

Summer 2019

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United States Coast Guard Auxiliary

Official Newsletter of Coast Guard Auxiliary 5th District, Northern Region



# topside



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## *Leadership of 5NR*

**Director of Auxiliary (DIRAUX)**  
LCDR Victoria Taylor

**Operations Training Officer (OTO)**  
CWO4 Douglas Schubert

**District Commodore (DCO)**  
COMO Thomas J. Dever

**District Chief Of Staff (DCOS)**  
Joseph J. Giannattasio

**District Captain Central (DCAPT-C)**  
Kurt P. Sarac, Sr

**District Captain East (DCAPT-E)**  
Noreen Schifini

**District Captain West (DCAPT-W)**  
Robert J. Kuhn

**Immediate Past Commodore**  
COMO Barry M. Kyper

**President Past Captains Association**  
Alfred O. Grimminger

### Division Commanders

**DCDR 01** Donald W. Merrill  
**DCDR 04** Peter A. Lacey  
**DCDR 07** Allan R. Cromheim Sr.  
**DCDR 08** James Edward Hans  
**DCDR 12** Peter C Branker  
**DCDR 15** Diego Herrera  
**DCDR 16** Paul R. Casalese  
**DCDR 17** William E. Eisenhower  
**DCDR 18** Kathleen A. Kunyczka  
**DCDR 19** J. Douglas Willwerth  
**DCDR 20** Mark Eugene Lancaster  
**DCDR 21** Michael B. McElwee

**D-AD** Jason C. Flynn, Donald W. Merrill

**D-AA** Phil Walmsley

**DSO-C** Kevin L. Tyler, Vickie M. Tyler

**DSO-C** COMO Ken Brown, Janet Brown

**DSO-DV** Marilyn F. Hughes

**DSO-FN** COMO Robert J. Perrone, Sr.

**DSO-LP** Martin C. Mooney Sr.

**DSO-SL** Harry W. Otto

**DFSO** Thomas Callahan III

**DDC-Logistics** Mark F. Letavish

**DSO-CS** Richard Taylor, II

**DSO-FS** Noreen Schifini

**DSO-HR** Steven G. Trojanov

**DSO-IS** COMO Jan Robert Munroe

**DSO-MA** Scott J. Supplee

**DSO-PB** Timothy P Marks

**DSO-SR** Marilyn F. Hughes

**DDC-Prevention** Alfred O. Grimminger

**DSO-MS** Gregg R. Bollinger

**DSO-MT** Theodore R. Hall

**DSO-NS** Frank J. Williams

**DSO-PA** COMO Kevin C. Murphy

**DSO-PE** Marilyn F. Hughes

**DSO-PV** Russell M. Galson

**DSO-VE** Edwin W. Seda

**DDC-Response** Douglas L. Smith

**DSO-IM** Gregory M. Stough

**DSO-CM** Richard F. Lord

**DSO-AV** William A. Fithian

**DSO-OP** Kurt P. Sarac, Sr

**Front Cover: CAPE MAY, NJ** - The men and women of the Coast Guard Auxiliary in Division 08 are stepping up their integration in day-to-day surface operations throughout USCG Station Cape May's area of responsibility. From responding to search and rescue missions and educating the public to augmenting active duty members at units, the Auxiliary's presence helps extend the Coast Guard's reach throughout the local community. See additional pictures on page 20.

*Coast Guard Auxiliary photos by Joseph Giannattasio*



## *From the Desk of the Commodore*

### **Welcome!**

Welcome to the Summer issue of *Topside*! I want to thank Tim Marks for another excellent edition of our Fifth Northern District publication. Please enjoy looking through this edition. You'll learn a lot about our activities and the opportunities available to you as a member of this wonderful organization and our great district!

### **Recruiting and Retention**

One of the most important things we can do to be able to fulfill our missions and take advantage of the ever-increasing number of opportunities we have to serve the boating public and the Coast Guard will be to recruit and retain new members. We have been doing very well this year! From an initial 1775 members in District 5NR at the beginning of this year, in seven months, we have now grown to 1805 members!

There are many benefits to all of us when new members join - The enthusiasm and interest of new members is invigorating; It is fun to teach new members our hard-won knowledge; We all learn from the experience each new member brings and the diversity of backgrounds and knowledge that arrive with each new member enables us to meet the variety of demands the Auxiliary now has. Thank you to each of you for everything you have been doing to make this happen!

**I would like to suggest a challenge for the rest of 2019 – imagine how great it would be if we could add even two new members in each of our 59 flotillas! It is now clear that we can do just that if we try.**

Please make recruiting a priority for each of your flotillas. The old tried and true methods do still work – talk up what we do to friends and colleagues and how much it means to you. It will make an impact on those around you. Enthusiasm is contagious!

Treat every vessel safety check and public education class as an opportunity to at least “plant the idea” of joining the Auxiliary. Take a few minutes before and after each of your activities to send a picture and short write-up to your local paper or on-line local news site. It is amazing how much can be achieved by just letting people know we exist and the opportunities we provide for them to meaningfully serve their country and their neighbors!

After you do get that new member, please remember to assign a mentor to help him or her through the Core Training and BQ2 courses. Call them for several months before your activities and meetings to remind them that you really want them to participate. Please try hard to minimize the business portion of meetings and emphasize training or interesting speakers – make membership and meetings worthwhile! Make sure you recognize them with awards when appropriate – that is especially important for newer members. Take new members to D-Train. With younger members, we keep finding out that we need to involve them in activities, not just meetings as much as possible so please remember to do that.

Thanks again for your successful recruiting and retention efforts!



**Commodore Thomas J. Dever**  
**District Commodore**  
**U.S. Coast Guard Auxiliary**  
**5th District-Northern Region**

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## *From the Desk of the Commodore, continued*

### **D-Train**

Our 5NR Fall D-Train (District Training) weekend is coming up on 13, 14 and 15 September at the Crowne Plaza Reading, PA. It will be well worth your time to attend. We will have excellent instructors, fellowship and fun! We will also be celebrating our accomplishments. Please be sure to say hello to me!

Here is a link to the flyer:

<https://5nr.org/wp-content/uploads/2019/07/FALL-2019-Registration-Flyer.pdf>

### **Sector Delaware Bay Tour**

LCDR Taylor (DIRAUX) will be hosting a tour of Sector Delaware Bay in Philadelphia, on 20 October 2019. These tours are designed to acquaint Auxiliarists with the Sector's areas of responsibilities, as well as the opportunities available to Auxiliarists to support them. Besides the Sector's various departments, the tour includes the Philadelphia Small Boat Station, the Philadelphia Aids to Navigation Team, and the Capstan.

Members interested in taking advantage of this opportunity, please respond directly to Auxiliarist Diego Herrera, DCDR Division 15, SO-MS & SO-IS at [uscgk9@comcast.net](mailto:uscgk9@comcast.net).

### **Invite the Commodore**

Your Commodore would love to join you for a patrol. Please send an email through your normal Chain of Leadership and Management (COLM) if you have room onboard sometime!



AUX Maureen Lucas, COMO Dever, and AUX Scott Graham – Night patrol on the Delaware River

*Photo by Andrew Crowley*



## *Message from the Chief of Staff*

### **EIGHT TRAITS GOOD AUXILIARISTS SHARE ♣ DO YOU HAVE THEM?**

“Who’s the best Auxiliarist you ever served with?” This question, posed in one of my unit visits, stimulated some fond reminiscing about all of the Auxiliarists I’ve respected through the years and what made them so good, and then some probing comparison about what they all had in common. If you take nothing else from this essay, do that—take some quiet time, either lounging on your deck or sipping a cup of coffee, and develop a list of the Auxiliarists you’ve admired through the years. Then think about what they all had in common.

For over a decade I’ve had the good fortune to serve with members in training environments, vessel safety checks, and surface and air operations. From these experiences, the best Auxiliarists I’ve worked with seem to have the following traits:

1. They collaborate with their colleagues, and, together, were able to come up with some great ideas. They have the self-confidence to regard others’ input and heed policy and advice. They make decisions factoring in everyone’s knowledge, skills and their assessment of the situation. For example, at a gathering, where there may be some questions on how to best proceed, they’ll listen, engage, and encourage participation. Effective leaders strive to build a positive team.
2. They know a lot about the offices and missions they participate in. This knowledge helps them make good decisions, and when unusual issues develop, they have an extra bit of insight that helps them resolve the problem—whether it’s an administrative issue, a disciplinary matter, an unusual pre-underway item, or a Shipmate experiencing a family crises. They know how to properly wear the Auxiliary uniforms and PPE. If they’re operationally qualified, somehow their facilities seem to be more reliable, and fellow members during a patrol will peek over to see how they operate and what they notice.
3. They identify and mitigate potential risks. Auxiliary missions require risk management. Effective risk management enables good decision making, the hallmark of a safe Auxiliarist. The best coxswains and pilots I’ve patrolled with have surprised me on both ends of the risk spectrum, sometimes with a very conservative decision, and other times with a decision that seemed to involve more risk than I would have accepted. An in-depth conversation with them usually revealed a deeper level of analysis than I had undertaken, and I usually ended up with a few more gems to put in my risk-assessment toolbox.
4. They don’t mind you questioning a decision. Of course, this can be influenced by how you question their decision. If you approach them in an accusatory and judgmental way, you may not find them receptive. However, if your intent is to understand the analysis and all that they were thinking about, you’re likely to find an enjoyable and enlightening discussion—and one in which they probe you back for your assessment of the situation, and what you would have done and why.



**Joseph Giannattasio**  
**District Chief of Staff**  
**U.S. Coast Guard Auxiliary**  
**5th District-Northern Region**

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## *Message from the Chief of Staff, continued*

5. They are hard on themselves. When you work with them, you'll hear them acknowledge missteps or errors. In meetings or training sessions, they don't seem to brag a lot; they seem most interested in analyzing their performance and seeking knowledge or ideas that might help them. They didn't become one of the best Auxiliarists you know by glossing over their weaknesses.
6. They enjoy being knowledgeable about the Coast Guard and Auxiliary. It's been said, "Do what you love and you'll never work a day in your life." The best members I've served with delighted in quenching their thirst for Auxiliary knowledge. Perhaps it stems from a love of serving the Coast Guard and Nation, so it's not work for them to read up on the latest developments.
7. They routinely access Auxiliary information. The best Auxiliarists I've served with learn from others, especially the mistakes of others, and they keep up with the latest policy and updates. Beyond that, they have a point of view on it and they'll share it, seeking other input and analysis. Routinely accessing such information seems to allow them to gain some mental currency. Even if they aren't actually in office or on a mission, they're thinking about it and "arm chairing" situations and decisions.
8. They're calm under pressure. Perhaps this is a culmination of all the above, but the best Auxiliarists almost seem to have been waiting for the critical moments. They don't panic; they aren't shocked. They seem to go into a zone where they just matter-of-factly take care of business.

Are you on your list of best Auxiliarists? Are you on anyone else's list? What is needed for you to master the skills and thought patterns to get there? Go seek elected or appointed office, train for a new qualification, and embark on the rewarding path to becoming one of the best Auxiliarists you've ever served with.

Joseph Giannattasio  
District Chief of Staff  
U.S. Coast Guard Auxiliary  
5th District-Northern Region



## *Biography of the DIRAUX, Lieutenant Commander Taylor*

Lieutenant Commander Victoria Taylor is the Director of Auxiliary, District Five North Region (D5NR). The Director serves as an advisor to the District Commander regarding oversight of all D5NR Auxiliary matters in support of operational commands, which include Sector Delaware Bay, Air Station Atlantic City, Training Center Cape May, and the Atlantic Strike Team. D5NR is comprised of approx. 2000 Auxiliarists, 140 small boats, 5 aircraft, and 165 radio facilities and encompass the state of Delaware, most of New Jersey and Pennsylvania. D5NR provides vessel safety checks, harbor patrols, search and rescue, marine environmental response, along with numerous other services.

Lieutenant Commander Taylor previously served in the Office of Personnel Allowance and Reimbursable Division, Coast Guard Headquarters. There she served as the Reserve subject matter expert and was responsible for the review and accuracy of 60,000 active duty, civilian, and Reserve billets with a \$4 billion budget on the Personnel Allowance List (PAL). She ensured PAL reprogrammings were compliant with Congress intent, funding limits, authorized work force caps, organizational initiatives, and Coast Guard policy.

She also served as the Reserve Force Readiness Chief (2011-2014) for the largest Reserve force within the Fifth District and the third largest force within the entire Coast Guard. She was the Reserve liaison between Sector active duty and Reserve forces, advising the Sector Commander and unit CO/OICs on Reserve policy, personnel, and training issues. Impressive management of the Reserve Program resulted in the #1 ranking in operational readiness for Sector and Station, receiving the RADM Bud Sparks Award for Reserve readiness.

Lieutenant Commander Taylor has responded to several disasters that include 2004 Hurricanes Katrina, Rita, and Wilma; 2008 Hurricanes Gustav and Ike; 2010 Haitian earthquake; 2010 Deep Water Horizon Oil spill; 2011 Hurricane Irene; 2012 Hurricane Sandy, 2012 Paulsboro Train Derailment, and 2018 Hurricane Florence.

She graduated from Wilmington University with a 2002 Masters of Business Administration in Accounting and graduated from the Naval War with a 2018 Master's degree in National Security and Strategic Studies.

Lieutenant Commander Taylor's personal awards include: three Commendation Medals, four Achievement Medals, Commandant's Letter of Commendation Ribbon, National Defense Service Medal, War on Terrorism Service Medal, Armed Forces Service Medal, Humanitarian Service Medal, CG Special Ops Service Ribbon, Armed Forces Reserve Medal, and multiple team and unit awards.

She has two awesome boys, one at Norwich University and one in High School. She was married for 20 years to Rik Taylor, who passed from an automobile accident.



**LCDR Victoria L. Taylor**  
**U.S. Coast Guard**  
**Director of Auxiliary**



# A Focus on 5NR Departments



## *Public Affairs*

### **Ways to Make your Social Media Accounts Better**

By Christopher M. Orlando, ADSO-PA Social

As social media slowly takes over the world and is a primary source of information, the Auxiliary is in need of clear direct guidelines that show our mission to the public. While collecting data on social media in 5NR, I notice Facebook as the primary social media channel so this article will reflect tips for Facebook success.

- 1. Create events to share public education classes, vessel examinations or places you will be.** By creating events pages, you allow people to click the “Interested” button and they will receive notice when the event is coming up. Facebook has made this like a calendar feature. In the events tab, you can include links to information and a description of the event. You can also schedule posts so that they are consistent reminders to attend your events.
- 2. Tag other pages and talk to each other-** Social Media first and foremost is a communication tool and we should use it as such. Make sure you tag partner organizations such as the marinas you hold your vessel exams at or the parks system that houses your public education classes. Make sure you communicate with these groups. For example, if they share your event page on a public education event, make sure you “Like” their post as your Facebook page and comment a thank you underneath the post. This will help you find more followers and prove the Facebook page is active.
- 3. Take “Good” pictures of everything -** A picture is worth a 1,000 words right? As the Auxiliary, we not only need fantastic photos with an amazing backstory, we need to make sure it complies with our policies. For example, you could have an incredible picture of a joint operation with your station but you catch one of your shipmates out of uniform because he/she has a pen in their pocket. Sadly this fantastic photo cannot be shared because of the uniform infraction. We need our pictures to tell a story and tell it in the proper way. Have multiple Auxiliarists taking photos and have them submit them to you as the Facebook administrator and check for uniform issues or policy violations. We are a part of Team Coast Guard and need to represent them well.
- 4. Pictures and web links mean nothing without context -** When you post a photo or web link to another site, you must explain to the Facebook follower exactly what they are looking at. For example, you take a photograph of Shipmate BlueClaw Crab instructing an ABS class on knots. Your caption should follow the 5Ws rule: who, what, when, where and why. An example caption would read: “AUX BlueClaw Crab shows students how to tie a cleat knot at Flotilla Manasquan Inlet’s “About Boating Safely” class held on Saturday, 4/28. This knot is essential for docking and is taught at all of our boating safety classes.” This caption covers the 5Ws and makes it clear what the viewer is seeing. The same rule applies for web links. You need to explain why this web link is important and why you are sharing it with your followers.
- 5. Analysis your data -** On a Facebook page, you can go into the “Insights” section of your page. This area will show you information about your followers, individual posts and how far the post reached and who it was seen by. This information allows you to know your audience and where you can find ways to improve.



*Christopher M. Orlando AUXPA3  
ADSO-PA Social*

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## *Public Affairs, Continued*

As social media continue to grow, changes will occur in News Feed algorithms and other technical aspects but the best social media channel is one that is used, updated and accurate. You can also find on the National Public Affairs site a procedures and information guide on social media. This is a good starting point to get a basic understanding of social media and you can always look in the Public Affairs Manual for information as well. If you have any questions, comments or concerns about your social media site, I can be reached at [uscgauxorlando@gmail.com](mailto:uscgauxorlando@gmail.com) and we can arrange for assistance or information. Best of luck!

### **Why Social Media is Necessary for the Auxiliary's Survival**

By Christopher M. Orlando, ADSO-PA Social

Remember when the radio was revolutionary, the television, even email? These media devices literally changed the way we consume content and social media is no different, especially for businesses, non-profits and volunteer organizations. Seventy four percent of Facebook users visit the site at least once a day according to Pew Research Center while other social media channels are playing catch up but still have become part of the American fabric. This trend suggests that this should be the centerpiece of your public affairs mission. When is the last time you had 74% of your AOR show up for public affairs booth? Yes the interaction is different but the large audience that social media can capture can lead to more students for boating safety courses, more vessel exams performed and, more perspective members.

Social media can be used in a multitude of ways. The Public Affairs Manual stresses the principles of "Right Tool, Right Level, Right Audience." The "Right Tool" would ask which social media site will work best for my flotilla or division. There is Facebook, Instagram, Twitter, YouTube, and SnapChat just to name a few.

The "Right Level" would ask which level within the Auxiliary should release this information first. Did this event happen at the flotilla level? Then the flotilla should release the information first. Is it a new directive from National? National should release it first. Those who develop the information are the best sources to talk about it.

"Right Audience" would be determining who is your target audience and what would make this information appealing to them. Does a post of all text work for this information? Could it use a photo or a web link? These are all questions to think about when developing a social media channel.

Managing a US Coast Guard Auxiliary social media account is not the toughest part of this project but finding content and appropriate ways to provide it to your audience. We have a duty and responsibility to "Tell the truth, Tell it all, Tell it now." The Auxiliary has one of the most storied and unique histories of a volunteer organization and even though the media channels have changed, we should find ways to continue to share it.

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## *Public Affairs, Continued*

My suggestions for developing and maintaining an active social media account are:

1. **Plan - plan what your tool will be, what audience you would like to reach and at what level should the information be released.** An example would be that during a training session, your flotilla received a class from an Active Duty Coast Guard member about boarding. Your audience might be a teenager considering joining the Coast Guard, it might be an adult who is looking to volunteer their time, it might be a veteran who is looking for an opportunity in retirement. Your job as a social media manager would be to find the language and the best way to show this opportunity to the public.
2. **Execution - How should I phrase the social media post and what else should I include.** Using the example above of the training session, your language should be clear, concise and welcoming to potential readers. Slang or military jargon should be avoided at all costs. You could also include a web site link to an official partner such as the US Coast Guard recruitment page. You could include a couple of pictures from your flotilla's day. The major issue with pictures are that everyone **MUST** be in proper uniform and captions must be provided. No one likes a picture online where you have no context as to what is happening.
3. **Analysis - Was this post successful?** All social media channels have an analysis section (Facebook calls this "Insight") to see a breakdown of where your followers are from, their age, gender and even if they "liked" or "shared" your content. Your own personal analysis could be a survey after your public education classes to see if they saw the advertisement on social media. It could be if a new member reaches out to join for a meeting to see if the Auxiliary is a good fit for them. The analysis comes down to knowing exactly what you would like to get out of your social media channel.
4. **Follow up - What can we do better next time?** This question should always be asked. What made this post more successful than another? Why is no one "liking" this post versus another? Growth is all apart of building our brand as the Auxiliary.

Social media has become the information highway for a majority of the American public. We as Auxiliarists, need to step our game up and see social media not as something we post on every six months but something with constant, new content that will entice people to learn about our organization. Every Auxiliarist has the awesome responsibility of sharing the story of Team Coast Guard and social media can open up a brand new avenue for all of us



## *Marine Safety*

### Lakes and What They Do For Us

They cover nearly 40 million acres, provide most of the country's drinking water, supply the needed "ingredient" for our manufacturing base, agricultural irrigation, and hydroelectric generation, provide the base of our country's \$19 billion freshwater fishing industry, tourism, and recreational activities limited only by the imagination. "They" of course, are our lakes of all shapes, sizes, and locations. The U.S. and Canada are home to the world's largest freshwater body in the world--the Great Lakes Basin. 18% of the world's fresh water provides 24 million Americans with drinking water from this 95,000-square-mile system. Fish in the Basin include lake trout, lake sturgeon, lake whitefish, walleye, Pacific salmon, and landlocked Atlantic salmon. For both fish and other wildlife, the Basin provides much-needed breeding, feeding, and rest habitat along with migratory lanes for waterfowl, nesting birds, and other migratory birds.



**Gregg Bollinger**  
**DSO**  
**Marine Safety**

As a lake is enclosed, it therefore becomes very susceptible to the pollution we as humans cause to enter into a lake. Lakes vary tremendously by size, depth, and location. Since a lake is enclosed (the exception would be the Great Lakes connected by the St. Lawrence Seaway), it is a balanced ecosystem with nutrients and water being recycled constantly. Between small and large lakes, large lakes are more stable as small lakes may experience daily and seasonal variations. The primary food sources for aquatic lake life are photosynthetic plankton, algae, and aquatic plants. Beneficially for many commercially important species, aquatic plants such as aquatic grass, provide food as well as a place to live making them akin to seagrasses in the coastal marine environment.

What is that we do that is harmful to the health of our lakes? Industrial, municipal, airborne, and agricultural pollution can enter our lakes in a variety of ways. We "stress" our lakes when we allow excessive nutrient and organic input from fertilizers and sewage to enter the lakes, as well as when there is silting caused by improper erosion control methods, construction activities, agriculture, and mining. We cause harm to the lakes when exotic or invasive species are introduced, acid rain falls, and toxic chemicals such as mercury, polychlorinated biphenyls (PCBs, and pesticides are used.

We can all "lend a hand" in keeping our lakes as clean as possible with such actions as practicing "Plus One Boating" involving making sure anything that we take out on our boats that could enter the lake comes back with us as well as picking up someone else's trash that has carelessly been allowed to enter the water. We should follow proper procedures for fueling and disposal of sewage waste. As Auxiliarists, we should not only do these things ourselves but also encourage the boating public to do the same.

## *Marine Safety, continued*

### Marina Clean-Up Day



DSO-MS D5NR Gregg Bollinger, Flotilla 19-04, picking up trash at Peach Bottom Marina on Marina Clean-Up Day, 08 JUN



A photo of the debris and trash collected at Peach Bottom Marina's clean-up day, 08 JUN 2019



## *Food Service (AUXFS)*

**At Your Service: Auxiliary Food Service members Qualified in Cape May.**



**CAPE MAY, NJ** - District 5NR Auxiliary Food Service AUXFS members in June, were qualified by Coast Guard Approved Auxiliary Food Services Guides and instructors. Training included both classroom lectures and culinary skills work followed by a standardized performance qualification completion within 1 year of the initial class.

*Coast Guard Auxiliary photo by Susan Marker.*

## Communication Services

Communication Services (CS) is responsible for the electronic media resources of your unit or sub-units. Looking around in D5NR, the Facebook and other social media responsibilities are split between the CS team and the Public Affairs (PA) teams. This stresses the importance of the Publications (PB), PA and CS teams working together to deliver Coast Guard Auxiliary information to the membership.

At the District level, we are constantly working with the PA team delivering information to the members and public through the different tools such as the 5nr.org website, social media (PA team maintained), the mass email system (MailChimp), GoToMeeting and GoToTraining. Additionally, we do our best to stay in concert with the Publications team with the distribution of their publications.

This cooperation and concentration of all three areas PA, PB and CS, makes us all better because we use our individual expertise in our areas. Our collective strengths make for much better communications in D5NR.

We all can benefit by utilizing the expertise of our Staff Officers; I have yet to find an Auxiliarist that knows it all completely. Success requires that leadership at all levels appoint officers that have a passion for their positions and back those officers with the necessary training to do their jobs well.

Training is available at the District and National level for the CS positions. Be sure to pursue that training by checking the C-Schools availability or contact me, Rick Taylor, DSO-CS for web training and other assistance.


At the District level Communication Services is providing weekly and bi-weekly briefing presentations to the Sector Delaware Command Center and 5<sup>th</sup> District Commander, Rear Admiral Keith Smith. These briefings are heavily dependent on the advance notification of the 5<sup>th</sup> District Northern Outreach activities performed by our District's Public Affairs, Vessel Examination, Marine Safety and Public Education teams. The information is posted on the 5nr.org website on the Upcoming Activities and Report Format page at <https://5nr.org/upcoming-activities-report-form/>. On the lower portion of the page is the form to submit your outreach activities.


Another item that we are working on are the posting of old Topside publications. These publications are found under the member links Topside Archives. As time allows, more issues will be added.

Keep a look out on the main page bottom or on the Announcement page for all the latest site updates.




**Richard Taylor**  
**DSO-CS**  
**Communication Services**

USCG AUXILIARY FIFTH DISTRICT - NORTH (D5NR) 

Home D5NR Programs Who We Are **Member Links** Announcements 

Upcoming Activities And Report Form You are here: Home / Upcoming Activities And Report Form

**Outreach Activities planned for the week**

  
**OUTREACH Activities**  
22 JUL – 28 JUL

**Western Region – 1 Vessel Safety Check**  
\*21-01,02,03,04 13 Jul, Vessel Safety Checks, Blue Marsh Lake, Blandon, PA

**Eastern Region – 1 Public Ed Classes**  
\*08-04 20 Jul About Boating Safety Class, Atlantic City, NJ

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# *Operations*

## **Unprecedented Cooperation**

### **Working together on Marine Events**

Submitted by Andy Crowley 053-04-09 ADSO-OP

2019 has been shaping up to be an important year for Ops on the Delaware River. In the greater Philadelphia area, we have three Auxiliary divisions (4, 17, and 18), covering 55 miles of the Delaware river, the 9-mile tidal section of the Schuylkill River and numerous navigable creeks. Our order-issuing-authority is Station Philadelphia. In the recent past these three divisions acted independently with little direct communication with Station PHL.

For the 2019 season, we decided to share resources, schedules, and planning. Throughout the season each division has helped the others by meeting up for two-boat training, providing needed crew members for patrols, and working marine events together.

As one might expect, Philadelphia, the birthplace of the nation, celebrates Independence Day in a big way. Starting in June, we had four fireworks displays scheduled through July. Working with Sector Delaware Bay and Station PHL, we scheduled boats to assist with security zones for each event.

After completing two successful events where we provided four boats, our dialog with Station PHL became much more active. The Ops officer, BM1 Doege started reaching out to us for events that were not on the original plan. We added a small fireworks event in Tinicum, PA, and an additional event in Torresdale, PA on 4 July.

On the evening of 4 July our new-found cooperation was tested to the max. Each coxswain and crew performed with flexibility, professionalism, and dedication.

A few days before the patrol planned for 4 July, Station requested help with a fireworks patrol at Torresdale, eleven miles north of the Philadelphia/Camden waterfront. Two boats from division 17 were re-assigned to that event. Our plan was to have two boats from division 4, and one boat from division 18 work the Camden fireworks with two Coast Guard boats from Station PHL.

During the transit to the events on the 4th, OPFAC 211993 from division 4 happened upon a boat capsize near the Philadelphia Airport. They rescued six people from the water. 311444, also from division 4, responded along with one good Samaritan boat, a Coast Guard patrol boat, two Philadelphia police boats and a boat from the PA Fish and Boat Commission.

993 worked with the Fish and Boat officers to transport the survivors back to their dock. 444 helped pick up the huge amount of debris and stood by with the capsized boat until a commercial tow arrived. 993 was not able to make the fireworks, but 444 was able to get on scene just in time.

At the Philadelphia waterfront, the two auxiliary boats were supposed to work with patrol boats from Station Philadelphia to establish and maintain the safety zone for the fireworks display. During the event, both Coast Guard boats were called away from regatta duty, one to transport a sick boater, another to check on a boat taking on water. The Auxiliary boats, 311444 and 211243 (from division 18) maintained the safety zone, upriver and down river. The 243 boat towed one disabled boat to a local dock, and stood by to assist another, unseaworthy boat for a long time after the fireworks.

*Continued on the next page...*

## *Operations, continued*

Up in Torresdale, the two division 17 boats (171717 and 212820), established and maintained a security zone. They worked without a Coast Guard or other law enforcement asset. They assisted a boater who ran aground. This was a new event for us, and their flexibility and professionalism were evident as they took charge and kept fifty or more boats safe.

By the end of the evening there could be no doubt that the Coast Guard Auxiliary proved itself to be an effective, professional force for recreational boating safety, and a competent force-multiplier for the US Coast Guard. These crews are Semper-Paratus.

### Roster:

311444	Pete Lacey	04-09	Coxswain
	Scott Graham	04-04	Crew
	Tom Kelmartin	04-09	Crew
211993	Andy Crowley	04-09	Coxswain
	John Yowell	21-03	Crew
	Tim Youngern	04-09	Trainee
211243	Paul Whitman Sr.	18-08	Coxswain
	Jose Lopez	18-05	Crew
	Daniel Taggart	18-05	Trainee
	Robert DiMarco	18-08	Trainee
212820	Lew Keenan	17-02	Coxswain
	Russell Friederichs	17-02	Crew
	Ken Christy	17-02	Crew
	William Battie	17-03	
171717	Frank Williams	17-02	Coxswain
	Joseph Matthews	17-02	Crew





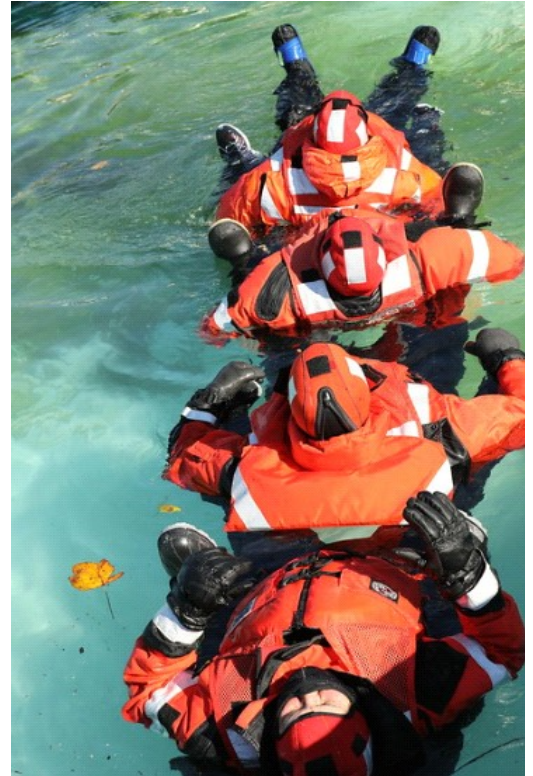
# A Focus on 5NR Divisions



## *Division 1*

### **Cold Water Training**

Photographs taken by Barbara Sama, 053-01-04





## *Division 8*

### **Division 08 Training with USCG Station Cape May and their 45's.**

Continued from the front cover. Photos also by Joseph Giannattasio



## Division 16

*Information taken from the May/June 2019 edition of Compass, Division 16's newsletter.*

### PT PLEASANT OFFSHORE GRAND PRIX

The Pt Pleasant Offshore Grand Prix was held over the weekend of 14-16 June 2019. Four (4) facilities from US Coast Guard Auxiliary Division 16 assisted in maintaining a safe boating environment both inside the Manasquan Inlet and offshore to maintain the proper separation between the spectator boats and the actual racecourse.



### SHARK RIVER WATCHSTANDING

Paul Casalese, Division Commander 16, received his certificate as a qualified Security Watchstander at Station Shark River by CWO Michael Kristiansen. Paul is the 7th qualified Watchstander at Station Shark River.





## *Division 19*

Susquehanna Valley Division 19 is an area that covers the waterways and population from just north of Harrisburg, south to the Pennsylvania border, west from Chambersburg, and east to Lebanon. The waterways of Susquehanna River of Lake Aldred, Lake Clarke (AKA Long Level), Lake Frederick, and the Harrisburg pool. The waterways of Corderus State Park (Lake Marburg), and Pinchot State Park (Fuller and Laurel Lakes). And that does not include the numerous paddle craft meccas like the Conodoquinet, Juniata, Yellow Breeches, Pequea and the Swatara Creeks that are tributaries into the Susquehanna River to name a few. The Division is responsible for manning Auxiliary Station Long Level, patrolling the waters Lake Clarke from the station, Lake Marburg, Lake Aldred, Lake Frederick, and the Harrisburg Pool.

The Susquehanna Valley Division has the same basic challenges as most other Divisions with an aging membership, failing numbers of members and operational facilities, and the challenges of recruiting new members. Many new members are introduced to the organization through our Outreach efforts at numerous Public Affairs events like Fishing Flea Markets, local community events like Harrisburg's Kapona, and through public education classes. One needs to build a good repour with the public in these events to entice members to aid us in our missions.

One challenge for the division is maintaining the commitment to staff the Aux Sta Long Level every weekend and holiday during the boating season. What is different from many other patrol areas, is that the patrols are permitted to give towing assistance on a regular basis, since there are no regular towing services. Then after that Station commitment, the remaining resources are needed to answer patrol needs of the other responsible areas.

If anyone is looking for a patrol ride, banging around in the rocks and playing in the weeds in the shadows of Three Mile Island, or you can give you a ride in the shadows of Three Mile Island or in the 10 mile long Lake Clarke, give us a call.

Written by  
Rick Taylor  
Division Vice Commander



Station Long Level along the waters of Lake Clarke, part of the Susquehanna River, near Wrightsville, PA. Through this station, weekend patrols happen every weekend during the patrol season.

## *Division 19, continued*

### K-9 Rescue on Lake Clarke

On Saturday June 29, 2019, three members of Auxiliary Flotilla 053-19-05 performed an unusual rescue when they helped reunite a lost dog found swimming in Lake Clarke with its owner.

That day, the Flotilla had its standard Marine Observation Mission (MOM) which was to transition into night training for three crew school students. The MOM had been uneventful except for a severe storm that came through at 1400hrs creating whitecaps on the lake. However, at the time, no distress calls had been received. It was not until three hours later that TCO Lori Black received a phone call from a pontoon boat claiming that a dog was swimming in the middle of the river near Turkey Hill Point. The caller asked if the Auxiliary could rescue the dog.



At the time of the call, the crews coming on for the night training were still getting into place. Coxswain Ed Seda and Crew Members Michael Gross and Beverly Hinkle from 19-04 were retrieving their facility from Long Level Marina. Coxswain Dave Firestone quickly donned his uniform and was accompanied by Crew School Student Jeremy Kerstetter, and Crew Member David Blechertas.

Proceeding South around Turkey Hill Point from the Station Long Level dock, the red and white pontoon boat described by the caller quickly came into view. Surprisingly, the dog was already on board the pontoon boat. The Auxiliary crew carefully performed a boat to boat transfer of the scared and tired passenger while smart phone cameras on board the pontoon filmed every



second of the action. By the time the Facility was back at Station, the crew was informed that the rescue was already on Facebook! Fortunately, the pontoon boat passengers happened to have a spare leash on board. Unfortunately, "Patrick" had been so nervous that he chewed through the leash before ever getting back to the dock.



During the return trip, TCO Black contacted another Auxiliary facility by radio, this one from flotilla 19-04, led by Coxswain Edwin Seda and including Crew members Beverly Hinkle and Michael Gross to request that they assist, with both crews participating in this unusual event. TCO Black also got in touch with the Police and shared the information from the dog tags to find out that Patrick was from a farm nearly 10 miles from the river and had gone missing earlier that day, possibly as a result of the storms. Patrick's owner, an Officer, and a passenger from the pontoon all greeted Patrick as he stepped back onto dry land.

Due to continuing strong storms, the planned night mission would have to be canceled. But the day was still a success with the first ever "dog at sea" rescue securely in the books for Flotillas 19-05 and 19-04!

By David Blechertas 19-05 FSO-PA

# Information from Around the District



# *Rescue on Blue Marsh Lake*

Reported by COMO Barry Kyper

## **SAR Incident Report**

**06 July 2019**

**Area 19- Blue Marsh Lake**

**OPFAC 191179**

Walter Alsegg, CX

Lynda Haring, BC

Barry Kyper, BC

Patrick Morroney, TR

Larry Miller, COMS

On Saturday, 06 July 2019, OPFAC 119179 was on a routine MOM patrol on Blue Marsh Lake near Reading, PA. the patrol commenced 1000 hours and the crew consisted of CX Walter Alsegg, 1206242, crew members Lynda Haring, 1242580, Barry Kyper, 1195667, trainee Patrick Morroney, 3000314, and COMS, Larry Miller, 1180821. After patrolling the lake for a period of time and then engaging in training exercises in conjunction with Army Corps Park Rangers, the crew broke for lunch, remaining on board the vessel which was stationed near the dam breast of the lake. Nearby, a jet ski crossed in front of the bow of the OPFAC about seventy-five yards away. The jet ski struck the wake of a passing vessel and the operator and passenger were ejected from the vessel. The operator was utilizing a safety lanyard and the engine on the jet ski stopped upon the passengers leaving the jet ski. It drifted about ten feet away and stopped. The passengers popped up and started to swim toward the boat. While the lake appeared placid on the surface, the proximity to the dam outlet created a slight current which began to push the vessel away from the persons in the water. Coupled with the light breeze prevalent at the time, the current and light wind pushed the jet ski further and further away from the man and woman in the water. They continued to swim toward the boat but were losing ground to wind and water conditions.

The crew upon observing the incident cleared the decks and began to approach the area where the incident had occurred. The man who was operating the jet ski began to struggle in the water and signaled that he was in trouble. Even though he was wearing a life jacket, his head was bobbing in and out of the water and his arms were flailing about. The woman began floating on her back to maintain buoyancy. A radio call informing the COMS operator Miller of the incident was made. The OPFAC then maneuvered close enough to the male operator and a life ring with line attached was thrown over to him. A boat cushion was thrown to the woman who was floating nearby. CX Alsegg and crewperson Haring pulled the man close to the OPFAC and directed him to the swim platform in the stern of the OPFAC where he was subsequently pulled aboard. The victim appeared lucid and did not exhibit any signs of shock.

*Continued on the next page...*



## *Rescue on Blue Marsh Lake*

### *Continued*

While the man, who exhibited the greatest need was being attended to, trainee Morroney kept the woman (about ten yards off the bow) in sight and once the man was aboard, crewmember Kyper steered the vessel close to the woman where a boat hook was extended to her and she was pulled to the stern of the OPFAC for boarding. She also appeared to be in good health and likewise did not show any signs of shock. Both people sat in the vessel while the OPFAC retrieved the still freely floating jet ski. The operator explained that his hands were wet and slippery and when they hit the wake generated by the other boat his hands slipped off of the control yoke and they fell overboard. They were indeed grateful for the assistance provided and after verifying their conditions, they re-boarded the jet ski and rode back to the launch area. The OPFAC followed their progress to insure their safety. They anchored their vessel at the launch area and waded safely ashore.

During this incident, It was clear the jet ski operator was in distress, tiring rapidly, and in danger of going underwater had a rescue not been effected. The woman was also exhibiting stress. Although she was a better swimmer than the man, she remained above the surface albeit under duress. There is no telling how much longer she could have stayed afloat had the Auxiliary members not been present to resolve her situation.

Being in the right place at the right time may have prevented a bad situation from getting much worse. A serious tragedy was averted thanks to the training and response of the crew aboard the OPFAC. In addition, both the operator and his passenger spoke limited English. It was also indeed fortunate that AUX Haring was aboard to provide instruction in Spanish to the victims of this incident to assist in their rescue and insure the safety of these folks once they were aboard the OPFAC.



A view of the Delaware River near the Philadelphia Airport.

*Photo taken from Wikipedia*

## *USCG Station Manasquan Welcomes Community during Open House*

USCG Station Manasquan Inlet held an open house on Sunday, 4/28. The event was attended by over 500 people and was staffed by active duty, reserve and auxiliary members. The event ran from 9am to 2pm where the general public got a chance to tour the new station, climb aboard the 29ft Response Boat and the 47ft Motor Life Boat, and ask questions about boating safety.

Station Manasquan Inlet Operations Officer BM1 John Babbini said, “Many guest that came for the open house mentioned that they lived in town for over 30 years, and getting to walk in the old station and get on top of the cupola was a dream come true. It was also great to share stories with the veterans from our surrounding VFW’s and American Legions ”

USCG Auxiliary Division 16 Vice Commander Terry Bearce said, “We had a good turnout from the community in seeing the new station and learning more about our local Coast Guard team...Thanks to those who manned the PA Booth, supported the registering of visitors, directing traffic at the Station and generally providing needed support. We even got in vessel exams, even though we are still very early in the local boating season. Once again we showed that we have a great Auxiliary family.”



***Christopher M. Orlando AUXPA3  
ADSO-PA Social***



**Clockwise :** AUX member Scott Okal (left) spoke with a recruiter from Station Atlantic City about the different objects he has on his display table at the Station Manasquan Inlet Open House; AUX Members from Division 16 performed multiple jobs at the Station Manasquan Inlet Open House from greeters to tour guides, vessel examiners and photographers. Pictured above left to right: AUX Peter Ferro, AUX John Fisher, AUX Terry Bearce, AUX Dan Fuchs and AUX Rocco Summa; AUX Members Scott Okal, David Witherspoon, Peter Ferro and Bob Cotter man the Public Affairs table at the Station Manasquan Inlet Open House.

*US Coast Guard AUX Photographs by Christopher M. Orlando AUXPA3*





## *USCG Station Manasquan Welcomes Community during Open House, Continued*



**Clockwise :** A member of Station Manasquan Inlet is prepared to answer any questions the public has on the gear used by the boat crews at the Station Manasquan Inlet Open House.; A member of Station Manasquan Inlet explain the role the 29ft response boat serves in the local area at the Station Manasquan Inlet Open House; A member of Station Manasquan Inlet gives a tour of the Old Station building and the USCG history in Point Pleasant Beach at the Station Mansquan Inlet Open House; The general public gets a chance to climb aboard the 29ft rescue boat and see what it's like behind the helm at the open house at Station Manasquan Inlet.

*US Coast Guard AUX Photographs by PA3 AUX Christopher M. Orlando*

## America's First Flight Was Actually in Coast Guard District 5NR

*By Joseph Giannattasio*

It was a cold morning on January 9, 1793. A crowd of spectators, which included some of the nation's founding fathers, congregated in the courtyard of the Walnut Street prison adjacent to what is now Independence Square in Philadelphia. The event was to witness the launching of an amazing modern invention: the balloon, which, if successful, would be the first air travel in the history of the United States of America and the New World.

When thinking about the "first flight" in the United States, Coast Guard Auxiliarists often think of the aviation pioneering Wright brothers and Kitty Hawk, North Carolina in the Coast Guard Fifth District's Southern Region. However, the actual first manned flight in North America was in the Northern Region of the Fifth Coast Guard District; taking off from downtown Philadelphia, crossing the Delaware River and landing in a farm field in Deptford, New Jersey. The pilot was not an American aviator, but a French aeronaut named Jean-Pierre Blanchard.

This was to be Blanchard's 45th flight. At 39, Blanchard was already a famed aeronaut who performed his first balloon flight in 1784 utilizing a homemade hydrogen balloon that he launched in Paris. In 1785 Blanchard, with American Dr. John Jeffries, was the first to fly the English Channel, crossing from England to France in about two and a half hours, making both the world's first international air travelers.

Blanchard sailed to Philadelphia, which at the time was the U.S. capital, arriving in December 1792 and in January 1793 announced in the newspaper the sale of tickets for the first balloon flight in the United States. The initial price was \$5, but soon reduced to \$2 when only a few seats were reserved. Blanchard chose the prison yard for his takeoff because it was a secure location to install his balloon and the equipment to produce hydrogen gas. The enclosed courtyard also sheltered the balloon from winds during inflation.

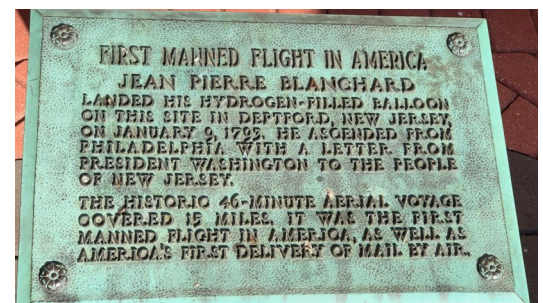
As Blanchard climbed into the balloon's wicker gondola, President Washington shook his hand and provided him a "passport" letter recommending to all citizens of the United States and others to, "... oppose any obstacle ... to the aforementioned Mr. Blanchard..." and assist him in his efforts, making it the first airmail of the U.S.

Shortly after 10a.m. Blanchard thanked the president, released ballast weights, untied the handling ropes and gently ascended into the sky. A northwesterly breeze coaxed him toward the Delaware River. Once over the river, the balloon leveled off at 5,800 feet. Blanchard then conducted scientific experiments that included measuring temperature and air pressure, taking samples of air at altitude, testing the strength of a magnet, and checking his pulse rate.

The balloon continued on a southeast course to the New Jersey side of the river. Blanchard believed he observed the Atlantic Ocean in the distance and began his descent. Forty-five minutes after takeoff, Blanchard landed the balloon in a farm field near Big Timber Creek in Deptford, New Jersey, fifteen miles from the launch site. Some nearby farmers, initially scared by the sight of a mysterious globe and a man descending from the skies, became willing helpers after drinking some offered wine and reading the letter from President Washington's passport.

Several local farmers joined to help Blanchard retrieve his balloon from the field and return to Philadelphia by carriage then boat. Before bidding farewell to his new friends, he quickly prepared a document certifying that they witnessed Mr. Blanchard landing in his balloon, "... in the municipality of Deptford, Gloucester County, in the state of New Jersey, approximately 10 o'clock, 56 minutes, am ... on the ninth day of January, anno Domini, 1793."

As the French pilot returned to Philadelphia that evening he was greeted by fans flocking to shake his hand. At seven p.m. he paid his respects to President Washington and presented him with the flag he had unfurled during the flight.



Commemorative Plaque of the landing site.

*Continued on the next page...*

*Photo by Joseph Giannattasio.*



## America's First Flight Was Actually in Coast Guard District 5NR

*By Joseph Giannattasio*

Blanchard returned to Europe in 1797 and continued flying until suffering a heart attack during a flight in 1808. He fell out of the balloon but survived several months before succumbing to his injuries in 1809.

The archives of local libraries and historical societies have nothing that records Blanchard's exact landing place, but researchers suggest it near where the witnesses lived - the vicinity of a famed oak tree that still stands. Since the oak had already been recognized as a historic landmark and thus likely to be preserved, around 1972 it was decided to add the balloon landing to that site.

Whether you consider the first flight in the United States to be Jean-Pierre Blanchard in Philadelphia or the Wright Brothers in Kitty Hawk, as a member of Team Coast Guard you can be pleased that both occurred within the Fifth Coast Guard District.

### How to Visit:

#### *Launch site*

The Walnut Street Prison was closed in 1835 because of overcrowding and later demolished. Today, office buildings and the Athenaeum of Philadelphia stand on the site. The site of the prison is at the intersection of Walnut Street and South Sixth Street in Philadelphia, across from Washington Square and one block from Independence Hall. Locate the historic marker on the east side of South Sixth Street, south of Walnut Street. The approximate area of the launch site is at the center of the block, at the intersection of St. James Place, St. James Court, and South Randolph Street.

#### *Landing site*

To get to the landing site navigate to NJ-42 in Deptford, NJ. Take exit 12 onto Clements Bridge Road toward NJ-41/Runnemede. Turn left into the shopping center and look for the Wal-Mart Supercenter. For your GPS use the address: 2000 Clements Bridge Road, Woodbury, New Jersey 08096. Behind the right rear corner of the building (as viewed from the front) is a walled area for recycling. To



**Right to Left:** The approximate area of the launch site at the intersection of St. James Place, St. James Court, and South Randolph Street  
Commemorative Plaque of the landing site and the ancient oak tree.

Placing of 5NR Challenge Coin on Commemorative Plaque before caching for posterity.

*Coast Guard Auxiliary photos by Joseph Giannattasio.*



# *Central Area Conference*

Central Area Conference held at the Red Lion Christian Academy on 4 May 2019

*Photos taken by Al Grimminger*



## *Articles About 5NR taken from the 2019 1st Quarter Navigator Express (page 16)*

# *TAKE A HIKE*

## **Operation: HikeAIR prepares for realistic challenges**

Story by Linda Skvarla

He was scared, but the young hiker still knew what to do when he got lost during a wilderness outing in the New Jersey Pine Barrens: He remembered the three priorities: shelter, fire, and ... signal. The hiker was prepared and had packed an orange distress flag and a roll of orange surveyor's ribbon before venturing out. In a clearing he constructed a visual distress signal to attract help. Later in the day he heard the sound of an airplane in the sky. He craned his neck up toward the direction of the sound and sighted a Coast Guard Auxiliary aircraft circling overhead, dipping its wings right & left several times to let the hiker know "Gotcha, don't worry, I see where you are located."

That was the scenario members of Coast Guard Auxiliary Division 8 (5NR) and the district's Air Program (AUXAIR) participated in training exercises in July that could help save a life. Auxiliarists Joseph Giannattasio DSO-AV, Aircraft Commander Howard Davis, Bill Fithian ADSO-AV-Training, and Joe Lee IPFC Cumberland Flotilla 87, developed the exercise, assigned the mission name Operation HikeAir, to practice ways to handle emergency search situations in the woods. This is the first documented operation of this type in District Fifth Northern. "Most of the time, getting 'lost' on land is a matter of becoming temporarily disoriented. Some people become so disoriented that they need to be rescued," explained Lee. "Having multiple effective ways to signal for help can make all the difference in a survival situation where outside help is warranted. Signaling is one of the most under-practiced and under-emphasized survival skill sets that most outdoor enthusiasts consider."

Their proposal to the district's operations training officer (OTO) and the Order Issuing Authority (OIA) USCG Air Station Atlantic City included the following mission overview: Auxiliarist Joe Lee deploys an orange distress signal flag surrounded by a triangle of orange surveyor's tape in a clearing within his wooded farmland in Cumberland County, NJ. After a mission pre-brief among the air crew, an Auxiliary aircraft is dispatched to the general area of the farm and conducts a Victor-Sierra search pattern attempting to establish a visual of the distress signal until sighting is confirmed. Secondary evolutions involve monitoring the effectiveness of various Visual Distress Signals.

The primary goal of the mission was to determine and photo-document the practical challenges of locating a distress signal in a wilderness environment and determining location coordinates for rescue units. The findings may also prove useful in focusing practical survival information to hikers, hunters and outdoors enthusiasts, and develop practical wilderness SAR exercises for Auxiliary Air Program personnel.

"We strive to incorporate realistic challenges and scenarios in our search and rescue exercises," said Giannattasio. "Plus offer practical experiences for air crews to learn, broaden their skillsets, and share their knowledge with others."

Operation HikeAir creates a realistic training scenario for District 5NR's air program which demonstrates their operational abilities and also highlights how to expand proficiency for actual wilderness search and rescue missions.



USCG Aux Photo by Joseph Lee



*Articles About 5NR taken from the 2019 1st Quarter  
Navigator Express (page 11)*

# A Special Coast Guard Thanksgiving

With Auxiliary and Union League Support

Story by John Burns

Early last year, John Burns of the Cape May flotilla was approached by LT Jason Harczak about holding a Thanksgiving dinner for the active duty Coast Guard personnel at Station Cape May. LT Harczak is the commanding officer and John is the Coast Guard Auxiliary unit coordinator for the station.

John previously worked at the John F. Scarpa Technical Education Center as an assistant principal and he knew Chef Robert Ohlsen, an instructor at the school. The Cumberland County TECH Center has always supported projects that benefit the community. The intent was to inquire if Chef Ohlsen could perhaps pre-cook some turkeys a couple of days prior to Thanksgiving using the TECH Center ovens.

Chef Ohlsen had another idea. He also works as the Executive Chef at The Union League, a patriotic society organization located in Swainton, New Jersey. Chef Ohlsen stated that he would talk to the general manager, Jacob Hoffer. Hoffer was very supportive of making this Thanksgiving dinner happen. The Coast Guard personnel of the duty section need to be able to get underway for an emergency in less than six minutes, so there was no option except to hold the dinner on the Coast Guard base at their facility. Station Cape May is housed on the TRAINING CENTER CAPE MAY (TRACEN) campus.

Chef Ohlsen and Mr. Burns also got the support of a fellow Auxiliarist, Richard Weiss and his wife Dr. Sandra Weiss, who are both members of The Union League. Chef Ohlsen's wife, Teresa, also participated and was a key person, fully invested in decorating, as well as, in preparing and serving the dinner. Station personnel set up tables and supplied soda, water, and cups.

On Thanksgiving it all came together perfectly. There were approximately 35 active duty personnel and family members who had the opportunity to sit down in a group setting and enjoy the delicious dinner provided by local Auxiliarists and family, and a prominent social organization, that was prepared by a well-known Chef. Several officers of the deck from Coast Guard cutters were provided meals "to go". It all came together and was a memorable experience for all. It truly captured the meaning of giving thanks.



**ABOVE:** For the active duty at Station Cape May, Thanksgiving Dinner is served!

**LEFT:** (L to R) Auxiliarist John Burns, Chef Ohlsen, Auxiliarist Richard Weiss, and LT Jason Harczak.

*USCG Aux Photos by Shannon Burns*

## *Articles About 5NR taken from the 2019 1st Quarter Navigator Express (page 18-19)*

USCG Aux Photo by Joseph Giannattasio



### Auxiliary Aircraft Support Coast Guard Surface Units

Coast Guard Auxiliary District Fifth Northern aircrews conduct flyovers to assess the inlets and waterways for Coast Guard small boat stations in New Jersey. These waterway assessments are conducted in order to identify and photo-document shoaling and navigational obstructions around major inlets and the Intracoastal Waterway (ICW).

Initiated in 2012, the Auxiliary over-flights specifically focused on increasing the Coast Guard's maritime domain awareness. Another key benefit of the missions is that they have resulted in better situational awareness. The missions have resulted in Coast Guard surface units gaining observations of local waterway conditions following the winter season, after major storms and providing marine mammal observation data.

LCDR Noel Johnson, the commanding officer of USCG Station Atlantic City describes the benefits of these missions, "The over-flight photographs were invaluable to our crew. We conducted all hands training viewing the pictures and discussing current shoaling and best ways to travel through certain areas. In fact, based on the pictures we added additional restrictions to transiting through Corson Inlet," Johnson said. "Following the winter storms we had identified that there was increased shoaling in the inlet, but we did not know the severity until seeing the aerial shots." LCDR Johnson included, "The photographs could possibly prevent our crews from grounding. This mission was another example of how well the Coast Guard and Coast Guard Auxiliary work together to achieve common goals."

BMC Kristopher Knowles, Executive Officer, USCG Station Cape May states, "The over-flights benefit the surface units in determining the location of shifting shoals and or sand bars. This enables us to show coxswains and break-in coxswains where the best water would be when transiting. This also benefits us by having a real picture of the AOR so the communications watch standers get a real picture of the AOR rather than just a plain chart."

According to Auxiliarist Bill Fithian, ADSO-AV-Training, "The information gathered from area overflights informs the district air program's future requirements by, for example, improving pilot familiarity with the region, providing information on the individual capabilities of aircraft, and allowing air crews to develop and experience new skillsets."

BMC Knowles sums it up succinctly, "The saying that 'pictures are worth a thousand words' is completely fitting for this."

*Continued on the next page...*



## *Articles About 5NR taken from the 2019 1st Quarter Navigator Express (page 18-19), continued*



USCG Aux Photo by Joseph Giannattasio



USCG Aux Photo by Bill Fithian

**ABOVE LEFT:** Bill Fithian and Howard Davis plan the route for an aerial waterway photo mission. **ABOVE RIGHT:** Hereford Inlet, NJ from the air.

**BELOW:** Aerial view of Corson's Inlet, NJ. Coast.

**PREVIOUS PAGE:** Auxilairists Bill Fithian, Air Crew and Howard Davis, Aircraft Commander stand with an Auxiliary aircraft. Their mission will be to aid active duty stations in New Jersey monitor changes in shoaling and other navigational obstructions.



USCG Aux Photo by Joseph Giannattasio



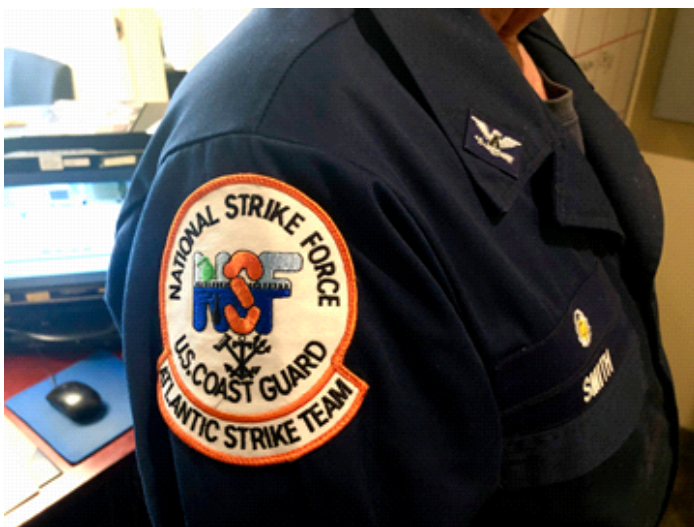
# Coast Guard Auxiliarists STRIKE!

by Joseph Giannattasio AUXPA1, District Fifth Northern

Coast Guard Strike Teams are three Special Teams that make up the National Strike Force. They are a vital national asset comprised of a unique, highly trained cadre of Coast Guard professionals who maintain and rapidly deploy with specialized equipment and incident management skills any time to any place or hazard in the world.

Among this distinguished cadre of responders are eight Auxiliary Incident Response Center Watchstanders at the Atlantic Strike Team located in Fort Dix, New Jersey. District Fifth Northern and District One Southern Auxiliaries are an essential component responsible for managing the unit's daily routine, tracking personnel and resources, greeting visitors, and serving as the first line of security. This dedicated team assists in case documentation and personnel launch of cases and volunteers thousands of hours. The Auxiliary Watchstanders have been intimately involved in numerous emergency pollution and natural disaster responses. During incidents, the Auxiliary Watchstanders actively facilitate the rapid deployment and tracking of personnel and equipment that greatly contributed to response success. Auxiliarists reliably maintain unit operations back at the Atlantic Strike Team unit while members have been deployed throughout the country and around the world. When active duty members are deployed, Auxiliarists act as a force multiplier back home at the Atlantic Strike Team maintaining regular unit operations, sometimes despite severe personnel shortage due to international deployments. In addition to their watch duties, this Auxiliary team openly shares valuable life experiences and mentors Officers and Petty Officers alike.

The National Strike Force's motto is, "The world's Best Responders: Any Time, Any Place, Any Hazard." As part of Team Coast Guard, 5NR Auxiliarists enjoy supporting the Atlantic Strike Team and take pride in being part of the Coast Guard's National Strike Force.



Atlantic Strike Force shoulder patch.

*Coast Guard Auxiliary photo by Joseph Giannattasio.*



Atlantic Strike Force facility Fort Dix, NJ.

*Coast Guard Auxiliary photo by Joseph Giannattasio.*

# Coast Guard Auxiliarists STRIKE!

Continued



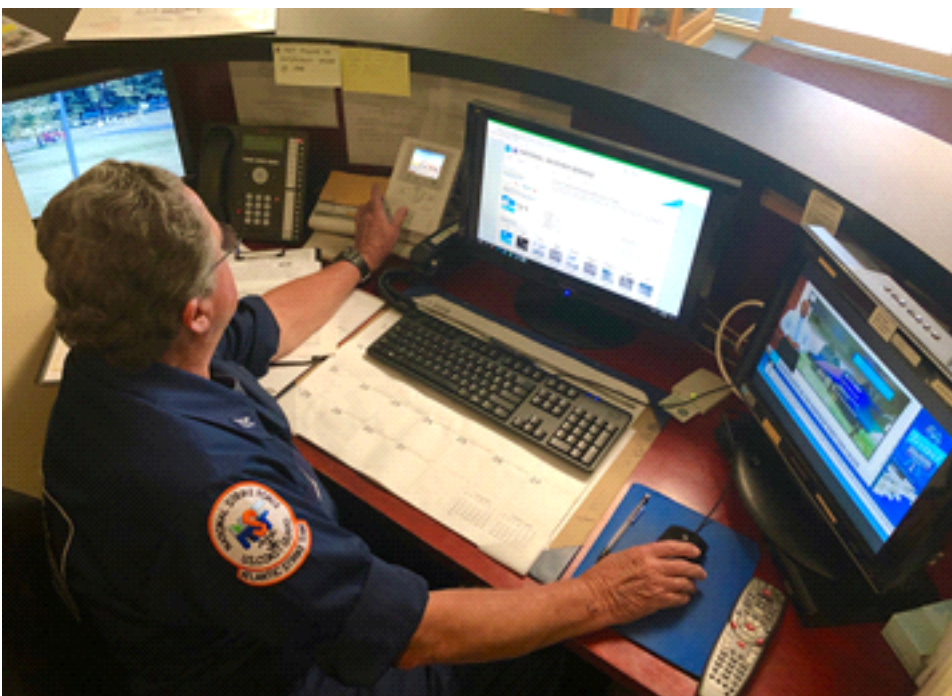
Atlantic Strike Force facility Fort Dix, NJ.

*Coast Guard Auxiliary photo by Joseph Giannattasio*



**Above:**

Auxiliary member Ellen Voorhees arranges daily postings in the Incident Response Center.



**Left:**

Auxiliary member Doug Smith mans the desk at the Incident Response Center.

*Coast Guard Auxiliary photos  
by Joseph Giannattasio*



# Photographs from 5NR







**INTRACOASTAL WATERWAY, N.J.** - A leaning Daybeacon is marked with a Temporary Lighted Buoy on the Intracoastal Waterway off of Wildwood, NJ. According to the United States Coast Guard, daybeacons are “aids to navigation, which are permanently fixed to the earth’s surface.” Since their inception in the 1800’s, these unassuming aids have safeguarded mariners from seafaring dangers.

Coast Guard Auxiliary photo by Joseph Giannattasio



**CAPE MAY, NJ** - ‘Newly Minted’ Auxiliary Boat Crew members. (L to R) Ray Kreszswick, James Hans, and Marty Sannino successfully tested for their Auxiliary Boat Crew qualification. Welcome aboard crew members!

Coast Guard Auxiliary photo by Joseph Giannattasio





**MECHANICSBURG, PA** - Active Duty and Auxiliary instructors in District Fifth Northern conduct area-wide training opportunities for the district's members. Appropriate and effective training of Auxiliary members is key to a highly evolved, dynamic, efficient, and effective organization.

*Coast Guard Auxiliary photo by Joseph Giannattasio*



**VILLAS, NJ** - "FELLOWSHIP," one of the Coast Guard Auxiliary's trademarks was demonstrated when Auxiliarist (5NR) Rick Taylor (left) and his wife stayed at the New Jersey shore during their wedding anniversary and visited shipmate Joe Giannattasio (right) at his ice cream stand after a wonderful dinner. Fellowship is just good old-fashioned hospitality.

*Coast Guard Auxiliary photo by Darlene Taylor.*



**THORNTON, PA** - Coast Guard Auxiliary Food Service (AUXFS) member Andy Crowley barbecues chicken tenders during a fellowship segment of an Atlantic East Area leadership gathering.

The Auxiliary Food Service program enhances mission readiness, effectiveness, and execution by providing food services support to Coast Guard and Coast Guard Auxiliary units.

*Coast Guard Auxiliary photo by Joseph Giannattasio.*





**USCG STATION CAPE MAY, NJ** - Auxiliarist Joseph Lallier on his first day 'flying solo' as the Radio Watchstander in the radio room at Station Cape May. An experienced radio watchstander at other Coast Guard units in the past, Auxiliarist Lallier travels one and a half hours each way during one of his two days off from work to spend several hours assisting the active duty.

The Radio Watchstander program is a Coast Guard-run program which trains and certifies Auxiliarists as Communications Watchstanders. These Watchstanders are certified by local Coast Guard commands to perform radio and telephone watches at a Coast Guard station or sector. Training and qualification for Auxiliary personnel is identical to that provided to regular Coast Guard personnel.

*Coast Guard Auxiliary photo by Joseph Giannattasio.*

Our Commodore. Money used at 2018 D-Train in September. For more pictures of the event, see the next page.

*Coast Guard Auxiliary photo  
by Barbara Sama*





## *D-Train 2018 Pirate Night*

*Photographs taken by Barbara Sama, 053-01-04*



# *A Message from the Editor*

Happy August 5NR,

As I mentioned in April, Summer patrol season is a great opportunity for pictures and stories. So, please take a couple of extra minutes while out on patrol and snap a couple of pictures. I will be happy to include them in TOPSIDE.

Again, just as a reminder, make sure that the correct uniforms are being used and worn properly. I cannot use pictures if I see errors in uniforms (sometimes I do miss things too!).

Also (and forgive me if I sound like a broken record), if you have an interesting event or activity, you are welcome to send me a write-up and I will also include it in the newsletter.

I trust you are all enjoying the summertime. Continue to stay safe and stay cool. Hopefully I will see many of you at the D-Train in September.

Take care.

Semper Paratus,  
Tim Marks  
DSO-PB

Timothy Marks  
District Staff Officer -  
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## Come Visit us on the Web

Coast Guard Auxiliary homepage:

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

5NR Website:

<http://www.5nr.org/index.php>





# Parting Shot



**“With flying colours”**

*Coast Guard Auxiliary photo by Joseph Giannattasio*