your new Rear Commodore-Central for 2005. I believe very strongly in the Coast Guard mission and each Auxiliary member's ability to be a vital part of the team.



One of the cornerstones that I have always strongly supported is member training. We can't reach our full potential without a challenge and a chance to make ourselves better at what we do.

New members are anxious to begin their training and senior members are looking to enhance or add to what they already know. Their first step is to inquire at their flotilla level of what may be available. Usually this results in an invitation to join a new class or to take part in a small group program. Most flotillas do an excellent job in offering training on all levels, but if for some reason, training can't be offered then members should seek it at other levels.

When it comes to Auxiliary member training, there are no boundaries to where a member can go. If classes are not available in your local flotilla then search for them on your division level. If they can't be found on your division level then contact your Rear Commodore. The worst thing to do is become frustrated and angry because opportunities don't seem to exist. Usually it is a simple lack of communication about what classes are being offered. Flotilla and division newsletters and word of mouth, as well as each monthly meeting are where this vital information can be shared.

I encourage every individual member, flotilla and division that are conducting member training to share this information with our DSO-CS so that it can be advertised on the district web site. Please don't feel disappointed if a member of your flotilla seeks training outside of your membership. The training that he or she receives will help to enhance your flotilla.

Also, remember that another part of member training is the social interaction that is shared between members. In closing, please consider the enormous amount of training and socializing that are available at the District conferences held each spring and fall. Your participation in these conferences not only gives you training opportunities, but also gives you a chance to share with other members and make your voice heard. ❀

*Ronald Boice, RCO-C D5-NR
King of Prussia, PA*

REAR COMMODORE-WEST

Mention the words Jet-Ski, Wave-Runner, or PWC to an old-time boater or fisherman and you get a wrinkle of the brow or shake of the head showing obvious distaste for this “new fangled” boat. The joy of the “young” set, us old-timers immediately picture a craft streaming down the water, doing 360° turns and churning up the water to create waves to jump over.



According to the survey taken by Commodore Kehr just recently, there are 40 Personal Watercraft (PWC) owned by 5th Northern Auxiliary members and most of them are not members of the “younger set,” myself included. So what is the attraction? Let’s face it, they are fun to ride, relatively cheaper than buying a traditional boat, easier to store, and cheaper to maintain.

With all these PWC’s out there, we have only a few qualified PWO (Personal Watercraft Operators) in the 5th Northern. How does a member become PWO qualified? The Auxiliary Boat Crew Training Manual and associated Qualification Guides provide the training guidelines. It also establishes the minimum performance standards for annual and re-certification requirements. You need a PWO syllabus, mentor, sign-offs, and finally a PWO QE’s evaluation. When all tasks are completed, the new PWO is listed in AUXDATA, and with a facility inspection on the PWC, the PWO is now ready to receive patrol orders through the POMS system. The new updated awards now even include an Auxiliary Personal Watercraft Operator’s Insignia.

PWC facilities are not restricted to river, bay and lake operations but they cannot conduct independent patrol operations. Patrols must be done in the company of another PWC or a vessel operating under patrol orders. Now the question is, “Why would I want to become a PWO and make my PWC a facility?” PWC’s cause a great number of accidents on the water. A PWC, operated by an Auxiliary member wearing that bright orange vest with Coast Guard Auxiliary on the back can sure make an immediate impact. A PWC can go where a traditional boat cannot go and get there faster in an emergency. Although limited in what it can do, speed and maneuverability can be a life-saver. From personal experience, a PWC patrol can make a huge impact on boaters and other PWC’s to encourage safe operation on the water. One other benefit, it’s a lot of fun. ☼

Harold Miller, RCO-W D5-NR
Covington, PA

PUBLIC EDUCATION

Public Education (PE) courses are a mainstay of the Auxiliary. These courses produce safe boaters to the benefit of the entire community, and the responsible PE instructors deserve our thanks. From the Auxiliary’s point of view, these public courses are critical to its success.

One of the best sources of new members is the public education courses. Flotillas should consciously use these courses to obtain new members. One of the more successful recruiters of new members in District 5N baits the students in the first class with the question of who would like to boat with all expenses paid by the US government. In future sessions, he tells them that the way to do this is to join the Auxiliary and to become crew-qualified.

To obtain new members, PE instructors need to behave strategically; new members do not sign up without effort. Additionally, the Auxiliary obtains much of its revenues from the PE courses. Flotillas are direct recipients of tuition revenues. Unfortunately, there has been an overall decline in the number of students taught. The Fifth Northern taught 14,668 students in 2002, 12,964 in 2003, and 9,667 in 2004.

This decline in enrollments is a serious problem facing the Auxiliary. The Education Department at National is well aware of it and is trying to determine what is happening. If any of you have any ideas of what is happening and how to reverse the trend, please contact me. It is in the interest of everyone that we find out why we are seeing a reduction in students and what we can do about it.

With respect to some housekeeping matters, staff officers should report their intent to teach PE courses using the form on the 5th Northern web site. *Do not use the form on the National web site* as it does not contain county information. The intent forms should be submitted electronically or mailed to Barbara Gilbert. BoatUS no longer has the technical resources to use our intents to post our courses to its web page. As a consequence, each staff officer must now submit separately future courses to BoatUS, using its web page, www.boatus.com.

Form 7030 has been changed to include an additional activity, “04J PE National Board Authorized 1 lesson course.” This activity should be used to report any PE effort that is not otherwise explicitly identified. Such activities include, but are not limited to, Good Mate, youth courses, or Water Watch programs. ☼

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

HISTORIAN

MUTUAL ASSISTANCE



Originally established in 1924 as "The League of Coast Guard Women," the organization was to "minister to the general welfare of commissioned officers, warrant officers, enlisted men and civilian employees of the Coast Guard and their immediate families."

In 1941, "Coast Guard Welfare" was formally established and took over the mission from the "League of Coast Guard Women." The "Coast Guard Welfare" member came in different colors based on the pay grade.

In 1979, the name was changed to "Coast Guard Mutual Assistance" and was incorporated in the State of Virginia on 01 January 1998.

Today, "Coast Guard Mutual Assistance" offers aid to the entire Coast Guard family; active duty, retired military personnel, civilian employees, commissioned officers of the Public Health Service serving with the Coast Guard, Reservists, Auxiliarists, and their families. ❀

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

BUILD THIS EASY DISPLAY STAND

Take a look at the 2 stands I built for displaying hand-outs & flyers whenever you have a table set up for an event such as National Safe Boating Week or at an "Open House" event.

I built two at the same time and the project took about four hours, including the painting. They measure approximately 16 inches wide, 13 inches high & 8 inches deep. I used some scrap plywood that I had on hand.

The plywood used was $\frac{1}{4}$ inch thick except for the base, which was $\frac{3}{4}$ inches thick. They hold quite a lot of material and they have a better appearance than if the literature was flat on your table. If you are interested let me know, & I can send you a diagram showing more detail. My email address is richaa2ks@aol.com ❀



Richard Alderiso, FC 74, Barnegat, NJ

NATIONAL SAFE BOATING WEEK



The North American Safe Boating Campaign wants to get **something off its chest...and onto yours.**
A LIFE JACKET!

Life jackets can be the determining factor between life and death in many boating safety accidents. Each year, on average, 700 people die in boating-related accidents – 8 out of every 10 victims were not wearing a life jacket. According to Virgil Chambers, Executive Director of the National Safe Boating Council, "Thousands of people would be alive today had they taken the simple precaution of wearing a life jacket when they went out on the water."

The dates set aside for National Safe Boating Week are 21-27 May 2005. It is not too early to do your planning, establish your schedules, and then get your event(s) listed on the NSBW web site, which is:

<http://www.safeboatingcampaign.com>

If you are planning more than one day of observance, you can include all of that in the listing you submit. If you have any questions, please contact me at:

murielfrompa@webtv.net

Good luck and have a very safe boating summer. Don't forget to keep me informed of your plans. ❀

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



PUBLIC AFFAIRS

PUBLIC AFFAIRS, a very important job in the Auxiliary. Just about everything we do involves public affairs. It's getting the "word out" for what the Auxiliary and Coast Guard stand for and what we do, while we show our best possible image. If it were not for public affairs we would not have member recruiting efforts, enlisting the public for safe boating classes, vessel safety check stations, safety booths, etc.

Newspapers, church bulletins, shopping guides, radio and TV stations are just some of the ways we get the word to the public. When you publish articles in the newspaper try to make good relationships with the editors and explain the importance of the Auxiliary. If you just give your article to the receptionist at the paper, most of the time, it will not make it to the back of the room. Also, make it a point to personally meet the TV station manager. Most of the editors and managers will work with you.



Spring time brings a lot of boat shows and this is time for safety booths. At the safety booths you have an opportunity to recruit members, offer safe boating classes, advertise your vessel safety check stations, and provide safe boating brochures and information to the public. Have clip boards to record the names of interested parties (this works).

Safety booths operate all year long. I know of a flotilla that did 31 booths last year and enrolled new members continuously. National Safe Boating Week is a great time to set up booths at CG Stations, supermarkets, shopping malls, yacht clubs, and marinas. Include these booths at vessel safety check stations.

A lot of members believe public affairs is just for the PA Department. This is not true, public affairs is for every Auxiliarist.

All divisions and flotillas should have a public affairs officer, some do not. We have to get "the word" out to the public. ❀

*John Bernath, DSO-PA
Millsboro, DE*

PUBLICATIONS

SHAME, SHAME ON US!

As the editor of TOPSIDE, a very proud production of the 5th Northern, I have an opportunity to read the articles before they make it to print. I have to echo some of the sentiments of my associate, DSO-PA John Bernath, whose article sits in the column to the left of mine.

We not only lack the zeal to promote our fine organization to the outside world, we also lack the zeal to boast about our efforts and achievements to our fellow Auxiliarists.

A sad example of that is right here in this issue of TOPSIDE. One of the most coveted awards we can present to a deserving Auxiliarist is that of AUXILIARIST OF THE YEAR (AOY). One of the rewards for this selection is the appearance of the presentation and a thumbnail sketch of the recipient's achievements.

As you look through the "Around the District" section of this issue you will see announcements of various division's AYO, **most without a photo of the presentation of the award.** I will also let you in on a little secret, as DSO-PB I am the person who produces the award certificate for the District Commodore. I therefore have the script that goes with the presentation (in most cases). In each case where there is no photo, that division **did not** actually inform TOPSIDE of it's award recipient. I therefore repeat my above column title;

SHAME, SHAME ON US!

There really is no excuse for this, beyond someone slipping up on the job. Some might say that it is my job to seek out the story... but beyond sending out deadline announcements and preaching at conferences, my job is to publish, not to hound. I say there is no excuse because each division has a digital camera, courtesy of the Coast Guard, and each division has a public affairs officer who is adept in the use of paper and pen (notice I do not require an email message).

While I'm venting (and sometimes venting is a good thing), why are some of our divisions missing from the "Around the District" section? I can tell you for sure that it is not for a lack of great activity in your home area.

It is time for us as members of this great organization to wake up and realize that for us to flourish in the recruiting of new members, we have to make our cause known, inside and outside of the Auxiliary. This is not an automatic process. It is a responsibility for every member, not just our leadership. ❀

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

OPERATIONS

Increased responsibilities and obligations, as result of 9/11 have already, and will in the future, present greater challenges and opportunities to serve than any we have faced in recent memory. Additionally, we will be expected to assume a degree of professionalism, equal to our parent service. With the help of the Bridge, the ADSOs and all involved in the surface operations program, I'm certain we, as a team, will succeed.

Our goals in the coming years will require us to expand our vision and consider areas of involvement previously out of our realm of responsibility. While all of our "old" operations will continue, we will find ourselves becoming more and more involved in harbor and anchorage patrols, and disaster response support to mention only a few. Our support of the Coast Guard and other Department of Homeland Security affiliates has become far more critical. Some of our activities may be of a nature that they may not be discussed with the public or outside of those directly involved.

Operation Patriot Readiness established the Auxiliary's role to provide backup for Coast Guard stations during extended periods in emergency situations. As of this writing, we are in a relatively good position to fulfill that obligation. However, that was the easy part. Work has started on providing the same kinds of service to areas in which the Coast Guard has little or no presence. In our Central and Western Areas, the Auxiliary has always done a great job functioning as "The Coast Guard" to those who seldom see our parent service because of geography.

With the help of our vessel examiners and recreational boating safety visitors, we must concentrate on promoting a strong "Waterway Watch" activity in all areas. This program, with its three main guides of "Observe, Record and Report" is the key to being aware of situations, activities and/or persons that could potentially do harm. Strange or un-natural situations, activities or persons will raise questions in the minds of experienced, knowledgeable individuals be they marina operators, commercial watermen, recreational fishermen or boaters, either Auxiliarists or private.

The many miles of shoreline and square miles of oceans, bays, rivers and lakes within a very diverse 5NR makes support of the Coast Guard, other staff within the Auxiliary and the Department of Homeland Security crucial to providing safety to all these areas.

I look forward to working with you on our common goals. ❁

*Harry P. Petersen, DSO-OP (Surface), D5-NR
Millville, NJ*

VESSEL EXAMINATIONS

As of 27 Dec 04, we have completed a total of 13,501 vessel safety checks (VSC) for the year 2004. In 2003 we only completed 12,962 VSCs. Thank you for all that you have done to promote safe boating within, not only the Fifth Northern District, but throughout our country.

I say this because we have, within our District, many members who go to other areas, like the South for the winter, and perform VSCs. When this is done, they send their reports back to their flotilla so they, and their flotilla, get credit for their VSCs. This is one reason we push to get the VSC decals ordered as soon as possible so these members will have them before they leave.

By the time you read this issue of TOPSIDE, all vessel examiners (VE) should have in their hands the VSC decals for 2005. If this is not the case, I would ask you to talk to your Flotilla VE Staff Officer (FSO-VE). If they have a problem or don't know how to get you decals, they should take it up the "Line of Communication" to their Division VE Officer (SO-VE).

I have been asked to stay on as District Staff Officer VE (DSO-VE) for the year 2005, which I accepted, and my assistants, your ADSOs-VE have also accepted. Just in case you don't know who we are, the following information is submitted:

DSO-VE: Alfred O Grimminger: al.grimminger@dol.net

ADSO-VE(E): Aldo Guerino: No e-mail

ADSO-VE(C): Clyde Reynolds Jr: c.reynoldsjr@worldnet.att.net

ADSO-VE(W): Ronald Vanzile: rvanzile@stny.rr.com

NOTE: In the subject line for any of my e-mails, don't insert a subject that would sound like JUNK MAIL, or leave it blank, because I delete these without opening it and I may miss your message.

If you have not already set up your VSC Stations, this is the time to do it. This is where we get most of the boaters. Don't forget to take a lot of handouts to give to the boaters.

There are a lot of new "Waterway Watch" pamphlets and decals available. We must not forget to hand this information to our boating public because they are the eyes and ears of our country. These items can be obtained from your Flotilla Materials Officer (FSO-MA).

One area where we can do more VSCs is in the area of smaller boats. There are more than just the 16 - 28' boats that we normally do. Don't forget about the canoes and, what most people call, the duck boats. We need to not only do a vessel safety checks on these types, but also educate the owner. ❁

*Alfred O. Grimminger, DSO-VE D5-NR
Middletown, DE*

PHONE CARD CAMPAIGN

What do World War II, Korea, Vietnam, Panama, Kuwait, Afghanistan and Iraq have in common? If you replied solely as a history buff, you might have answered, "These were all areas of military conflict."

If you replied as a former (or current) member of the military, you probably dug into your personal memory bank for your answer. You remembered the lonely times when you as service men and women were answering the call to duty.

You especially remembered the time when you were serving your country away from home, far from family and friends. Away from home is difficult; away during the holidays is tough.

Commodore Eugene Bentley, IPDCO, D5-NR inaugurated the phone card campaign. The Commodore learned of a similar campaign in District 7 and, as a former soldier, was very much aware of the plight of our Coast Guard personnel now serving in harm's way. "This is something valuable to the well being of our Coast Guardsman away from home, this is a great way to say thank you," said the Commodore. He asked RCO-E Mel Borofsky to coordinate the program and the campaign was launched.

A goal of \$1,500 was established, more as pacesetter than a gauge to success. A series of emails and flyers alerted the Auxiliarists of the 5th District, Northern Region (Eastern Pennsylvania, Southern New Jersey and the entire State of Delaware) about the program and their response was phenomenal.

"I remember a rather nasty Christmas I spent in Korea," said one. "I remember standing on line for over two hours to make a shipboard 2 minute phone call," said another. Remarks like this jogged the memories of some and enlightened others.

The contributions from units and individuals came at a brisk pace. When the dust settled on 31 October close to \$5,000 was in the kitty. The phone cards were purchased through the Coast Guard Exchange. They were then shipped to Coast Guard personnel via the supply center in the Kingdom of Bahrain.

The generosity and joy of sharing by the Auxiliarists of the 5th Northern provided over 60,000 minutes of telephone calls to home. "We couldn't bring all of them home for the holidays, but this is pretty close," said Auxiliarist Mickey deFerrari of Lanoka Harbor, NJ.

By the way, the National campaign is still on and you can join in... www.cg-exchange.com ☼

*Mel Borofsky, DSO-PB D5-NR
Little Egg Harbor, NJ*

MEDIA RECOGNITION

EXCEPTIONAL MEDIA COVERAGE RECOGNIZED

Members of Flotilla 95 recently recognized the editor and staff of The Daily News, the primary newspaper in the Huntingdon (PA) area, for their outstanding support during the past year. The Daily News published several articles written by Auxiliary members throughout the year and featured the boating safety work of Division 9 in a recent front page article.



FC Larry Irvin presents a certificate of appreciation to News Editor Polly McMullin on behalf of Flotilla 95.

Flotilla Commander (FC) Larry Irvin presented a letter of appreciation to Daily News publisher George Sample. The letter was signed by Rear Commodore-W Harold Miller and recognized the importance of local media coverage both in promoting public awareness of Auxiliary boating safety activities and in providing encouragement to Auxiliary members for their volunteer efforts.

FC Irvin also presented a certificate of appreciation to Polly McMullin, News Editor and author of a very positive and supportive article on the work of the Coast Guard Auxiliary. The letter expressed the appreciation of Flotilla 95 for her support and cooperation in bringing Auxiliary activities to the attention of the local boating public. ☼

*Article and Photo by Dave Robb, Flotilla 95
James Creek, PA*

WHO ARE THESE FOLKS?



It's Lee and Irma Crossman, taken in 1970.... Submitted by Helen Lincoln

NATIONAL COMMODORE'S MESSAGE ON DIVERSITY AND SEXUAL HARRASSMENT

National Commodore's message on Sexual Harassment Prevention and Diversity

As members of the U.S. Coast Guard Auxiliary, we must be always vigilant to not allow discrimination of any sort – whether malicious or unintentional – to undermine our values.

Neither sexual harassment nor discrimination will be tolerated.

Sexual harassment is one of the most severe forms of disrespect, displays poor leadership and has no place in our organization. It degrades productivity and effectiveness, as well as unit cohesion and readiness. All members of Coast Guard Forces must take prompt and decisive action to prevent and eliminate sexual harassment within our service.

Similarly, diversity plays a large part in our continuing missions. It is through the appreciation of each other's strengths that we will meet the challenges we face in the post 9/11 world.

Organizations that do not recognize, appreciate and celebrate the variety of their membership will not survive. We must not allow prejudice and tunnel vision to derail the progress and prestige of the United States Coast Guard Auxiliary.

Therefore, I challenge each member to investigate ways that we can become stronger through diversity. Identify stumbling blocks to members meeting their ultimate potential and eliminate them.

Above all, examine your own actions to be sure that you are truly embracing the concepts of diversity. Do your part to be sure that acceptance, dignity and respect are driving forces of our organization.

It is up to each of us to do our part to create an atmosphere of openness, trust and comfort. This allows each of our members to contribute their interest, skills, capabilities, and dedication to serve, in any role, that contributes to our goals and is consistent with our values of Honor, Respect and Devotion to Duty. ❀

*Gene M. Seibert
National Commodore*



PROFILE IN SERVICE

JANE TURNAU

Too often we get so busy doing our Auxiliary work that we forget to take the time to appreciate the efforts of our valuable members, Jane Turnau is just that, one of our "Most Valuable Members." She joined the Auxiliary, 5th Southern Region in December of 1980 while living in the Baltimore, MD area. Then in 1993, she and her husband Ted moved to Chambersburg, PA. Prior to their move, Jane checked to make sure that there was an Auxiliary flotilla in the area, and to our luck, the Chamber of Commerce guided her to our Flotilla. After attending some of our meetings she decided to transfer to the 5th Northern, Chambersburg Flotilla 56.



From that time forward, Jane could be found at nearly all of the flotilla functions. She is an AUXOP member, and is currently qualified as coxswain and instructor. She spent many years as a vessel examiner. In 1997 and 1998 Jane served as Flotilla 56 Vice Commander. Jane has held many of the staff officer positions for both flotilla and division. She was the Flotilla's trailblazer in the marine safety program.

Jane has been very active with the Flotilla's work in support of the boat races at Raystown Lake, many flotilla training blitzes, and escorting the Tall Ships in the Chesapeake Bay during OpSail 2000. She has spent many hours instructing and nearly every summer found Jane with her team of assistants teaching boating safety and marine safety classes to children at a local church camp and at her marina on the Chesapeake.

Jane has initiated and organized two "Bay Cruises" for flotilla members, with the emphasis on sharing the experience of bay boaters with the lake boaters. She even made arrangements for those without boats to be able to participate. She has also been an important organizer of the graduation ceremony the flotilla holds for the BS&S graduates. Her fellowship efforts have always been successful. ❀



PROFILE IN SERVICE

Coast Guard Auxiliarist Chosen for Volunteer of the Year Award

DANIEL H. TINNEY



Division 3 Captain Eugene Morris (L) presents the certificate of recognition as "Volunteer of the Year" award to Dan Tinney, Vice Commander of Flotilla 35.

Daniel H. Tinney, of Flotilla 35, was named as a "Volunteer of the Year," by the DuPont Corporation. Dan was placed in a select group of 143 people chosen from among 90,000 DuPont employees, world wide. They were all rewarded for their volunteerism within their communities.

Dan's duties and skills within the Coast Guard Auxiliary include Assistant District Public Affairs Officer (ADSO-PA), Division 3 Materials Officer (SO-MA 3), Vice Flotilla 35 Commander, Flotilla Public Affairs Officer (FSO-PA 35) and certification as boat crew and instructor.

The monetary portion of the award that each person or group received was a check for \$1,000.00. Division 3 Captain Gene Morris accepted the check for Division 3 at a ceremony held on December 13th, 2004 at the DuPont Chambers Works Plant in Deepwater, N.J.

Many corporations have begun to offer similar recognition programs for the many hours of volunteer service that their employees donate to the Auxiliary and other organizations. ❁



BOATING AFTER CHARLEY

On a recent Sunday, three boats with ten members of the Charlotte Harbor Flotilla 98 were busy out in the harbor. What were they doing? This day they were busy with training. Flotilla 98 has over 100 members, who are all volunteers performing many tasks to help the full time Coast Guard and help with Homeland Security. Yes, each member receives training so that they may help with our security and our safety in Charlotte Harbor and aid in the hurricane clean up efforts.

Normally the Auxiliary performs routine safety patrols on weekends, both on the water and in the air. Charlotte Harbor's Flotilla has 15 boats. Their missions include safety patrols on the water and in the air, inspection of aids to navigations (buoys and markers in the water), and air transportation of equipment.

This year alone, they have been involved in the towing of vessels who were in impending danger, and three SARs (search and rescues) at sea. In the air, they were also involved in a safety air patrol that turned into a SAR. In this case, they were the first to find the boat debris, the overturned boat, a cooler with two of the boaters on it, and finally the location of the 3rd boater's body. And, they do all this as volunteers!

Some members of the Auxiliary, who are boat crew trained, further assist the Punta Gorda (FL) Police Department with its VIP (Volunteers in Policing) marine program in which they go on public education, safety, environmental patrols (remove and report debris in our waters), and assist with special missions, like the lighted boat parade. Since the hurricanes they have performed almost 25 patrols, and average 12 patrols a month.

This weekend, crew members were busy sharpening their skills with "man overboard" drills, radio skills, towing drills, and more. Another member not seen on the water is Ed Smith, their radio watchstander. He is their link to the Ft. Meyers Coast Guard Station, and is the first to advise them should someone report trouble on the water.

In addition to Sunday's mission, the Charlotte Harbor Flotilla has resumed their safe boating classes. They just completed one at Edison College.

As to the future, the flotilla will be upgrading and expanding the Charlotte HOT (Harbor Orientation Tour) program. They will be concentrating on the newly changed harbor characteristics and safety concerns as a result of the recent hurricanes. This is offered as a seminar, book and CD created to aid local boaters with knowledge of our harbor and waters.

By Kate Taylor, FSO-PA 98 (D7), Charlotte Harbor, FL

Note: Kate is a former member of D5-NR

EVERYDAY HEROES

One of the most challenging PQSs (performance qualification system) in the Marine Safety (MS) Program is that of commercial fishing vessel examiner (CFVE). CFVE is a Coast Guard qualification, not an Auxiliary version. As commercial fishing is one of the most dangerous occupations it stands to reason that the men and women who examine these vessels for compliance with various safety regulations must be among the Auxiliary's best.



Herb and Aldo

Below is a fishing vessel safety program success story submitted by Robert G. Garrott, Fifth District Fishing Vessel Safety Coordinator. It concerns two Auxiliary CFVEs in Division 7, Herb Hoeger and Aldo Guerino. The story speaks for itself.

Here is a fishing vessel safety program success story.

The CHICO BRAVO was boarded 11/23/2004 by Station Manasquan and cited for personal flotation devices (PFD), survival craft, emergency position indicating radio beacon (EPIRB), ring life buoy and fire extinguishing equipment deficiencies; this is the first boarding recorded in MISLE for this vessel.



Because of a referral by station personnel to MSO Philadelphia examiners, the operator requested and received a dockside examination on 12/14/2004, resulting in issuance of a safety decal.

The vessel, with two persons on board, sank about 30 nautical miles east of Atlantic City under adverse weather conditions. Information is preliminary, but first notification to the Coast Guard apparently came from activation of the EPIRB. The crewmembers were safely recovered from the survival craft.

The safety equipment apparently did what it was supposed to in this incident, but that may not have been the case without the efforts of BM3 James Aiken and the boarding team at STA Manasquan and the prompt follow-up by Auxiliary Examiners Herb Hoeger and Aldo Guerino of MSO Philadelphia.

Very Respectfully,

*Robert G. (Bob) Garrott
Fifth District Fishing Vessel Safety Coordinator*

What does it take to become a commercial examiner? More than all else it requires commitment. Skills can be trained, not so dedication and commitment. In talking to examiners from all over the country it becomes obvious that these Auxiliarists are interested in saving lives by ensuring that one of the most dangerous of occupations puts to sea in vessels safe enough to bring them home. They inspect vessels on the captains and/or owners schedules. Often an examiner or coordinator will get a call for an exam from a captain who advises that they are currently "packing out" and will be in port for the next 4 hours – can someone come over? The fact that it's January, 7° F, with a 30 knot NE wind, doesn't enter into it.



These men and women need to have good people skills – commercial captains have a very keen sense of their duties and responsibilities and do not do well with anyone who they perceive to be less than knowledgeable in their field. They are slow to allow you on their vessel and wary of your intentions while there. The best examiners are always welcome in the fishing communities because they've demonstrated their knowledge and commitment to being sure these captains and their crews will get home when the going gets rough.

The Chico Bravo is but one story of many in the day to day operations by our commercial fishing vessel examiners.

^{5th} Northern is well proud of Herb and Aldo, and we are always looking for a few more good men and women for this program. If you think you have the drive and determination for it, please talk to your FSO or SO-MS. If necessary, contact ADSO-MS, Tamra Neer. We welcome everyday heroes.



*Article by Lyn A. Thomas, DSO-MS D5-NR
Photos by Edna Winans, ADSO-PB(E) D5-NR*

ADDENDUM TO AMERICA'S BOATING COURSE

ADDENDUM SHEET America's Boating CourseSM - 2001 Edition

Boaters must be aware of rules and guidelines regarding homeland security measures. The following are steps that boaters should take to protect our country and are a direct result of the terrorist attacks of 11 September 2001.

Keep your distance from all military vessels, cruise lines, or commercial shipping:

- All vessels must proceed at a no-wake speed when within a Protection Zone (which extends 500 yards around U.S. naval vessels).
- Non-military vessels are not allowed to enter within 100 yards of a U.S. naval vessel, whether underway or moored, unless authorized by an official patrol. The patrol may be either Coast Guard or Navy.
- Violating the Naval Vessel Protection Zone is a felony offense, punishable by up to six years imprisonment and / or up to \$250,000 in fines.

Observe and avoid all security zones. Avoid commercial port operation areas. Avoid restricted areas near:

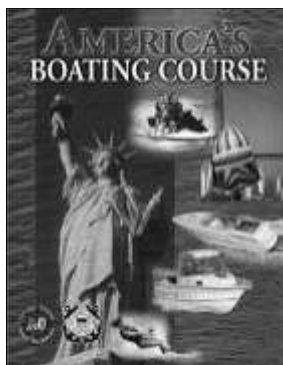
- Dams
- Naval ship yards
- Power plants
- Dry docks

Do not stop or anchor beneath bridges or in channels. Keep your boat locked when not using it, including while at temporary docks, such as yacht clubs, restaurants, marinas, shopping, etc. When storing your boat disable the engine. If on a trailer, immobilize it so it cannot be moved.

Keep a sharp eye out for anything that looks peculiar or out of the ordinary, and report it to the Coast Guard, port or marine security. When boating within a foreign country make certain that you check-in with the foreign country's Customs Service upon entering the country and with the USA Customs Service and/or Immigration and Naturalization Service upon returning. Know the rules before you go abroad so there are no unpleasant surprises upon your return home.

Fishing and Hunting

People who fish and hunt on the water have one of the highest boating fatality rates. Many consider their boat as simply a part of their hunting and fishing gear. The standard safety rules that apply to all boating also apply to hunters and fishermen.



- Check the weather before you go and make sure someone knows where you are going and when you are expected to return.
- Always wear a life preserver (PFD-personal flotation device). Don't stand in the boat.
- Don't overload the boat.
- Stow firearms and hunting knives properly.
- Assign shooting and casting areas for each person in the boat to avoid accidents with others in the boat.
- Waders can be dangerous. If you fall overboard, they can fill with water and make it impossible to get back into the boat or up an embankment. If waders are used while launching your boat, remove them prior to leaving the launching area.
- Never use alcohol when boating!

Aquatic Nuisance Species

To help prevent the spread of the latest plague of non-native fish and Zebra mussels in our waterways, boaters should follow these simple rules:

- Trailer boaters should remove visible mud, plants, fish or animals from boats and trailers prior to transport to another body of water.
- Scrape any mussels from boat or outdrive, and flush hull, bilges and water holding compartments with hot water, if available {at least 120 degrees Fahrenheit).
- Do not release plants or fish, including bait, into a body of water unless it came out of that same body of water.
- Pump fresh water through engines before leaving the area.
- Drain live-wells, bait buckets, bilge and transom wells.
- Remove water from trailer boats by removing the drain-plug and parking on an incline to facilitate draining.
- If available, use high-pressure hot water to spray down both boat and trailer.
- Let boat, trailer and equipment dry for at least 5 days.
- Empty water out of kayaks, canoes, rafts, etc



These same rules apply to:

- SCUBA Diver equipment
- Waterfowl hunting gear
- Sailboats and sail boards
- Angler's rods and equipment

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ADDENDUM TO AMERICA'S BOATING COURSE

(Continued from page 16)

- PWCs
- Seaplanes

Environmental Summary - Report Pollution When You See It

We all enjoy America's lakes, rivers and coastal waters. To keep them healthy and productive, follow good environmental boating practices.

TIP: The top ten Green Boating Tips

1. Keep your bilge clean ... don't pump oily water overboard.
2. Use bilge absorbents in place of detergents.
3. Don't pump your sewage in confined waters ... use a holding tank.
4. Observe local and federal sewage regulations.
5. Bring your garbage home, don't litter.
6. Use detergents sparingly even "biodegradable" cleaners are hard on the aquatic environment.
7. When fueling, don't top off tanks. Clean up any spilled fuel.
8. Use only paints approved for marine use.
9. Avoid shoreline erosion, watch your wake and propeller wash.
10. If fishing, practice catch and release.

Cold Water Immersion and Hypothermia

Cold water immersion kills in several ways. The colder the water, the greater the chance of death. By understanding how your body reacts to cold water, you can prepare for and be better able to appropriately respond, thus increasing your chance of survival. There are four stages of cold water immersion:

- Stage 1: Initial "cold shock" occurs in the first 3-5 minutes of immersion in cold water. Sudden immersion into cold water can cause immediate, involuntary gasping, hyperventilation, panic, and vertigo-all of which can result in water inhalation and drowning. Immersion in cold water can also cause sudden changes in blood pressure, heart rate, and heart rhythm, which can also result in death.
- Stage 2: Short-term "swim failure" occurs 3-30 minutes following immersion in cold water. The muscles and nerves in the arms and legs cool quickly. Manual dexterity, hand grip strength, and speed of movement can all drop by 60-80%. Even normally strong persons can lose the strength necessary to pull themselves out of the water or even to keep their head above water. Death occurs by drowning.
- Stage 3: Long-term immersion hypothermia sets in after 30 minutes, at a rate depending on water temperature, clothing, body type, and your behavior

in the water. Cold water robs the body of heat 25 times faster than cold air. Hypothermia occurs when your body loses heat faster than it produces it, cooling the organs in the core of your body. Hypothermia eventually leads to loss of consciousness and death, with or without drowning.

- Stage 4: Post-immersion collapse occurs during or after rescue. Once rescued, if you have been immersed in cold water you are still in danger from collapse of arterial blood pressure leading to cardiac arrest. Also, inhaled water can damage your lungs, and heart problems can develop as cold blood from arms and legs is released into the core of your body.



Of course the best prevention is to take all measures necessary to avoid capsizing your vessel or falling into cold water in the first place. If you do fall into or must enter cold water:

- Don't panic. Try to get control of your breathing. Hold onto something or stay still as possible until your breathing settles down. Focus on floating with your head above water until the cold shock response abates.
- When your breathing is under control, *perform the most important functions first* before you lose dexterity (10-15 minutes after immersion).
- If you were not wearing a PFD when entering the water, look to see if one is floating around you and put it on immediately. Don't take your clothes off unless absolutely necessary. A layer of water trapped inside your clothing will help insulate you.
- Focus on locating and getting everyone out of the water quickly before you lose full use of your hands, arms, and legs. Try to reboard your vessel, even if it is swamped or capsized, or anything else that is floating. Get as much of your body out of the water as possible. Even though you may feel colder out of the water, the rate of heat loss will be slower than if immersed in water.
- In as little as 10 minutes, you may be unable to self-rescue. Your focus should now be to slow heat loss. Stay as motionless as possible, protect the high heat loss areas of your body, and *keep your head and neck out of the water*. Safety usually looks closer than it actually is, so staying with the boat is usually a better choice than swimming. Adopt a position to reduce

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ADDENDUM TO AMERICA'S BOATING COURSE

(Continued from page 17)

heat loss. If alone, use the HELP (Heat Escape Lessening Posture) position or if there are others in the water with you, huddle together. If you must swim, conserve energy and minimize movement. Swim on your back, with your upper arms against the sides of your chest, your thighs together, and your knees bent. Flutter-kick with your lower legs.

Carbon Monoxide Poisoning

Carbon monoxide (CO), a by-product of internal combustion engines, is an invisible, odorless, tasteless gas. CO can make you sick in seconds. In high enough concentrations, even a few breaths can be fatal. Sources of CO on your vessel may include engines, gas generators, cooking ranges, and space and water heaters. Early symptoms of CO poisoning include irritated eyes, headache, nausea, weakness, and dizziness. They are often confused with seasickness or intoxication.

Get anyone with these symptoms into fresh air immediately. Seek medical attention-unless you're sure it's not CO.

To protect yourself and others against CO poisoning while boating:

- Keep fresh air flowing throughout the vessel at all times.
- Know where your engine and generator exhaust outlets are located and keep everyone away from these areas.
- Never sit on the back deck, "teak surf," or hang on the swim platform while the engines are running.
- Never enter areas under swim platforms where exhaust outlets are located-even for a second. One or two breaths in this area could be fatal.
- If exhaust fumes are detected on the vessel, immediately ventilate.
- Install and maintain CO detectors inside your vessel. Replace detectors as recommended by the manufacturer.

Before each boating trip, you should:

- Make sure you know where exhaust outlets are located on your vessel.
- Educate all passengers about the symptoms of CO poisoning and where CO may accumulate.
- Confirm that water flows from the exhaust outlet when the engines and generator are started.
- Listen for any change in exhaust sound, which could indicate an exhaust component failure.

- Test the operation of each CO detector by pressing the test button.

At least monthly, you should:

- Make sure all exhaust clamps are in place and secure.
- Look for leaks from exhaust system components. Signs include rust and/or black streaking, water leaks, or corroded or cracked fittings.
- Inspect rubber exhaust hoses for burns, cracks, or deterioration.

At least annually, have a qualified marine technician check the engine and exhaust system.

Blocked Exhaust Outlets can cause carbon monoxide to accumulate in the cabin and cockpit area.

Another Vessel's Exhaust that is alongside can emit carbon monoxide into the cabin and cockpit of your vessel. Your vessel should be at least 20 feet from a vessel that is running

Teak Surfing or dragging or water-skiing within 20 feet of a moving vessel can be fatal. If persons are using a swim platform or are close to the stern, all gasoline-powered generators with transom exhaust ports must be off.

Slow Speed or Idling causes carbon monoxide to accumulate in the cabin, cockpit, and rear deck.

Station Wagon Effect causes carbon monoxide to accumulate inside the cabin and cockpit if you are operating the vessel at a high bow angle, if there is an opening that draws in exhaust, or if protective coverings are used when the vessel is underway.

Revisions and Clarifications to Federal Regulations

Responsibilities Between Vessels (chapter 3, page 15) If operating a power-driven vessel, you must give way to:

- Any vessel not under command, such as an anchored or disabled vessel
- Any vessel restricted in its ability to maneuver, such as a vessel towing, laying cable, or picking up navigation markers, or a vessel constrained by its draft such as a large ship in a channel
- A vessel engaged in commercial fishing
- A sailing vessel unless it is overtaking

If operating a sailing vessel, you must give way to:

- Any vessel not under command
- Any vessel restricted in its ability to maneuver
- A vessel engaged in commercial fishing

Personal Floatation Devices (chapter 5, page 41) -

(Continued on page 19)



ADDENDUM TO AMERICA'S BOATING COURSE

(Continued from page 18)

Federal Regulations require that each child under 13 years of age, underway on a recreational vessel, wear an appropriate USCG-approved PFD unless the child is below decks or in an enclosed cabin. Many states also have laws that require children to wear their PFDs.

Visual Distress Signals (chapter 5, page 45) - All vessels, regardless of length or type, are required to carry night signals when operating between sunset and sunrise. Most vessels must also carry day signals; exceptions to the requirement for day signals are:

- Recreational vessels that are less than 16 feet in length.
- Non-motorized open sailboats that are less than 26 feet in length.
- Manually-propelled vessels

Sound Producing Devices (chapter 5, page 46) - Vessels less than 20 meters (65.6 ft.) in length, which includes PWCs, are required to carry on-board a whistle or horn or some other means to make an efficient sound signal to signal intentions or positions. Vessels that are 20 meters (65.6 ft.) or more in length are required to carry on board a whistle or horn, and a bell.

Discharge of Oil and Other Hazardous Substances (chapter 5, page 49) - You are not allowed to discharge oil or hazardous substances. The penalty for illegal discharge may be a fine up to \$10,000.

The 20% Who Still Drowned While Wearing a PFD

Why in boating mishaps did the 20%, who were wearing life jackets, still drown? A significant number of these victims were paddlers, such as canoeists and kayakers. Paddlers have a few things working against them if they should have a mishap. To start, they tend to boat in remote areas far from rescue resources or help from passersby. They frequently paddle alone or with only one other person. The vessels they use tend to be relatively unstable and prone to frequent capsizing. Paddlers are particularly at risk for a dangerous situation called entrapment. This occurs in flowing water when a boater becomes snagged on rocks or debris at some hazardous point (referred to as a strainer), then goes under due to the severe hydraulics of the water pressure. If the boater is either unable to escape the craft or unable to escape the hydraulic pressures, then regardless of what kind of PFD the boater is wearing, the resulting cause of death would be drowning.

Paddlers - canoeists and kayakers - generally wear a good Personal Floatation Device (PFD) that is specifically designed for their active sport.

Minimize Risk of Drowning - Wear PFDs (chapter 6, page 52) - Inflatable PFDs are becoming more popular due to their comfort while being worn. The following applies to inflatable PFDs as well as non-inflatable devices. Remember that over time, the ultraviolet radiation from the sun will break down the synthetic materials used to make your PFD. Frequently inspect personal flotation devices for rips or tears, discolored or weakened material, insecure straps or zippers, or labels that are no longer readable. Discard and replace any PFD that has a problem. Before using an inflatable PFD, check the status of the inflator each time and ensure that the carbon dioxide (CO₂) cylinder has not been used, has no leaks, and is tightly screwed in. Also check that the PFD itself has no leaks by removing the CO₂ cylinder and orally inflating the PFD. The PFD should still be firm after several hours. After an inflatable PFD has been inflated using the CO₂ cylinder, replace the spent cylinder and re-arm it. Because an inflatable PFD is a mechanical device, it requires regular maintenance according to the manufacturer's directions. Inspect and maintain the inflatable portion of the PFD as instructed in the owner's manual. ☼



HYPOTHERMIA

HYPOTHERMIA - ARE WE FOCUSED ON THE WRONG THING?

In all boating safety education, including ours, the focus for many years has been on the dangers of hypothermia and what to do when in cold water and protect you from hypothermia. Very valid scientific research on individuals exposed to immersion in cold water shows that the first problem is surviving long enough to even worry about hypothermia!

Depending upon an individual's physiology the real risks of **COLD WATER IMMERSION** occur when falling into water below 15°C (59°F) and most generally for everyone exposed to water below 10°C (50°F).

The steps in the process of dying from cold water immersion include:

- 1.COLD SHOCK
- 2.SWIMMING FAILURE
- 3.HYPOTHERMIA
- 4.POST-RESCUE COLLAPSE

As you can see, hypothermia is the third problem encountered in cold water immersion and our teaching needs to focus on having a boater survive long enough for that to be a problem! let's look at each of these elements in a bit more detail.

COLD SHOCK - When someone falls into cold water their first unconscious response is to take a large breath of air... if their face is in the water when that gasp occurs, then their chances of survival immediately diminish. If the immersed boater doesn't inhale water on that first gasp, the breathing rate increases dramatically, the ability to hold one's breath may diminish to as little as 10 seconds, the heart rate and blood pressure rise substantially and there's a gradual loss of the ability to move the hands and feet. "Gradual" as used here is most definitely relative when you realize that this phase of cold water immersion lasts only 3 to 5 minutes.

SWIMMING FAILURE - After one has been in cold water for 3-30 minutes there's a continued inability to hold one's breath, loss of coordination in the arms and legs results in a body-angle incompatible with swimming ... this results in the use of excessive amounts of energy in an attempt to swim, there is reduced ability to match breathing with swimming efforts and as a result of uncoordinated swimming, it becomes more and more difficult to keep the head above water.

HYPOTHERMIA - Here is the subject on which we have historically focused and about which we are fairly familiar. It usually takes about 30 minutes in the water for real hypothermia effects to set in but they may include shunting of blood from the extremities to the core to retain heat, shivering (which eventually ceases as the body's systems begin to fail), loss of consciousness and heart failure or lethal heart rhythms.

POST-RESCUE COLLAPSE - The hypothermic boater is not out of the woods after rescue. Blood pressure can drop to a dangerously low level as the blood vessels in the extremities re-warm or when their ability to remain constricted fails, inhaled water can damage tissues in the lungs to the point that the boater is incapable of properly getting oxygen into the system or expelling CO₂, heart problems may develop as colder blood from the extremities is released into the core of the body, other physiologic abnormalities can occur and bleeding may reach lethal levels from previously unrecognized traumatic injury.

So, what is the answer to all of this? The answer is to do everything possible to prevent early death from cold shock and swimming failure and then hope that rescue takes place before hypothermia becomes irreversible. The key then is for

anyone who is on board a boat when the water temperature is below 60°F has to be wearing a PFD at all times versus having it nearby... after hitting the water, even with the PFD in-hand, we now know that they might not be able to get it on. Further, if they end up in the water and are wearing a PFD, they remain upright and their head is maintained in a position so that they don't inhale water during cold shock. In a PFD, even if they experience swimming failure, they will continue to remain upright and can be rescued.

We also need to teach boaters that if they're ever called on to rescue someone who has fallen into cold water that the individual in the water may not even be able to grab onto anything that is thrown to them and, as a result, the use of a boat hook to get the victim to the rescuer's boat is a real likelihood.



The key to all of this is the wearing of a PFD and ideally an anti-exposure garment. It is pretty evident that if someone falls into very cold water they will drown from a combination of **Cold Shock** and **Swimming Failure** unless they are very, very lucky. No matter how fit they are, no matter how good they are at swimming, these things happen in anyone who goes into cold water and the life-saving device that will keep them alive long enough to be rescued is a PFD. If you teach recreational boating safety anywhere where water temperatures get below 60°F or to people who boat in such waters, it's critical that we hammer home the mandatory use of a PFD for everyone on board.

From the PE Speedgram, May 2004
USCG Auxiliary Department of Education

VHF vs. CELL PHONES

Cellular phones do provide the convenience of simple, easy to use, inexpensive, private and generally reliable telephone service to home, office, automobile or other locations.

Placing a shore-to-ship call to someone with a cellular telephone is especially convenient.

However, you can not use your cell phone outside the United States and you may need a special agreement with your carrier to use it outside that carrier's local service area.



VHF (very high frequency) radios were designed with safety in mind. If you are in distress, calls can be received not only by the Coast Guard but by ships which may be in a position to give immediate assistance.

A VHF marine radio also helps ensure that storm warnings and other urgent marine information broadcasts are received. The Coast Guard announces these broadcasts on VHF channel 16. Timely receipt of such information may save your life.

Additionally, your VHF marine radio can be used anywhere in the United States or around the world.

On VHF radios, however, conversations are not private and individual boats cannot be assigned a personal phone number. If you are expecting a call, channel 16 or the working frequency must be constantly monitored.

Actually there is no comparison between cellular phones and VHF marine radio. They normally provide different services.



The cellular phone is best used for what it is, an on-board telephone—a link with shore based telephones. A VHF marine radio is intended for communication with other ships or marine installations—a powerful ally in time of emergency.

If you have a portable or hand-held cellular telephone, by all means take it aboard. If you are boating very far off shore, a cellular phone is no substitute for a VHF radio. But if you are within cellular range, it may provide an additional means of communication. ☼

*Reprinted from "Blasts from the Bridge"
A publication of Flotilla 43, Ron Cohen, Editor*

SCHOOLS

Coast Guard Auxiliarists have an opportunity to gain additional knowledge, skills, and qualifications by participating in training programs. Participation in training enhances the Auxiliarist's competence and enables increased professionalism in the performance of most Auxiliary services.

What is a C School? They are Short Term Resident Training. These schools are usually one week or less and are paid for out of "training" funds. You donate your time and the Coast Guard pays for the travel costs.

What C Schools can I attend? Auxiliarists are eligible to attend any C School provided they meet the course prerequisites and their training request is approved by the Program Manager for that C School. The Chief Director, Office of Auxiliary (G-OCX) is the Program Manager for the C Schools that are specifically designated for Auxiliarists. It is important to note that current policy is that a member may only attend one C School per year and that a member may not attend a C School if they have previously attended that course as demand for C Schools is high. Waiver of policy requirements should be noted on training requests.

How do I know what C Schools are available? The schedule of C Schools is published online at:

<http://www.uscg.mil/hq/tqc/1540tableofcontents.htm>

select "Auxiliary" from the pull down menu with "Links for Class C Schools CLCVN's" in the box.

How do I apply for a C School? You fill out a Short-Term Resident Training Request (STIR). You then route the STIR "up the chain" to the Director of Auxiliary (DIRAUX) for your District. The specific routing for the STIR depends on your District/Division. The form is available online at:

<http://www.uscgaux.org/~forms/archive/a7059f.pdf>
STTRs should reach the DIRAUX no later than 60 days before the class start date.

How do I get my orders/notification that I am approved to attend the course? The goal is to issue orders 30 days before the start of a specific class. Orders are e-mailed directly to the member by Direct Access. You must have an accurate e-mail address in AUXDATA for this to happen. The DIRAUX can print out your orders on the "Airport Terminal" and mail them to you if you do not have a valid email address.

Where do I stay? Specific berthing arrangements vary from class to class. Information will be provided in the comments section of your orders. ☼

*Albert R. Stiles, Jr.
Training and Performance Support Branch Chief*

FLOTILLA CELEBRATES 40 YEARS

“SAY IT LOUD, I’M 40 & I’M PROUD !!!”

**Or ... “You’re Not Getting Older,
Your Getting Better.”**



Some of the celebration attendees, (L to R) CWO Wes Parker, Assemblyman Brian Rumpf, PDCP Paul deFerrari, PFC Raymond Jackey, VFC Ellen Voorhees, PDCP William Zotto, FC Joyce McGowan, Chief Phillip Jackson and IPDCP Kathleen “Mickey” deFerrari.

So you’re feeling a little less attractive than you did when you were twenty, has the zing gone out of your zong? Are you thinkin’ about Botox? Are you growing older gracefully, or are you just feeling old? Well, things on the outside aren’t always a reflection of what’s going on inside and neither is the number of candles on your last birthday cake. Just ask Flotilla 79.

A gathering of the “clan,” in Forked River, NJ told the tale. The food was scrumptious, the day’s agenda poignant as the “Experts” took the podium and the 40th Anniversary Celebration of Flotilla 79 was off and running.

A rousing “Welcome Speech” from Joyce McGowan Flotilla Commander (FC) of 79 marked the conclusion of Ms. McGowan’s second year as FC for 79. Her dedication and diligence to all Flotilla matters in addition to her enthusiasm and consideration for all members makes her a hard act to follow.

Things continued along with Lyn A. Thomas, Vice Captain of Division 7 leading the “Salute To The Flag,” as James T. Emery, Captain of Division 7 did the honors with the “Invocation.” Joyce McGowan, FC 79 and Ellen B. Voorhees, Vice FC 79 mirrored and shared thoughts in their individual comments to attendees.

“The Auxiliary is comprised of conscientious citizens who volunteer their time to the United States Coast Guard regarding a myriad of actions including but not limited to, SARS, patrols on our water-ways and in our not so recent past, patrols immediately following our Country’s 911 disaster that were implemented and are maintained today,” said McGowan.

Neither ladies missed a beat and unrelentingly stated that Flotilla 79’s 2004 public education (PE) program was a busy one including rapid fire PE classes



Division Captain Jim Emery

sponsored by the Division, our Flotilla and in connection with Lacey Township. Several multi-week and condensed one-day seminars geared towards adults and



Vice Flotilla Commander Ellen Voorhees

children at Community Centers, Schools, as well as on-site in-classroom exposés for the children of Lacey Township made up 79’s PE curriculum.

Further, Flotilla 79 was represented at the Station Barnegat Light’s 2nd Open House, Lacey Day 2004 and Water-Fest-2004 with booths manned by our members and successfully networked with other Flotillas, Government and State agencies for successful and interesting presentations to the public-at-large.

Through its members, Flotilla 79 again provided in 2004 on-going Administrative Support to the USCG Atlantic Strike Team located at Ft. Dix, NJ. Our Flotilla is proud to donate its time on a collective and individual basis and consider it a privilege to be involved with all of our voluntary endeavors regardless of stature and cheerfully perform all with equal devotion and dedication.

With elegant segues, Ellen Voorhees introduced Assemblyman Brain Rumpf, District 9 of New Jersey. Mr. Rumpf spoke to attendees regarding the revision of laws restricting operation of personal watercraft and permits local police enforcement. Challenging questions

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FLOTILLA CELEBRATES 40 YEARS

(Continued from page 22)

and comments from audience members were fielded by Assemblyman Rumpf concerning Federal monies and the “trickle-down effect” of appropriations to our “Garden State” and when the implementation of much needed dredging of New Jersey coastal water-ways will commence.

Station Barnegat Light was well represented by CWO Wesley Parker, Commanding Officer, Chief Phillip Jackson, Executive PO, and PO Ronald McCready, all who expressed their gratitude to Flotilla 79 specifically, and the USCG Auxiliary in general for their unwavering and continual on-going support of the United States Coast Guard.

Without a doubt, Guest Speaker RCO-E Mel Borofsky reeled us back to the essential reason we all had gathered; to acknowledge Flotilla 79’s forty years as



CWO Wesley Parker, CO USCG Station Barnegat Light

USCG Auxiliary Unit. Mel spoke from the heart recalling anecdotal stories about Flotilla 79’s members and emphasized the uniqueness of the Flotilla 79’s contributions by putting names to deeds. There was much laughter, reminiscing, projection and acknowledgement of past, present and the future hopes regarding the direction of Flotilla 79.

The afternoon’s ceremonies were completed by the presentations of awards to William Zotto for 15 Years of Service, Raymond Jackey for Membership Growth, and to Paul deFerrari for Vessel Safety Checks.

As the sun set one could not help but reflect; it was on the faces of all who had attended the afternoon’s events. What can one say, that the past is but a lingering soft light, the present a hard reality and the future a dream of things yet to come?

One might ask, “How do we compete with ourselves?” That my friends, is a conundrum, however, if we continue to face the future with hope and passion and impart to our successors a blueprint that illustrates more

than deeds of the past, but a foundation for the future; a commitment to forge new and effective methods that will become the “Guiding Light” and inspiration for future Auxiliarists.

If we hold true to the belief that “FELLOWSHIP” is the cornerstone above all other ideologies and the glue that measures a Flotilla’s integrity and success as a surviving entity down the decades. That the honest concern

for the welfare of our fellow man is this one thing that separates us from the throng; the fact that we want to make a difference is our legacy. That is our Totem; that we cared enough and loved life enough to respond in a positive manner for the welfare of mankind.

Onward and upward Flotilla 79... and in the words of Rear Commodore Mel Borofsky...

“Here’s To Another 40 Years.” ❁

Article and Photos provided by Kathleen G. Frencer FSO
-PA 79, Forked River, NJ



RCO Mel Borofsky



WELCOME TO D5-NR

District Commodore Leon Kehr, and Commander Scott Rogerson, Director of Auxiliary, D5-NR take pleasure in welcoming the following new members to the Coast Guard Auxiliary. We look forward to meeting and greeting each of you at the earliest opportunity. Enjoy your new "career" in our organization. Take pride in your personal spirit of volunteerism and service to your community and nation. ☸

Robert N. Adams 11-4
Scott G. Bonetz 10-5
Vincent Cauterucci 16-3
Carl Coleman 10-2
Chris Cunningham 14-2
James Deleon 2-76
Bonnie L. Duffin 11-3
Lawrence Ellis 85
Tony Fan 13-7
Sam Fusco 10-2
Mary Ann Gindlesperger 10-5
John F. Gresch 12-3
Jack E. Grindlesperger 10-5
William Hannan 85
Gerald Hanvey 77
Beverly Harrold 79
William Harrold 79
Fred M. Harvey 7-12
Robert H. Henriksson 21
Deborah Hoffman 11-9
John Jedrejczyk 69

Jennifer J. Jones 15-6
Thomas F. Keefer 15-5
Robert Knabe 7-12
Stephen M. Lange 10-2
Anthony Madonna 14-1
Linda L. Manning 15-7
Richard P. Manning 15-7
Janice C. Mulholland 77
John R. Mulholland 77
Dennis L. Olenwine 10-2
Nancy Paulaskas 69
David A. Powell 15-8
Bryan D. Rendina 10-5
William Roescher 11-9
Scott C. Russ 10-2
Dawn Shedlarski 15-3
Slobodan Vuckovic 69
Richard P. Walley 13-7
James Wintrode 13-1
Michael J. Zweifel 10-2
Vernon G. Zweifel 10-2



10 COLD WEATHER SAFETY TIPS

COAST GUARD AUXILIARY OFFERS TEN TIPS TO STAY SAFE DURING SEVERE WINTER WEATHER

With severe winter storms pounding most of the country, the United States Coast Guard Auxiliary is advising mariners and others living in regions susceptible to flooding to be vigilant and to remain “Semper Paratus” (always prepared) to protect life and property.

Of course, the best advice for the protection of life during severe winter weather is to stay inside, out of harm’s way. Specifically, we encourage citizens to:

- Be prepared to improvise and use what you have on hand to make it on your own for at least three days or maybe longer. While there are many things that might make you more comfortable, think first about fresh water, food and clean air.
- Consider putting together at least two disaster supply kits. In one, put everything needed to stay where you are and make it on your own.
- Keep a smaller disaster supplies kit in the trunk of each car. If you become stranded or are not able to return home, having some items will help you to be more comfortable until help arrives. Keep items in airtight plastic bags. This will help protect them from damage or spoiling.

Start now by gathering basic emergency supplies – a flashlight, a battery-powered radio, extra batteries, extra blankets, a first aid kit, toilet articles, prescription medicines and other special things your family may need.

While in your vehicle, try to steer clear of streams and washes, particularly during threatening conditions. Flood waters can rise quickly and carry you or your belongings away.

If you live in a flood-prone area, and have been advised of a flood warning, evacuate immediately. Move quickly to higher ground. Save yourself, not your belongings. The most important thing is your safety.

To protect your boat from damage during severe winter weather, check on your boat’s condition often and follow these tips:

- First and foremost, make sure you wear a life jacket when checking on your boat!



- If your boat is moored, visit it often to check on its condition. The cost of repairing a boat that has been underwater, even briefly, is usually about 40% of its value. The majority of boats that sink do so in their own slips. Check to make sure the bilge pump is working and that any thru hull fittings are not leaking

- Make sure there are a sufficient number of dock lines to keep your boat secure to the dock. And make sure you have enough fenders to protect your boat from damage.

Water falling from the sky, either rain, snow, or sleet, accounted for a whopping 32% of the boats that sank,

according to the survey by BoatUS. Everybody has seen a rowboat or two awash, so this shouldn’t be a surprise. What may be startling is that all of the cases involved boats with so called “self-bailing cockpits” that should have shed the water overboard.

Check these scuppers to make sure they will indeed allow the water to pass overboard. Be on the lookout for leaves, paper, insects or anything that could restrict the flow of water overboard.

During severe weather, you may want to consider hauling the boat out of the water, and storing it on high ground. Be sure to remove the drain plug when doing so to prevent water from accumulating in the bilge.



The Coast Guard Auxiliary advises all to refer to the web site of its sister agency – FEMA (www.fema.gov), for more advice on preparing for floods and other natural disasters. You can also visit www.ready.gov for more ideas on how to prepare for disasters. ❁



ODU AVAILABILITY

OPERATIONAL DRESS UNIFORM (ODU) AVAILABILITY

1 - The Coast Guard-wide Operational Dress Uniform ODU roll-out is now complete in that ODU orders by Coast Guard Auxiliarists are being accepted and processed by the Coast Guard Uniform Distribution Center (UDC) in Woodbine, NJ.

2 - The UDC phone number for placing uniform orders is 1-800-874-6841. The UDC web site is

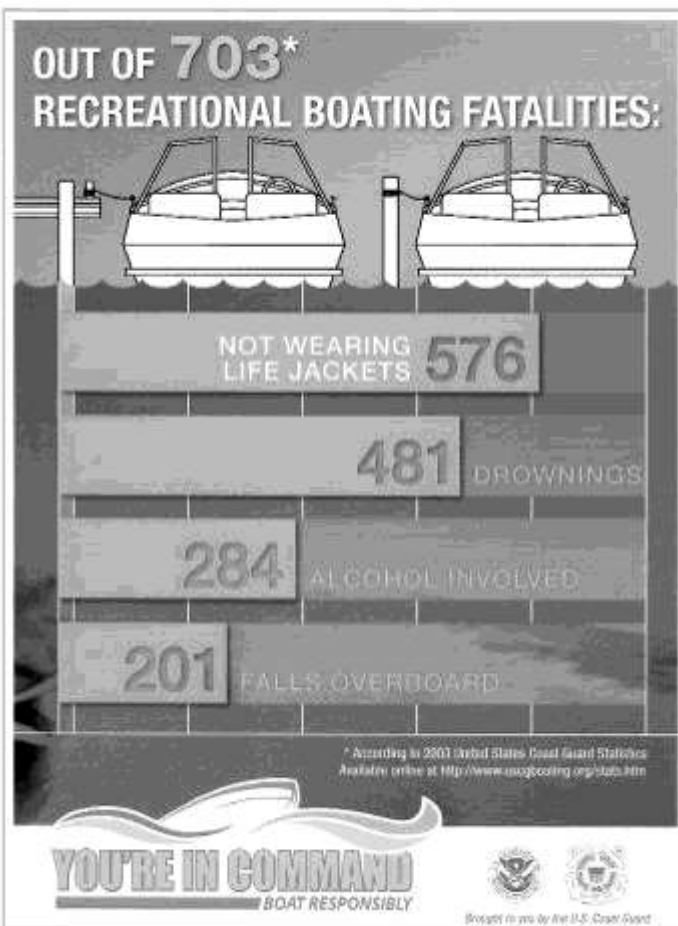
<http://www.uscg.mil/hq/g-w/g-wp/udc/index.htm>

3 - Auxiliarists are strongly encouraged to use the ODU sizing guide (available on the UDC web site under "ODU Uniform") because the ODU outfit is quite different from the working blue uniform. Additionally, working blue uniform items are still available through UDC at significantly reduced costs and they are authorized for Auxiliary wear until no longer serviceable. ☼



*Steve Minutolo
Commandant (G-OCX-1)
Chief, Administration and Policy
Washington D.C.*

BOATING FATALITIES



The above statistics are only a small portion of the information to be found at the many Auxiliary websites, National and otherwise. If you haven't already done so, visit:

www.cgaux.org
Visit the site often.

SITREP

The US Coast Guard Auxiliary's National e-magazine

Most of the Auxiliary is very much aware of our wonderful quarterly magazine, "NAVIGATOR." How many of you are aware of the Auxiliary's National e-magazine, "SITREP"? If you answered the question "no" and you have a computer and the internet at your disposal, I would suggest you take a look as soon as possible.

www.teamcoastguard.org

"SITREP" is rather unique, as websites of the Auxiliary go, since it does not report on the Auxiliary, per se, but rather it focuses on you, the Auxiliarist. The website is constantly changing, with at least one new story posted every week, usually on Friday. "SITREP" provides a great opportunity for you to see (and gather ideas) what Auxiliarists around the nation, individually or as a unit, are doing. The stories are not always about "heroes," moreover they are about Auxiliarists like you and me, engaged in interesting activity.

Why not take a look, use it for a "recruiting" tool or for ideas of new things to see and do in the Auxiliary.

Mel Borofsky, DVC-AP, Editor of SITREP

D5-NR AT N-TRAIN 2005

As is the norm, N-TRAIN 2005, the National training weekend was held in St. Louis, MO the last weekend of January. This series of workshops, classes, seminars and meetings is held once a year, in a central location. The main purpose for the gathering is to provide instruction and latest program information to selected District Staff Officers (DSO) from around the nation. These DSOs will then bring this information home and distribute it down the chain to their lower unit associates. The gathering also provides a platform to air out problems and share ideas. Since a good many of the instructors are from the National staff, many meetings, for their benefit, as well as the benefit of the Auxiliary in general, are held over weekend.

Past District Commodore Robert Perrone received the prestigious Auxiliary Commendation Medal at ceremonies during the enclave. The D5-NR contingent attending the N-TRAIN weekend were led by Commodore Lee Kehr and, Commander Scott Rogerson, DIRAUX. Also attending were Vice Commodore Bob Amort, Past Commodores Bob Perrone and Dan Maxim, Bob Myers, National Long Term Planning, DSOs Mel Borofsky, Harry Peterson, Lyn Thomas, Ken Kendall, Diane Bossler, Don Vaughn, ADSOs Lindy Harrison, Barbara Gilbert and Wes Pace. ❁

For a complete overview of N-TRAIN please visit SITREP, the Auxiliary's National e-magazine at:

www.teamcoastguard.org

Article and photos Mel Borofsky, DSO-PB D5-NR



OPERATION BOATSMART



OPERATION BOATSMART ASSESSMENT REPORT (Final)

December 31, 2004. Operation BOATSMART initiatives in the 5th Northern beginning in 2001 focused on utilizing the PA, PB, PE, MS, VSC, MDV and NSBW Departments to begin implementation by looking at how we can reduce the number of accidents and fatalities among High Risk Boaters. Several areas were involved to help the program develop a base.

Objectives:

- Create partnerships—USPS, law enforcement agencies, boating law administrators.
- Increase PFD use among boaters and children.
- Reduce fatalities and accidents.
- Increase boater education—reach high risk boaters
- Increase safe boats.
- Address sober boating—decrease accidents because of alcohol use.
- Increase public awareness through “Speakers Bureau” usage.
- Increase the number of vessel safety checks.
- Participation with Group and local Coast Guard units.

Discussion and accomplishment summary:

New Program development:

- District schools implemented to train vessel examiners.
- Implement special elementary and junior school safety programs.
- Implement safety programs for special student schools.
- Host public education courses at local industrial sites for their employees.
- Host special vessel examination days and public affairs booths in addition to the National Safe Boating Week program.

- Utilize television, radio and printed media to publish articles on boater safety.
- Implement a Media Outreach Program including the use of websites.
- Participation in state platforms to improve public education courses.
- Meet with State and Community organizations to let them know about the Auxiliary efforts in Education and Marine Safety programs.
- Meet with the US Power Squadron (USPS) to implement a communication for BOATSMART information. Discuss issues and concerns that will improve both Auxiliary and USPS performance with the program.
- Post signs along waterways and marinas to remind boaters to wear personal flotation devices (PFD).



- Participate in local hunting and sportsman's club meetings. Send speakers to address hunting and sports issues connected to safe boating.

Presentations have been made to Duck Hunters, The Federated Sportsman's Association, area industry employees, and special fishing groups. These groups are also printing articles about boating safety in their publications that Auxiliarists submit.

- Local Coast Guard units regularly participate with Auxiliary units in public affairs presentations when public and industry presentations are scheduled.
- Involve the Marine Dealer Visitors to post Naval Protection Zone literature. These folks are setting up Public Affairs Booths at Marine Dealers and also at Vessel Safety Check Stations.
- Marine Safety and Public Affairs Departments set up annual Booths to offer the public information and to reach children. These events are often in conjunction with Safety Poster contests hosted by local school districts. Generally the VE department assists by holding a VSC Station at these events.
- Increase participation at boat shows to meet the public and improve public education attendance. Give out safety information. Demonstrate proper use of PFD's.
- Work with the Boat Manufacturers Association to have safety course information printed in new product

(Continued on page 29)

OPERATION BOATSMART

(Continued from page 28)

brochures. Began this project in 2002.

- Implement a reward program for children wearing PFD's. This gives the child a certificate and coupon for ice cream treats at a local business. (2000–2003 Division 3)
- Increase participation of Auxiliary units in parades and special events in the local community.
- Use public education class time to discuss safety and marine environment issues.
- Develop a matrix to track D5-NR performance levels.

Program Reflections and Continuous Improvement Goals:

Public education (PE) class enrollment was down every year in the last four years in the 5th Northern District. New Jersey may be considering a new bill to require all boaters to pass a boating safety course over a five year period. This would cause an immediate demand for PE classes in New Jersey.

Public Affairs attendance has seen a sharp increase across the District. This is a remarkable achievement and we will continue in this effort. Boat shows, air shows and public speakers events are contributing.

Vessel examinations was down 5.18 % in 2002. The District is training new examiners and expects to see improvements.

In 2004 the trend began to turn around.

Marine Dealer Visitors are looking forward to program changes that will enhance the program. Activity was up 2.28 % in 2002. This is most likely because of the Naval Protection Zone effort undertaken by the department. In 2003 the program began intensive training and was up 23 %. In 2004 the district began the year with 41 visitors either in REYR status or lost qualifications. Despite the loss, 35 new visitors have been qualified and production increased 10.44 % over the previous year. Implementation of the new RBS-PV program should improve the performance even further. In December 2004 the Delaware Valley, Philadelphia area was involved in the ATHOS oil spill. The Visitors participated in getting safety information to Marinas, Dealers and public locations to advise of cleanup areas,

We are continuing to look for new partnerships. All Flotillas are encouraged to apply for the many grants

available that could support program activity.

Public Affairs Officers are beginning to make more efficient use of media outlets to advertise Boating Safety messages. We are seeing an effect across all the Operation BOATSMART activities as a result in 2003 and 2004. Websites are also participating in getting out the Safety message.

The Marine Safety Program is beginning to take root in the 5th Northern District and this will also result in an increased impact to forward our goals.

Membership in the Auxiliary has also noticeably improved in 2002.

We are working toward member retention and new membership to help support Operation BOATSMART.

Increase Member Training Missions. The District has taken an aggressive approach by sponsoring Appointed Officer Workshops, Elected Officer Workshops and New Member Workshops across all areas in January and February 2003 and 2004.

Participate in Semi Annual Maritime Assistance Workshops in Atlantic City NJ and Cape May NJ to foster a cooperative working relationship with the Coast Guard, Coast Guard Auxiliary, rescue agencies, police, fire and towing agencies. These meetings bring together representatives from the salvage industry, state and local emergency management agencies, volunteer organizations, the Coast Guard Auxiliary and the Coast Guard search and rescue chain of command to discuss common

issues, concerns, capabilities, limitations and notification procedures. Knowing what each individual agency has to offer and how we operate helps us do a better job of meeting the public maritime needs. ❁

*Russell Galson, SPO-Operation BoatSmart
Turnersville, NJ*



EASTERN AREA EOT

EASTERN AREA E.O.T.

In January, over seventy Auxiliarists devoted a sunny, frigid Saturday to attend the Eastern Area Elected Officers Training in Forked River, NJ.

Specifically designed for current and newly elected Division Captains (DCP), Vice Captains (VCP), Flotilla Commanders (FC) and Vice Commanders (VFC), Jack Witmeyer RCO-E introduced initiated members to the topics and training modules offered by presenters from the Coast Guard and Auxiliary.



RCO-E Jack Witmeyer welcomes attendees.

Designed to inform and update elected officers, members were briefed on the 5th Northern Policy and Auxiliary Manuals, ISAR 2005, AUXDATA/AUXINFO, processing new members and disenrollment procedures.

Topics also included legal contracts, chain of responsibility, problem solving, training and awarding members.

Sacrificing a sunny weekend to ensure a smoother running District for devoted Auxiliary members was a minor inconvenience for such rich returns. ✿



DSO-IS Dan Hartman explained forms and procedures.

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



CENTRAL AREA OPERATIONS TRAINING

Operations Training Exercise October 31 – November 3, 2004

Operational Facility 422557 (42=length, 2=propulsion, 557=identification) from Flotilla 49 with a crew of six POB (persons on board) left Great Oak Landing Marina on the Chesapeake Bay on 31 October. Their destination was Roosevelt Inlet Coast Guard Station in Lewes, DE.

The purpose was a three day joint training and operations exercise between two divisions. It would be an opportunity to train and familiarize a crew from Division 4 in



Night operations training.

Division 12's AOR (area of responsibility), which is from Ship John Shoal in the lower Delaware Bay, to the Indian River Inlet off the Atlantic. There are vast expanses of open water and many tributaries in this area. The area is important from both a security and boating safety point of view.

Our crew from Division 4 included: Harold (Robby) Robinson, coxswain and Captain of Division 4, Walt Porter, Operations Officer for Division 4, Russell Vreeland, Commander of Flotilla 49, Joseph Domalewski, Commander of Flotilla 48 and from Division 12: Robert Amort, RCO-C and Ralph Gilgenast, Operations Officer for Division 12.

Friday, 31 Oct 2004 – Day 1

We got underway from Fairley Creek on the Chesapeake Bay. Most of the 6-1/2 hour trip to Roosevelt Inlet was during an overcast, dark, moonless night. The entire crew took advantage of the opportunity to get some very intense training on night navigation, fixing positions on charts, identifying light structures both from RACON (radar signal emitting buoy) and light patterns, good night vision and good lookout procedures. Everyone had a shot at the helm and the communications between the lookouts and bridge was excellent. Communication watch was handled with three stations: Curtis Bay (Baltimore), Group Philadelphia, and Station Cape May (NJ). We made Roosevelt Inlet, at Lewes, DE, and secured for the night. A great training session in night navigation.

Saturday 01 Nov 2004 – Day 2

(Continued on page 31)

CENTRAL AREA OPERATIONS TRAINING

(Continued from page 30)

Got underway at 0800 from Roosevelt Inlet Coast Guard Station with same six crew + 2 additional. We added a crew trainee and a QE (qualification examiner). First area of the patrol took us 15 miles northeast to the anchorage to check out the large ships moored there. Then south to the "Harbor of Refuge" or the "Wall" as it is known down here, to see if there were any boats in need of assistance. Along the way our trainee and QE performed two MOB's (man overboard) and we anchored in about 20 feet of water near the "Wall," at the entrance to the Delaware Bay. Then it was out in the ocean and a turn south towards Indian River Inlet to make a rendezvous with Coast Guard Cutter 41478.

Chief Ben Huber (Indian River Coast Guard Station – Group Eastern Shore) was very cooperative in our efforts in a towing exercise. We took the vessel

in a stern tow about two miles off the inlet and proceeded to tow her back through the inlet and several miles up the Indian River where we changed to

a side tow and delivered her to the fuel dock at North Shore Marina. Thanks to this joint training between the Auxiliary and the Coast Guard we now know that our vessel has no trouble towing their 41 footer and our trainee got his signoffs.

I believe both boats and crews learned a lot that day, and after all, isn't that the way it is suppose to be. Then it was back up to the bay. We were able to get good training in fixing our position with a handheld compass. We took one more look around the "Wall" and the Lewes Ferry Terminal before heading back to our berth at Roosevelt Inlet.

Sunday 02 Nov 2004 – Day 3

We checked in with Station Cape May again via radio and got underway in the morning with the same six crew + 1 trainee. This would be a routine patrol day and we would cover the entire AOR in an effort to finish our familiarization with the area. We also did more training with the electronic navigation equipment which included an opportunity to work on a collision avoidance problem using the radar and a maneuvering board. You can be sure we were also in visual contact with the target at all times. We then proceeded to the fuel dock in the Rehoboth-Lewes canal and following fueling we secured for the day.



Monday 03 Nov 2004 – Day 4

We got underway in the morning after checking in with Station Cape May. Our crew was down to the four Division 4 personnel for the trip back to the Chesapeake. We made one more sweep of the anchorage area, entered the channel at Brown Shoal Light and headed north towards Ship John Shoal Light, through the C&D canal and home to Great Oak Landing.

This was a great training and cross training operation combined with safety patrols. Division 4 now has a fully familiarized crew in Division 12's AOR and can help in an emergency. The night navigation training alone would be hard to duplicate in our present training programs. The crew worked hard, trained hard and performed extremely well for long hours. Being part of this crew has made me very proud to be a member of the United States Coast Guard Auxiliary.

The crew of 422557 would like to thank the following for their efforts in making this operation work:

Jean and Robert Amort, RCO-C for their wonderful hospitality in opening up their house to the crew from up North. Jean your gourmet meals were great, Thank You.

Ralph Gilgenast, for all the logistical and coordination work to make this operation happen.

A special thanks to Chief Ben Huber and the crew of 41478 out of Indian River Coast Guard Station for working with us in our towing evolutions.

Semper Paratus,

*Harold "Robbie" Robinson DCP 4
West Chester, PA*



Towing exercise.

AROUND THE DISTRICT

Division 1
Northern Delaware

DIVISION 1 AUXILIARIST OF THE YEAR SALVATORE DESIDERIO

Salvatore Desiderio is the Auxiliarist of the Year for Division 1. Auxiliarist Desiderio is very deserving of this esteemed recognition because of his personal involvement in helping Flotilla 14 and our Division to accomplish several goals this year.

He is the Flotilla Commander of Flotilla 14. Flotilla 14 has the largest membership in our Division and is very active in the Auxiliary cornerstone activities. Auxiliarist Desiderio has led the Flotilla by his example, providing several opportunities for the members to participate in public education, recreational boating dealer visits (RBSPV), vessel safety checks (VSC) and operations.

He personally participated in several safe boating classes sponsored by the State of Delaware. He coordinated several VSC stations with local marine dealers and marinas, and the Auxiliary resources to man them. He personally examined 50+ vessels.

He participated in career nights at our local schools. And, he mentored prospective members for the Flotilla. Normally this is enough to keep a Flotilla Commander busy. However, in addition to his involvement in his Flotilla, he was also very involved in our Division.

As our Division Vessel Examination Officer (SO-VE), he provided opportunity for all our Division members to participate in the VSC stations, and encouraged all to maintain their qualifications. He personally mentored some Division members to qualify for Recreation Boating Safety Program Visitor (RBSPV).

A retired Philadelphia police officer, Auxiliarist Desiderio volunteered to take the responsibility for the program when we began to fingerprint our Division members to meet the Coast Guard security requirements. He even by-passed some donut shops as he coordinated all activities with our Flotillas to accomplish this goal.

Concerns for his own health and those of his wife have not deterred him from fulfilling his responsibilities. Therefore, the Elected Officers, Appointed Officers and members of Division 1 wish to recognize Auxiliarist Desiderio for his efforts, and wish to express our appreciation for all he has done for the Auxiliary this year. Thanks, Sal! ❀

*Donald W Merrill, Captain, Division 1
Newark, DE*

RADIO DAY AT SARDET WILMINGTON

On Saturday, November 6, Division members Vic Tenaglia, Ken Pierce, Nick Matichica, Jim Lafferty, Carol Owens, Jeff Wilber, Jim Taylor, Paul Eldridge and Don Merrill set up a "Radio Day" at SARDET Wilmington. The "Day" was a public affairs event to commemorate the 65th anniversary of the Coast Guard. Because the event is associated with the International Search and Rescue Competitions (ISAR), it also served to celebrate ISAR itself.

The main goals of the event were to promote the good works of the Auxiliary, get more members involved in the communications program, and attempt to recruit new members for the Auxiliary.

There were two high frequency (HF) stations on the air from Search and Rescue Detachment (SARDET) and demonstrations of HF radio operations were given to several visitors. Contacts were made with stations all over the US and Canada as well as some "DX" contacts to Yugoslavia and even Antarctica!

The Antarctica station was contacted through IRLP or Internet Radio Linking Project where radios are connected via the internet allowing worldwide communications. Other contacts were made using side-band voice communications and also with Morse code.

Thanks to all our members who participated and made the day an informative and special event! ❀

← The operating position at SARDET Wilmington. From left to right those pictured are Vic Tenaglia, Jeff Wilbur, Jim Taylor, Carol Owens, Ken Pierce, and Don Merrill.



← This picture shows creative use of a Division Captain, Don Merrill as an antenna mast.



*Submitted by Joyce Ryzner
SO-PB 1
Wilmington, DE*

AROUND THE DISTRICT

Division 3
West New Jersey

DIVISION 3 AUXILIARIST OF THE YEAR RUSSELL GALSON

Russell Galson, Immediate Past Division 3 Captain is the 2004 Auxiliarist of the Year.

Russell has displayed unequalled devotion to duty in all of the Auxiliary duties and responsibilities that he has undertaken, both in the operational and administrative areas of leadership.

This remarkable giving of self was recognized and honored by the DuPont Corporation, which selected Russell as one of the 100 world wide Volunteers of the Year in 2003.

At the Flotilla level, Russell has served in almost all of the staff officer positions, both appointed and elected. In over 11 years, he has missed only one meeting.

At the Division level, Russell lead with professionalism, integrity and strength. He has mentored numerous Auxiliarists with humor, support and a thorough knowledge of the Auxiliary and its protocols.

As the webmaster for Division 3, he constantly updates the web site to display all the current information, photos and contact links. Russell is extremely patient and helpful with those who are not quite at ease with the electronic age as himself.

Russell has presented his traveling road show for Operation Boat Smart and other safety programs to numerous organizations, exposing the public to one of our finest examples of the Auxiliary. As a vessel examiner, recreational dealer visitor and public education instructor he has spread the safety message to uncounted numbers of people, recruited additional members to the Auxiliary and made lasting bonds of friendship with those he has come in contact with.

These are only a few of the many examples that make Russell Galson the unanimous choice for this honor.

As our Division's Past Captain and my mentor it gives me a sense of satisfaction that after the years which Russell has put in that he is recognized on my watch. Good Luck Russell and congratulations from all the members of Division 3. ❀

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

Atlantic City Air Station Open House

Growing up in New England, Brian Breguet dreamed of flying. Now a Lieutenant, the 2000 Coast Guard Academy graduate flies an HH65-B helicopter.

Alyssa Canobbio dreams of becoming a Marine Biologist. The Timber Creek High School junior is a candidate for the 2005 AIM Program.

The Coast Guard's present met its future on November 20th at the Atlantic City Air Station's



Cliff and the Academy Cadets address students and parents

open house. The event was coordinated by Division 3 SO-CC, Cliff Meeks and his wife Janet, both from Flotilla 35. There was a significant Auxiliary presence from Divisions 3, 8 and 13, including Division 3 DCP Gene Morris and Division 13 DCP Maurice Simpkins.

Along with Cliff, FSO-CC Bill Donohue (08-06), FSO-CC Tamara Slivinski (13-10) and 5NR ADSO-CC Ken De Soo were available to meet with local high school students. With Tom Cancelmo acting as our photographer, Harold Peterson, Mickie DeFerrari, Ron Blackeby and Marianne Simpkins were among the Auxiliary members greeting both students and parents.

Walking through the Air Station and into the six bay hanger, it's impossible not to become excited over the prospect of joining the Coast Guard. However, the hoists, harnesses and stretchers along the wall are a vivid reminder of the serious, and often dangerous work performed by air crews.

With the Air Station's Aviation Engineering and Maintenance Control stations in the background, Cliff began the morning's activities by introducing 2 Academy Cadets who spoke to almost 20 young men and women about the challenges and rewards of Academy life. A straight "A" student in high school, Cadet Marc Benson of Hillsboro, NJ was drawn to the Academy by the prospect of flying. A 3rd class Mechanical Engineering major, Marc will serve as a cadre for AIM or swab

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AROUND THE DISTRICT

Division 3
West New Jersey

(Continued from page 33)

summer in 2005. He spoke to the students about the challenges of juggling classes, military training and sports at the Academy.

Although the talk was informative, it became difficult to hear the cadets as just outside, a Dolphin helicopter was preparing to launch on its mission for the day, patrolling



Lieutenants Breguet and Sanborn discuss life as Coast Guard pilots.

commercial fishing areas off the Atlantic coast. The air station raised the bay door and we were all treated to the sight of the helicopter hovering just above the tarmac and then heading east.

Following the cadets, LTjg Meeks, a 2002 Academy graduate and the son of Cliff and Janet, spoke to the students about the work of a young officer, his tour on the cutter *Tampa*, the missions of the Coast Guard and his current billet as Battalion Commander at the Cape May Basic Training Center.

Mr. Breguet and LT Scott Sanborn, a pilot from Massachusetts, joined Mr. Meeks for further discussion about life in the Coast Guard. The air station has at least two complete helicopter crews on-site 24 hours a day, 365 days a year, ready to launch and undertake a wide variety of missions.

Cliff then led the students and their parents to a conference room for two videos, one on the Academy and one on basic training at Cape May.

Following the videos, we had the opportunity to further explore the air station. While the entire facility is impressive, looking at the AST shop was the most inspiring part of the day. This is the work area for rescue swimmers, men and women who leave the relative safety of a helicopter and enter the sometimes violent and always unpredictable ocean, in an effort to save those they've never met.

Students, parents and Auxiliary members were also allowed to inspect a Dolphin helicopter. Lieutenants Breguet and Sanborn were kind enough to lead the inspection, answering questions and allowing visitors to

sit in the pilot, co-pilot and crew chief seats.

PO1 Katharine Caruso, from the Northfield Recruiting Office joined the team to speak with students interested in enlisting in the Coast Guard. A 15 year Yeoman in the Coast Guard, PO Caruso has been at Northfield for the past 2 years and feels recruiting is the most fulfilling work she's done during her career.

The day ended with a demonstration from the helicopter returning from patrol. While hovering over the runway, the AST was lowered to the tarmac and then hoisted aboard the helicopter in a rescue basket.

While it was just another day at the office for the men and women of Air Station Atlantic City, it was a day a number of high school students won't soon forget. Maybe in a few years, they'll be a part of the finest rescue service in the world, hovering over a runway while the next generation of Coast Guard men and women watch.



LT Sanborn explains the operation of a Dolphin. Air Station pilots will soon be flying the "Charley" version of the Dolphin.

Congratulations to Cliff and Janet Meeks, who conceived the idea of an open house and managed a thousand details to turn an idea into successful reality. Thank you to the men and women of Air Station Atlantic City for hosting the event and LTjg Meeks for his time and assistance.

Also, thanks to all the Auxiliary members from 3 Divisions who gave the most valuable of resources, their time and effort. ❁

*Reprinted from publication "Flotilla 35 FYI"
November 2004 edition*

AROUND THE DISTRICT

Division 4
Southeast Pennsylvania

DIVISION 4 AUXILIARIST OF THE YEAR JAMES LAFFERTY

James Lafferty of Flotilla 44, is the Division 4 Auxiliarist of the Year for the year 2004. This award was based on the following facts concerning his Auxiliary history.

Jim has been a member of the Auxiliary since May 1977. He has held seven flotilla staff positions, and 1 Division staff position. He has also served as Flotilla 44's Commander and Vice Commander.

During the past three years Jim has participated in over 400 hours of patrols, instructed many public education classes, and given of his time and personal equipment in helping maintain a very busy schedule as a supervisor at the SARDET base in Wilmington, DE.

In the past year Jim has worked countless hours at Marine Safety Office/Group Philadelphia helping with administrative work as well as standing guard at the base entrance in all kinds of weather.

Jim has been awarded four sustained service ribbons, each one representing 750 hours. He would have had more had he entered the many hours he participated in other Auxiliary activities, operations, vessel safety checks, and instructor, all pre AUXDATA. Jim is a qualified coxswain and has also recently received his certification as a Qualification Examiner.

Based on the recommendation of his peers and my personnel knowledge of James Lafferty's achievements in the Auxiliary over his 27 years of service, he was rewarded with this year's "AUXILIARIST OF THE YEAR." ❀

*H T Robinson, DCP-4, D5-NR
West Chester, PA*



AROUND THE DISTRICT

Division 5
Harrisburg, PA

WESTERN AREA'S DIVISION 5 PATROL INLAND WATERWAYS



Throughout the boating season, Division 5 has been providing patrols for Lake Frederick at Goldsboro, PA. This site is adjacent to one of Harrisburg's power plants and was listed as a priority site.

This responsibility has encouraged many of the members of Division 5 to become crew and/or coxswain qualified and has also provided incentive for members to maintain their currency requirements.



The water depth in this area is usually very low and rocky during most of the season but will overflow its banks during rainy periods, patrol vessels need to be shallow draft or jet drive. There are only a few facilities in the Division 5 area that can accommodate these

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AROUND THE DISTRICT

Division 5
Harrisburg, PA

(Continued from page 35)

conditions therefore qualified members have the use of the Board Inc Boat, a jet-drive facility, to help them meet their area of responsibility (AOR) requirements.

In order to meet the requested coverage of the AOR, the Division Operations Officer (SO-OP) has been working with the Flotilla Operations Officers (FSO-OP) and has initiated a patrol schedule that rotates among the Division 5 flotillas with qualified coxswains (Flotillas 51, 52 and 56). This pre-planning has been very successful in ensuring patrols are scheduled and the necessary coverage is being given to this area.



Since the water in this area does freeze over during the winter months, the patrol schedule must end. The efforts of Division 5 members to provide patrol coverage under many adverse conditions are to be commended. Numerous hurdles have been thrown their way but they've found ways around and/or over them and persevered. Their efforts have been recognized and appreciated by all.

CWO Joe Hartline also took time out of his busy schedule to join one of

the patrols. If the cover photo is any indication, he was having an enjoyable day. ☼

Photos and info provided by Walter Brenner, SO-OP 5
Flotilla 56, Chambersburg, PA

"Sailing, Sailing, over the bumpy bay..." by Lady Kaydee

***Photos of GPII by Bruce Henry.
Other photos by Jeannie Brenner***



The Columbus Day weekend put me back on the water with Wally and Jeannie who had plans for our own discovery cruise. We left our land-home early Friday morning, just after my morning nap. The ride to the bay was quite enjoyable! There weren't very many big boxes on wheels whizzing by to wake me and the sun was shining through the windows, putting the final touches to my summer tan.

We arrived at the marina and were greeted by my friends, some of them I hadn't seen for a while. Throughout the day more of my friends arrived, stopping by to scratch my ears and give me toys. They kept interrupting Wally from his task of stowing our things on board but by dusk, the only thing left was my travel bag. I was starting to get a little concerned but then Jeannie carried it on board for me. Though I'm working on it, I haven't quite conquered the task of carrying my own backpack. By now I had enough excitement for one day so I went on board and settled into my room for a nap while they all went out to dinner. Whew, finally, peace and quiet! It can be very tiring keeping humans entertained!



On

Saturday, after my morning duck run, we drove to another house for breakfast and then returned to the boat. Wally put all of the extra equipment at the helm (my new word of the week) and then started talking into his hand. He was calling for someone named Sea Squirrel, Boston Lady and Leprechaun. Then a voice from the box in front of me said they were approaching Love Point and would be in the Chester River in about 2-3 hours. Wally told them we'd have lunch then catch up with them there.

As soon as we cleaned up from lunch, we got

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AROUND THE DISTRICT

Division 5
Harrisburg, PA

(Continued from page 36)

underway. The bay was exceptionally calm and I even



found myself dozing until I heard Wally yell to get the camera ready for a great photo op. Thinking they were taking my picture while I slept woke me up real quick! But, it wasn't me; it was just a big piece of wood with a bunch of big sheets floating by us. Jeannie took the picture (above) and then suddenly, we heard a voice calling for Boston Lady.

Wally listened for a while then talked into his hand again to someone called Sea Squirrel and then started scanning the area for their friends' boats while I took



over the wheel. Then another voice came out of the box saying: "GP11, GP11, this is Leprechaun. I think we've spotted you! You're approaching us on your port side."

There they were, another chunk of wood with a piece of sheet on a stick. Then Jeannie says, "I think that's Bruce's sailboat. Yes, it's them. They're waving at us." Hmm, Sailboat? That must be what those

floating things are called. Another new word for my list. (Author's note: Sorry sailors, Kaydee's vocabulary is still very limited.)

After a brief chitchat we moved on in search of the other two sailboats. Before long we were approaching Sea Squirrel and Boston Lady, both cruising under power, without the sheets. We made them aware of our arrival and then followed them up the Chester River, headed towards Queenstown. As we approached, Wally told them that we were stopping off at the town dock for me to water the grass. As soon as Wally pulled up to the pier, I jumped off the boat. Wally scolded me for that and made me get back on board and wait for him. Guess he was afraid to get off the boat by himself. After our detour, we joined the others already anchored nearby.



As
Wally tied
up to
Boston
Lady, I
learned
that Denis
and

(Continued on page 38)

AROUND THE DISTRICT

Division 5
Harrisburg, PA

(Continued from page 37)

Joann Rossiter were on Sea Squirrel, Joe and Gladys Venzlowsky were on Boston Lady and Bruce and Sharon Henry were on Leprechaun. The ladies on board with the captains are known as the Admirals, (Jeannie taught me that new word).

Once Leprechaun arrived, the Admirals passed food around for everyone to enjoy, and Jeannie got one of



my treats for me to munch on. Though it was nice being there with these people, by my calculations, it was a little too far away from the grass.

As the sun went down, I was getting a little worried but then I heard Jeannie tell Wally that we should soon



leave so we could get back before dark. Whew! I was glad I'd not have to swim to shore after dark. There



could be all kinds of danger lurking in that water, especially at night!

We soon headed back across the bay. To my surprise, we arrived back at the Marina in about an hour, with the wind at our back and a beautiful view of a fall sunset. It was so calm that I decided to lie on the back deck for the return trip. Besides, it's hard work trying to keep four legs balanced on a boat so I need all the rest I can get. And you thought you had a problem getting your sea legs!

On Sunday, the wind had picked up and as the day progressed, the temperature dropped and that evening, my poor skinny legs were freezing. And to make things worse, after a late night stroll, while jumping back on board to my warm bed, I missed the side of the boat and slid into the water. I was glad Wally was with me cause he rescued me before I sunk too deep. Can't figure out how the boat moved away from the pier, it wasn't even running! Oh well, it looks like my cruising days are numbered, for this season anyway. Wally will soon need to get everything wrapped up for the winter. I think I'll spend the winter perfecting my "broadside jump". Be sure to properly secure your boats for the cold weather ahead and make sure nothing freezes, including yourselves. Be Safe!

And in closing, I extend my thanks to everyone for sharing their fun cruise with us. We all enjoyed it and it was the highlight of my weekend. ☼

*Jeannie Brenner, ADSO-PB (W) D5-NR
Fayetteville, PA
(The ghost writer for Kaydee, the AUXDOG)*

AROUND THE DISTRICT

Division 6
West Trenton, NJ

DIVISION 6 AUXILIARIST OF THE YEAR ROBERT E. ABERS

Robert E. Abers is the 2004 Division 6 Auxiliarist of the Year. Mr. Abers was active in all four Auxiliary cornerstone missions, taking a leadership role in the operations, fellowship, public education, and vessel examination cornerstones. He also took a leadership role in public affairs, organizing many open house events.

In operations, Mr. Abers was a key component enabling the division to meet and exceed all of the operational objectives established by Group Philadelphia. At the start of the season, the USCG 21' UTB assigned to USCGAUX SARDET Bordentown was in need of substantial repair and maintenance. Mr. Abers arranged to have the boat brought to his home, and organized a large contingent of division members in a substantial repair effort. In addition to organizing the effort, Mr. Abers donated tools, food and drink, and over 85 hours of labor to ensure the boat was ready for the patrol season.

During the patrol season, Mr. Abers provided logistical support for the boat, trailering it on several occasions for the SARDET Coordinator. Twice during the patrol season when the SARDET boat was mechanically disabled, Mr. Abers volunteered his own OPFAC to the coxswains of the division to enable the patrols to continue while the SARDET boat was being repaired.

This allowed the division to exceed the expectations of Group Philadelphia during surge operations to ensure the safety of the national elections, with the division performing nearly twice as many patrols as expected. This would not have been possible without the use of Mr. Abers' boat.

Lastly with regard to operations, Mr. Abers assisted the SARDET Coordinator with the installation of the new RDF system at SARDET Bordentown. This new system

will greatly increase the ability of Group Philadelphia to track and prosecute hoax distress calls, preventing assets from being diverted from security patrols unnecessarily.

Mr. Abers also took a leadership role in the fellowship cornerstone. Mr. Abers often provided coffee and donuts to the SARDET crews that were leaving on patrol.

He also took a lead role in refurbishing the flotilla offices, lecture hall, and bathroom, resulting in a much more pleasant experience for all who attended classes or meetings given by Flotilla 69. Mr. Abers and his wife Teri were also on the division picnic committee, assisting with the picnic.

Mr. Abers and his wife Teri also took a leadership role in the public education cornerstone, by organizing a youth boating course at a local school. The children were enthusiastic about the material, and learned a lot about safe boating.

Lastly, as Division Vessel Safety Check Officer (SO-VE), Mr. Abers organized many vessel safety check (VSC) events during the year. He also provided Flotilla 63 with VSC decals on short notice, enabling them to perform checks during the 2004 Memorial Day weekend.

Without Mr. Abers' quick response and support, Flotilla 63 would not have been able to participate during one of the busiest times of the boating season.

For all of these reasons, Robert E. Abers has been chosen as Division 6 Auxiliarist of the Year. ✪

*Charles W. Stewart Jr., DCP-6 D5-NR
Yardley, PA*

"SAFETY TO GO"

Under the new Recreation Boating Safety Participating Dealer Visitor program, another restaurant owner is proud to provide accident prevention literature to his customers. Dining patrons can enjoy a "take out" order of safety brochures after enjoying their dessert. Mr. Nick Sotires of the Suburban Diner in Feasterville, PA has gladly provided this fringe benefit for his hunting, fishing, boating and camping clientele since 2003.

In the photo Mr. Sotires is proudly displaying his Certificate of Appreciation. Imagine, a steak sandwich with the works "to go" includes a boating safety message.

Article and photo by Bob Liebel, FSO-PV 6-10



AROUND THE DISTRICT

Division 7
Southern Ocean County, NJ

DIVISION 7 AUXILIARIST OF THE YEAR CHARLES ANDREE

Charles Andree of Flotilla 74 is the Division 7 "Auxiliarist of the Year" for the year 2004. I first met Charlie at the marina where he requested to do a vessel safety check on my boat. During his visit, Charlie, not only inspected my vessel, he introduced me to the Coast Guard Auxiliary Story and invited me to attend my first Flotilla meeting. This was the beginning of a great friendship and a new career for me.

I was present when Charlie was elected as Vice Flotilla Commander and also as Flotilla Commander. Since I have known him he has been qualified as a marine dealer visitor, a vessel examiner and a public education instructor.

He has been the Division Staff Officer for Aides to Navigation (SO-AN) for eight years. This year, Charlie has established a routine of performing numerous visits to at least six marine dealers on a weekly basis to provide safety information to the boating public and to announce the various Boating Safety courses that are conducted by Flotillas from Division 7.

For welcoming Charlie to these marinas and displaying the Auxiliary pamphlets, he makes it a point to present each one of them at the end of the season with the Auxiliary Marine Dealer Certificate of Appreciation.

As a coxswain, he has conducted more than 16 safety patrols on the water with his crew and participated in this year's two day Atlantic City Air Show. Charlie is always first to volunteer as an instructor at all of the Boating Safety Course and Boating Skills and Seamanship public education classes that our flotilla has sponsored. He also co-sponsors the "Water and Kids" safety programs each year for 800 to 1200 children at the Harvey Cedars Bible Conference, the Southern Regional Hospital and various grammar school systems. He has been awarded several awards as recognition for these activities,

Mr. Andree received a Letter of Commendation from

the District Commodore for "Outstanding and Dedicated Service to the District." He is currently working toward his tenth Sustained Service Award that will acknowledge 7500 hours of Auxiliary service.

His additional supporting roles include qualification as an aids verifier and radio operator for the Division mobile communication network.

Charlie is considered to be a mentor in the Flotilla. He can be depended upon to provide assistance and information on all aspects of belonging to the Auxiliary. He is always the first to volunteer to set up for member training exercises and provides assistance at every one of our eight National Safe Boating Week presentations. He also supported the Barnegat "Pirates Day" festivities where Flotilla 74 was there to spread the Auxiliary Story and promote membership. As my Immediate Past Flotilla Commander, he has willingly substituted for me when I attended conferences

He constantly reminded me of actions that were to be performed. With his vast knowledge of the Auxiliary, Charlie has always been there to provide guidance to the Vice Commander and Commander over the past two years.

He has exhibited the utmost congeniality to new members, as well as the rest of the flotilla members.

To me, nominating and awarding the Auxiliarist of the Year to Charles Andree is the most appropriate means of recognizing and expressing our sincere appreciation for all of the time and effort that he has devoted to the flotilla and the Coast Guard Auxiliary. ☼

*Jon Bomengen FC-74
Manahawkin, NJ*

THE TRADITION CONTINUES

Flotilla 77's safety booth at Tuckerton, NJ's Seaport Classic Boat Show in August of 2004 marks the fourth year of participation in the event. More than 2500 people viewed the booth as they entered the Seaport through the "Tuckerton Yacht Club," one of the many historic buildings replicated in this maritime museum. Over 200 visitors stopped at the booth over the weekend to receive boating safety information, brochures and, for a few, swap sea stories.

Pictured on the porch of the building are (front to back) Claire LoVoi, John Petersen and Gerald Hanvey. ☼

By Clair LoVoi, FSO-PE 77



AROUND THE DISTRICT

Division 7
Southern Ocean County, NJ

AUXILIARISTS ENHANCE THEIR MEETING PLACE



Under the leadership of Auxiliarist John Shriek, center, Tom Horan, left, Jack Cathcart, right and Richard Wagar, (taking the picture), all from flotilla 7-12, watch the brick wall come tumbling down.

Cutting the brick wall to the walkway outside the dining hall at USCG Station Barnegat Light was the first step in the project to build a 20 foot by 20 foot wooden deck. The deck will provide space, weather permitting, to barbeque, eat meals and take breaks outside the station.

Other recent projects led by John were a handicap ramp and a new trophy case. In addition to being our Division's CG activity center, Flotilla 7-12 has its monthly business meeting at the station.

*Richard Wagar, Flotilla 7-12
Medford, NJ*

30 YEARS OF SERVICE

Rita Weiss of Flotilla 77 was presented the Coast Guard Auxiliary Award for 30 years of Service by CWO Wes Parker, Commanding Officer, CG Station Barnegat Light during the Flotilla's recent change of watch dinner.

Rita is still active in the Flotilla and holds the position of Special Projects Officer. We are grateful and inspired for dedicated members like Rita. ❀

Edna Winans, ADSO-PB D5-NR

SAFETY BOOTHS AND DRILLS FOR FLOTILLA 77

Safety booths at local marinas have been a focus for Flotilla 77's spring program. During 2004, Flotilla 77 accumulated more than 100 hours of safety booth operation. *Photos by Vince Maciborka, Flotilla 77*



Claire LoVoi, FSO-PE and Ed Brown, FSO-MT at a Viking Marina boat show in New Gretna, NJ.



John Peterson (background, right) giving visitors information at a show.



After completing an overdue vessel and towing drill, Lee Frost, Ed Brown and Clair LoVoi, gag it up for the camera with survival knives. ❀

AROUND THE DISTRICT

Division 8
Southeast New Jersey

DIVISION 8 AUXILIARIST OF THE YEAR CHRISTOPHER K. WINANS



District Commodore Lee Kehr presents the Auxiliarist of the Year Award to Christopher Winans at the Division 8 change of watch.

Although Christopher Winans is new to the Auxiliary, he has displayed navigational experience far beyond his membership years. In his flotilla he accepted the most difficult assignments namely, Flotilla Staff Officer for Public Education and Operations.

His performance at these positions was outstanding. During 2004 he accumulated 71 hours in public education, 19 hours underway, 29 member training hours along with 266 mission support hours.

In his spare time, he developed, for District wide use, three very impressive PowerPoint presentations. They include the "Search and Rescue" PowerPoint programs in sector and expanded square and the navigation rules prep course, designed to assist both regular Coast Guard Personnel and Auxiliarists in preparing for this extremely difficult examination.

His sector and expanded search presentations have won wide acclaim within 5th Northern. He presented his Navigation Rules prep course for Coast Guard Station personnel in Atlantic City, Station Cape May as well as the Aids to Navigation team in Cape May. This same course was presented to Auxiliarists in Division 8 with all students passing the examination.

It is with great pride that Division 8 award Christopher K. Winans as our Auxiliarist of the Year. ❀

Bruce Long, DCP 8, Del Haven, NJ

ATLANTIC CITY BOAT SHOW

In February, area Coast Guard Auxiliarists were out in force for what's heralded the fastest-growing boat show in North America. The Atlantic City



International Power Boat Show attracted more than 50,000 visitors, showcased more than 700 powerboats, and provided an excellent venue for Auxiliary members to meet and promote boating safety to everyone - from novice boaters to seasoned yachtsmen.

Event coordinators graciously offered exhibition space to a number of worthy causes including the Coast Guard and the Auxiliary: Two information booths were provided for Auxiliarists to distribute informational literature and field attendee's questions on membership and boating safety.



Another booth was afforded to highlight America's Waterway Watch program, and the Coast Guard exhibit featured one of their Rigid Hull Inflatable boats where personnel detailed various service aspects and recruitment information.

"Coastie," the Auxiliary's entertaining robot boat pulled duty treating youngsters and families with treats, gifts and boating safety tips.

Participating in the five-day event was very demanding, but extremely worthwhile and an excellent way to begin the new boating season. ❀

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

AROUND THE DISTRICT

Division 8
Southeast New Jersey

DIVISION 8 CHANGE OF WATCH



Captain Odom, USCG, Commanding Officer, TRACEN Cape May installs the new Bridge. Commodore Kehr (Center) looks on.



Commodore Kehr (L) presents Division Captain Bruce Long with his well earned AUXOP device.



Alan Wood (L) received the first Division Captain's Award for distinguished leadership and mentoring.

*Photos submitted by Bruce Long, DCP 8
Del Haven, NJ*

ONBOARD HOSPITALITY

In November USCG Cutter FORWARD conducted a "dependents cruise" for friends and family of the ship's 105 crewmembers. Glorious weather, calm waters and a sumptuous buffet only enhanced the opportunity for family and friends to spend quality time with their loved ones and get the rare opportunity to tour a Coast Guard ship while underway.



Underway in the ship's wheelhouse.

FORWARD's

Commanding Officer, Commander Gregory Sanial, USCG, and the capable crew of the 270 ft. "Famous-Class" cutter cruised from Portsmouth to the Naval Amphibious Base in Little Creek, VA. Guests were also



CDR Gregory Sanial USCG and Auxiliarist Joseph Giannattasio on the ship's bridge.

provided the opportunity to visit the ship's bridge while underway and observe the technology and teamwork skills necessary to navigate such a vessel. Auxiliarists may be surprised to note the same skills and techniques taught in AUX Crew and Coxswain school are readily utilized on a

regular Coast Guard ship.

It is also humbling to see that an Auxiliary cornerstone - fellowship is also common within the Coast Guard. ❄

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



AROUND THE DISTRICT

Division 8
Southeast New Jersey

SCHOOL TV STATION RECEIVES AUXILIARY AWARD

Flotilla 82 awarded the Lower Cape May Regional School District's Television Channel 9 producers and students with the Auxiliary's Certificate of Appreciation for their effort in furthering the purposes and principles of the Auxiliary.



Right to Left: Joseph Giannattasio, FSO-PA 82 presents Channel 9 producers Gabi Whalen (7th Grade), Faculty Advisor Ginny Rutherford, and Jessica Walker (7th Grade) with Certificate of Appreciation.



From Left to Right: Channel 9 Community Volunteer Sandra Gott and production crewmembers Gabi Whalen (7th Grade), and Jessica Walker (7th Grade) in Channel 9 broadcast facility.

Channel 9 offers students the opportunity to learn and practice television production and broadcasting principles. The Public Education Government Access (PEG) station has been in operation highlighting County Public Service Announcements for over 15 years.

Channel 9 promoted the Flotilla's Boater Safety Course schedule throughout the 2004 boating season. ❀

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

DIRECTOR VISITS FLOTILLA 82

In December, Director of the Auxiliary, D5-NR, Commander Scott Rogerson, USCG, visited Flotilla 82 headquarters "The Shack" for an informal inspection and review with FC John Gallagher and DCP Bruce Long.

Accompanied by Commanding Officer of Station Cape May, Lieutenant Stephen Love, the Director was briefed on the rich history of the former boathouse which begins with the United States first purchasing the building's land in the 1700's. Beginning in 1890 the building served the U.S. Lighthouse



Left to Right: CDR Scott Rogerson DIRAUX, Bruce Long DCP, John Gallagher FC 82, and LT Stephen Love, USCG.

Establishment as a station for servicing lighthouses and navigational aides.

In 1939 the building was established as a US Coast Guard Lifeboat Station until 1947 where it has since been utilized by the Coast Guard Auxiliary.

Busy as Kris Kringle on Christmas Eve, CDR Rogerson has been active in visiting all Coast Guard commands within the Fifth Northern District to determine how the Auxiliary may be fully utilized.

CDR Rogerson emphasized his appreciation and support of the Auxiliary and his personal admiration of the work of all Auxiliarists. ❀

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



DIRAUX and FC discussing details at FL 82's unique "Commander's" Desk.

AROUND THE DISTRICT

Division 9
Western Lakes, PA

DIVISION 9 CHANGE OF WATCH

Members of Division Nine held their annual Change of Watch ceremony in Huntingdon on Saturday, December 4 to formally recognize the passing of the torch from the current elected officers to those who will serve in the coming year. On hand to assist with administering the oaths of office were RCO (W) Harold Miller, VCO Robert Amort, DCO Eugene Bentley and CWO Joe Hartline from the office of DIRAUX.



Following a social hour Captain Allen Mitchell opened the ceremony with introduction of the guests. Dinner was served, all were treated to a rousing play-along entertainment, the honored guests were asked to say a few words, awards were presented, and then the change of offices was conducted. After a year of dedication and strong effort Division Nine outgoing Captain Allen Mitchell will be succeeded by Marty Rusnak. Paul Vonada will serve a second term as Vice-Captain. Flotilla Commanders and Division Staff Officers for 2005 were also sworn into their positions.



The Change of Watch proved to be an event both for the senior members and the newest alike. Milo Hudson was presented the coveted 20 year service award. And new member Tim Hess took the pledge to formally become an Auxiliary member. ❀

*Article and Photos by Dave Robb
James Creek, PA*

"Taking Out the Trash" For Cleaner Water

Reports of "Styrofoam cup off the starboard beam" and "plastic bottle off the port bow" were frequently heard as members of Division Nine participated in the annual Raystown Lake Cleanup Day again this year.



Cleaning up the largest body of water within the boundaries of the state of Pennsylvania is no small task and each year a small army of volunteers, including Auxiliary members, is recruited for one day that is devoted to litter pickup on and around the lake.

Although Auxiliary members on safety patrol routinely gather up large items of floating debris that may pose a risk to boaters or water skiers, this day, with many concerned boaters on the water, is devoted to ridding the lake of as much litter, both large and small, as could be



found. And the Auxiliary members of Division Nine chipped in to do their part.

While radio watch stander Michaline Miess monitored the radio airwaves for any vessel requiring assistance, boat crews on patrol scanned the water and gathered up all floating debris within sight. By properly disposing of many items of plastic, glass and other materials that are slow to deteriorate, these Auxiliarists did their part to make the lake environment cleaner for a day and for years to come. ❀

*Article and Photos by Dave Robb
James Creek, PA*

AROUND THE DISTRICT

Division 9 Western Lakes, PA

DIVISION 9 VISITS THE CG ACADEMY

It was still very dark in the early morning of September 26th when members of Division 9 climbed aboard a rented van for a seven hour drive to the Coast Guard Academy at New London, CT.

After stopping along the way to pick up another member of the Division and a quick breakfast/gas stop we arrived at the Academy about 12 noon. Our host LT Gatz met us at the Coast Guard



(L to R) Chuck Meckley, Paul Vonada, Marty Rusnak, Allen Mitchell, and John Vance.

Academy Museum and Library where we took in the displays and listened to the historical information offered to us.

We then proceeded to tour the Academy's many interesting buildings, athletic facilities and historic sites. The highlight of the day came when the Coast Guard training vessel EAGLE docked and we had the opportunity to board this magnificent vessel. LT Gatz showed us every nook and cranny and explained the history, mission and mechanics of the EAGLE.

We all came away from the Academy with a much better understanding of what this place is and what it has to offer young people.

I know this experience will be very helpful to us when we talk with young people about the Coast Guard Academy and the Coast Guard Officer programs.

However the day was not done it was only 6 pm and the night was young, time for some fellowship. After a quick change it was off to the nearby Mohegan Sun Casino for a great dinner buffet and a chance to clean out pockets and spend a few quarters.

Sunday morning we were off to the very charming and interesting Mystic Seaport. After breakfast in a quaint (old) tavern it was sight seeing and shopping before we pointed the van west and headed home. ✿

*Allen R. Mitchell, IPDCP 9
Altoona, PA*

AROUND THE DISTRICT

Division 10 Reading, PA

DIVISION 10 AUXILIARIST OF THE YEAR SUSAN FITZGERALD

The Division 10 selection for Auxiliarist of the Year 2004 is Susan Fitzgerald of Flotilla 10-8. As the Division 10 Operations Officer (SO-OP), Susan displayed outstanding initiative, dogged determination, and skillful administration in order to implement the CG's new Patrol Orders Management System (POMS).

Her tireless efforts ensured that during the transition period to this new computerized system, the operational mission of the Division 10 boat crew program could continue to effectively support both Pennsylvania State and Coast Guard requirements without interruption.

She exhibited the highest degree of dedication to the public safety mission by first volunteering for extensive training in the use of POMS, then through frequent and timely coordination with District 5NR and DIRAUX personnel in order to overcome several real-time challenges that arose in the implementation of POMS, and finally by responding to multiple short-notice requests for orders to facilitate mission accomplishment.

Without Susan's steadfast perseverance, Division 10 would not have accomplished its operational mission in 2004. The dedication, pride, and professionalism displayed by Susan Fitzgerald reflects great credit upon herself and the United States Coast Guard Auxiliary.

*Merrill L. Beyer, II DCP 10
Bethlehem, PA*

New Auxiliary Uniform Procurement Guide available

-- The 36 page Uniform Procurement Guide for 1 January through 31 December 2005, with illustrations and instructions, (ANSC# 7053) is now available. **Look Sharp! Wear the Proper Uniform.** The Coast Guard Uniform Distribution Center has a website, <http://www.uscg.mil/hq/g-w/g-wp/udc/index.htm> that can be accessed by all personnel. It includes a unisex size chart for the new Operational Dress Uniforms, a current size chart for female uniforms that is easier and much simpler to use than the current form, and a Standard Uniform Order form online. The UDC has their complete stock book online broken down by category with pictures of all items and current prices. Currently a member's social security number and member identification number are required on all orders for verification. This authorizes members to order Coast Guard specific uniforms from the only uniform distribution center operated by the US Coast Guard.

Source: Jennifer Armstrong, UDC Cape May

AROUND THE DISTRICT

Division 12
Southern Delaware

DIVISION 12 AUXILIARIST OF THE YEAR ROBERT LESPERANCE



Mr. Lesperance (right) receiving his Auxiliarist of the Year award from District Commodore Eugene Bentley Jr.

Robert Lesperance, a member of Flotilla 12-1, was named Division 12's 2004 Auxiliarist of the Year at the Division's Change of Watch Ceremony in November.

Mr. Lesperance's contributions to the Auxiliary over the past two years have been outstanding. He is qualified as a vessel examiner; a trainee in the crew program; editor of Flotilla 12-1's Newsletter, the "Scuttlebutt"; Flotilla Publications Officer; a nominee for Flotilla Vice Commander for 2005; and the Division Information Systems Officer.

Mr. Lesperance is always willing to assist fellow Auxiliarists with their computer questions/problems. He assumes total responsibility and completion of any task to which he is assigned. Mr. Lesperance is a valued and respected member of the Auxiliary. ⚓

*Carolyn J. Otto, VCP 12
Dover, DE*



Rear Admiral Sally Brice-O'Hara in discussion at a "Unit Establishment" ceremony at CG Station Indian River, DE. Photo John Bernath

TEAM COAST GUARD SUPPORTS DELAWARE SPECIAL OLYMPICS POLAR BEAR PLUNGE

On Sunday, 6 February 2005 the Delaware Special Olympics organization held its annual Polar Bear Plunge in the frigid waters of Rehoboth Beach.

Members of Flotilla 12-9 and the boat crew from USCG Station Indian River Inlet were on hand to provide security and safety assistance for the event. Also assisting were police dive teams, EMTs and fire departments from the area. While most pictures of the event are taken from land, the picture shown here was taken from the water by the crew of USCG boat 41478.



The Polar Bear Plunge annually draws over 200 participants and 10,000 spectators. This year it is expected the event will contribute about \$375,000 to the Delaware Special Olympics program. ⚓

*Richard Stevenson, FC 12-9
Lewes, DE*



Raymond Gurdinak of Flotilla 12-2 manning a Labor Day safe boating booth at a local marina. Photo by John Bernath, DSO-PA

Division Captain Elaine Gilganast swearing in the new Flotilla 12-2 officers at their annual change of watch. Photo by John Bernath DSO-PA



AROUND THE DISTRICT

Division 13
Central New Jersey

FLOTILLA 13-3 INSTALLS NEW BRIDGE

On December 14, 2004 Flotilla 13-3 conducted their Change of Watch. Division Captain Maurice 'Butch' Simpkins (DCP-13) administered the oath of office to our elected officers, Walter Sandell, Jr. as Flotilla Commander and Allen Burns as Vice Flotilla Commander.



Norma Hunter



(FC) swore in new staff officer appointees: Helen Berlin (Finance), George Gilch (Public Education), David Kline (Materials & Publications), Fred Hicks (Personnel Services), and Vic Paterno (Member Training). ❄

*Article by Patricia A. Phillips, 13-3
Photos by Gary Knepp 13-3*



AROUND THE DISTRICT

Division 15
Frontier (PA)

FLOTILLA 15-6 IN HALLOWEEN PARADE



Members of Flotilla 15-6 participated in the Halloween parade in Towanda, PA on October 30. Participating in the event were Silas and Marlee Brown, Ed and Linda Hilscher and Jennifer Jones.

Submitted by Linda Hilscher, Photo by Kevin Barnett, Flotilla 15-6

CHILDREN'S FISHING TOURNAMENT



Flotilla 15-6 held its youth fishing tournament in conjunction with National Safe Boating Week at Cowanesque Lake, PA. Although the day brought rain and cold temperatures, 125 youngsters turned out to fish. Prizes of fishing equipment were awarded in various categories with every child receiving a gift.

Astrida Miller, Flotilla 15-6

LUZERNE COUNTY FAIR



Members of Flotilla 15-3 participated in the Luzerne County Fair in Wilkes-Barre, PA. Pictured at their booth are Charles DeFrancisco, Lee and Donna Borzell.

Photo by Cecelia VanZile, SO-PA 15

AROUND THE DISTRICT

Division 16
Barnegat Bay, NJ

AUXILIARIST ELECTED PRESIDENT OF UNITED SAFE BOATING INSTITUTE

At its recent Annual Meeting, the Board of Directors of the **United Safe Boating Institute** (USBI) elected **Robert P. Myers** of Point Pleasant as President for the 2005-2006 term. Bob Myers is a member of Metedeconk River Flotilla 16-10 of the U.S. Coast Guard Auxiliary and in 2000 was appointed as one the Coast Guard Auxiliary's three representatives to the USBI.

Incorporated in 1986, the United Safe Boating Institute provides a means for organizations involved in safe boating education programs to exchange ideas with others involved in similar activities, stressing research and educational information critical to their organization's development. As such, USBI is a professional organization comprised of not-for-profit organizations recognized for their quality efforts in boating safety research, safety expertise and development potential.



Bob Myers (center) chairing the National Long Term Planning Committee.

Governing members of the USBI include The American Red Cross, United States Coast Guard Auxiliary, United States Power Squadrons, United States Sailing Association, The American Canoe and the Canadian Power and Sail Squadrons. Further information on USBI may be found at:

www.usbi.org

Bob Myers has been a member of the U.S. Coast Guard Auxiliary's National Staff since 1986, and currently serves as Chair of the Auxiliary's National Long Range Planning and Analysis Committee.

An active member of Flotilla 16-10, Bob Myers is an instructor in teaching Basic and Advanced Navigation and Boating Skills and Seamanship courses and is a vessel safety examiner in the Point Pleasant/Point Pleasant Beach/Bay Head, NJ areas.

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

Flotilla 16-1 Brings New Meaning to Six Pack!



Flotilla 16-1 is proud to announce six AUXOP recipients at this year's Flotilla 16-1 change of watch dinner. Presenting the AUXOP pins and certificates were Division Captain, John S. Witemeyer (Left) and CWO4 Joseph Hartline (Right). AUXOP recipients from left to right are Steve Fecho Sr., Douglas Abbot, Len Yoder, Michael Caruso, Dee Egizi, and Joe Felosa. Each of the six members completed the six advanced specialty courses and are entitled to wear the special AUXOP device on their uniforms.

This achievement could not have been accomplished without the leadership and guidance of their mentor and teacher, Tom Egizi. Tom is our Flotilla Member Training Officer (FSO-MT) and has completed an outstanding year of training accomplishments not only for our Flotilla, but also for Division 16. For Tom's Member Training achievements, the 2004 Division Captain's Award was presented to him at the 2004 Division Change of Watch Dinner by Division Captain Jack Witemeyer.

The awards were presented at the final meeting for the 2004 boating season held on December 8, 2004. The meeting was called to order by Flotilla Commander Walt Dyciewski at 1900. Beginning with our Pledge of Allegiance and followed by a moment of thought for our soldiers around the world.

The evening was complete with great friends, good food, and lots of laughs.

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

AROUND THE DISTRICT

Division 16
Barnegat Bay, NJ

NEW TRADITION FOR FLOTILLA 16-7



At the December 13th holiday party for Flotilla 16-7 we began a new tradition for the flotilla. We awarded our first Auxiliarist of the Year for Flotilla 16-7. The individual chosen was by open ballot by members of the flotilla. The members of the flotilla recognized an outstanding individual, who contributes far and above.

The first recipient is **Ron Coleman**, the flotilla's public education officer (FSO-PE).

Ron, through his management and guidance has brought the public education program to its highest level. He has been instrumental in preparing class kits for each of our class coordinators, a test kit which is used at each class, and handles a large advertising campaign.

In addition to being a classroom instructor, Ron also conducts 3 or 4 public education committee meetings a year to continue to develop our program.

Through his administration we have a large collection of electronic equipment which is used in the classroom. This consists of wireless microphones, a modern laptop computer and projector, and a mini lipstick camera to further enhance demonstrations. An additional laptop computer is being purchased to further improve our program and a new database has been prepared for registrations, etc. He coordinates with our flotilla computer folks and continues to upgrade our PowerPoint instructional presentations.

Ron has done, and continues to do, an outstanding job with his assignment as FSO-PE and truly deserves the award. ⚓

Dennis Georgia, FC 16-7, Lakewood, NJ

Division 16 Captain's "Extra Fathom" Awards

At the Division 16 Change of Watch, Division Captain Jack Witemeyer recognized two members of Flotilla 16-7 with the Division Captain's Extra Fathom Award.

Recipients were **Marge Ignozza**, FSO-SR/PB and **Gerard San Antonio**, FSO-CC.

Marge has served in her dual capacity and consistently goes above and beyond the duties of each office. She produces the "Binnacle" newsletter with a wealth of information and pictures. As secretary she has been invaluable in keeping minutes and flotilla records. She participates in vessel examinations, public education and public affairs activities, is an excellent crew member, and attends Spring & Fall conferences.

These are in addition to her member, flotilla, and division support activities. Marge is an overall Auxiliarist that fills many hats and does so with a smile.



Jerry has advanced the mission of career counseling (CC) by providing high school students introduction to the Coast Guard Academy through the Academy Introduction Mission (AIM). He has visited many students and teachers and devoted many hours, enlightening them about the many missions of the Coast Guard and Coast Guard Academy. He gives of his vacation time to participate in the AIM weeks at the Academy, supporting the cadets and active duty personnel as a visiting instructor and computer systems advisor.

Jerry was also instrumental in arranging for the Irish Coast Guard to visit the United States and obtain valuable insight from the US Coast Guard and Coast Guard Auxiliary programs. They have now instituted some of these programs in Ireland. Jerry served as an excellent host and coordinator during the visit.

His service exemplifies what it means to go the extra nautical mile. ⚓

*Dennis Georgia FC 16-7
Lakewood, NJ*

IN MEMORIAM



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

R 052215Z JAN 05 ZUI ASN-A14005000053

FM CCGDFIVE PORTSMOUTH VA//OAX-NR//

TO COMCOGARDGRU PHILADELPHIA PA, COMCOGARDGRU ATLANTIC CITY NJ COMCOGARDACT NEW YORK
UNCLAS //N05360//

SUBJ: DEATH OF CG AUXILIARIST EMANUEL (MANNY) GREENWALD

1. The Director of Auxiliary for Fifth Northern announces with regret the death of Auxiliarist Emanuel (Manny) Greenwald on Monday 03 January 2005 in Cherry Hill, New Jersey. he was 94.

2. Manny began his Coast Guard service during World War ii as a member of the first reserve regiment. He served through the duration of the war doing port security for the port of Philadelphia and by the end of the war, had achieved the rank of chief boat-swains mate.

He joined the Coast Guard Auxiliary in 1973, first serving as a communications watchstander at Station Beach Haven, NJ. For his service at station beach haven, Manny received the award of operational merit for over 3,500 watches and over 15,000 hours of service. Manny began volunteering at MSO/Group Philadelphia when it opened in 1989. He trained over 250 members as quarter-deck watchstanders and provided consistent, tireless, professional service to the command, public, and maritime community. Manny amassed a truly astounding 41,000 hours of career volunteer service during the course of his inspiring 31 years in the Coast Guard Auxiliary, and was personally recognized for his dedication to service by President George W. Bush during a visit to Group/MSO Philadelphia in 2003. In addition to his qualifications at Station Beach Haven and MSO/Group Philadelphia, Manny also qualified as an Auxiliary instructor and served as Flotilla Vice Commander and Flotilla Commander. His awards include the Auxiliary Commendation Medal, Auxiliary Award of Operational Merit, Auxiliary Operations Service Award, American Defense Medal, WWII Victory Medal, CG Unit Commendation, CG Meritorious Unit Commendation, Special Operations Service, and Sustained Auxiliary Service Award. He is survived by his wife, a son, and numerous grandchildren and great grandchildren.

3. Over 100 Coast Guard members attended his funeral on Wednesday, 05 January, a testament to how widely he was loved and respected.









4. In lieu of flowers, donations may be made to the Coast Guard morale fund, 1 Washington Avenue, Philadelphia, PA 19147.

5. Internet release authorized.

6. Commander Scott Rogerson, Director of Auxiliary, Fifth Northern, sends.

United States Coast Guard Auxiliary

Fifth Northern District - 2005 Calendar of Events

MAR	APR	MAY	JUN
11 - 13 Spring Awards Conference YORK, PA 15 Unit Meeting & Reports Due 17 St. Patrick's Day  25 Good  Friday  27 Easter	1 Begin Summer Uniforms 1 Central Area EXCOM 3 Begin Daylight Savings 4 District EXCOM 8 East Area EXCOM 15-17 AUXLAM B 15 Unit Meeting and Reports Due 15 Tax Day 22 Earth Day 23 Start of Passover  31 Spring topside Deadline	2 District EXCOM 8 Mother's Day  20-22 AMLOC A 21 Armed Forces Day 22-28 National Safe Boating Week 30  Memorial Day	6 District EXCOM 7-11 East Area Coxswain Training-Cape May 14 Flag Day  15 Unit Meeting and Reports Due 19 Father's Day  24 Central Area EXCOM 30 Deadline for Disenrollment for Non-payment of Dues



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

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