



**topside**  
80 Years of Topsiside  
March 1943 - March 2023



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## Leadership of 5NR

<b>Director of Auxiliary (DIRAUX)</b> CDR M. Chad Morgan	
<b>Operations Training Officer (OTO)</b> CWO4 Mickey T. Price	
<b>District Commodore (DCO)</b> Kurt P. Sarac, Sr	
<b>District Chief Of Staff (DCOS)</b> Noreen Schifini	
<b>District Captain Central (DCAPT-C)</b> Timothy D. Precht	
<b>District Captain East (DCAPT-E)</b> Thomas Johnston Don	
<b>District Captain West (DCAPT-W)</b> Michael B. McElwee	
<b>Immediate Past Commodore</b> COMO Joseph J. Giannattasio	
<b>President Past Captains Association</b> Alfred O. Grimminger	
<b>Division\ Commanders</b>	
<b>DCDR 04</b>	Andrew C. Crowley
<b>DCDR 07</b>	Thomas H. Brouillard
<b>DCDR 08</b>	Lorraine Bianco
<b>DCDR 12</b>	Stephen Paul Straneva
<b>DCDR 15</b>	Kimberly A. Weber
<b>DCDR 16</b>	Basil Iwanyk
<b>DCDR 17</b>	Jeffery A. Davis
<b>DCDR 18</b>	Armand F. Dauria
<b>DCDR 19</b>	Edwin W. Seda
<b>DCDR 20</b>	William R. Turner
<b>DCDR 21</b>	Walter Conway

<b>D-AD</b>	Jason C. Flynn
<b>D-AD</b>	J. Douglas Willwerth
<b>DSO-C</b>	Jason C. Flynn
<b>DSO-C</b>	COMO Ken Brown, Janet Brown
<b>DSO-DV</b>	Ruth A. Bearce
<b>DSO-FN</b>	Mark F. Letavish
<b>DSO-LP</b>	Francis P. Bigley
<b>DSO-SL</b>	Harry W. Otto
<b>DFSO</b>	Thomas Callahan III
<b>DDC-Logistics</b> Robert G. Vanderhook	
<b>DSO-CS</b>	Richard Taylor, II
<b>DSO-CA</b>	Noreen Schifini
<b>DSO-HR</b>	Steven G. Trojanov
<b>DSO-IS</b>	Harry F. Dyer
<b>DSO-MA</b>	Jeffery Wilt
<b>DSO-PB</b>	Timothy P Marks
<b>DSO-SR</b>	Donald W. Merrill
<b>DDC-Prevention</b> Alfred O. Grimminger	
<b>DSO-AS</b>	James Robert White
<b>DSO-MS</b>	Gregg R. Bollinger
<b>DSO-MT</b>	Terry F. Bearce
<b>DSO-NS</b>	Frank J. Williams
<b>DSO-PA</b>	COMO Kevin C. Murphy
<b>DSO-PE</b>	Pamela L. Thompson
<b>DSO-PV</b>	Russell M. Galson
<b>DSO-VE</b>	Edwin W. Seda
<b>DDC-Response</b> Vacant	
<b>DSO-EM</b>	Thomas V Roberson
<b>DSO-CM</b>	Richard B. Taylor II
<b>DSO-AV</b>	Steve Longnecker
<b>DSO-OP</b>	Donald W. Merrill

## Front Cover:

A sampling of Topside Covers through the years from its beginning in March 1943 until now, March 2023.

*Collage created by Timothy P. Marks, DSO-PB*



## *From the Desk of the Commodore*

The Coast Guard finds itself in unique and dynamic times, putting us in times where we must expand our normal scope and offerings. We will never abandon our RBS roots, but we are now called to show we are truly “One Team, One Fight.” You have heard me speak at DTRAIN and the Change of Watch that we were never more needed and relevant since we were established in 1939 to support the Coast Guard’s mission to safeguard the nation’s maritime interests.

You, our highly trained volunteers working closely with the Active Duty to assist in a wide range of operations, including search and rescue, boating safety, environmental protection, and maritime safety.

We, as the augmentation arm of USCG play a crucial role in all most all areas the Coast Guard including specific needs this season in ATON support and environmental protection efforts. As stewards of the nation’s waterways and coasts, the Auxiliary’s work will continue to promote environmental stewardship by promoting environmental education and awareness.

In addition, we are getting ready to start our OP season with patrols and various support needs the Coast Guard request to help maintain maritime safety and security. It’s you, the members, participating in maritime security patrols, providing surveillance support, and assisting in port security operations. Your efforts bolster the Coast Guard’s ability to maintain the safety and security of our nation’s ports and waterways, which is essential to our national security.

We, the 5NR Auxiliary, play a vital role in supporting the Coast Guard in its mission to safeguard the nation’s maritime interests. Through your efforts in promoting boating safety, search and rescue operations, environmental protection, and maritime safety and security, YOU as part of TEAM CCOAST GUARD are an invaluable component of the Coast Guard’s capabilities. We are a critical workforce that extends the range and effectiveness of the Coast Guard and helps fulfill its mission to protect the nation’s waterways and coasts.

Be safe and always... Semper Paratus

Commodore Kurt P Sarac Sr

District Commodore

U.S. Coast Guard Auxiliary

5th District-Northern Region



**Commodore Kurt P. Sarac Sr.**  
**District Commodore**  
**U.S. Coast Guard Auxiliary**  
**5th District-Northern Region**



## *Michael B. McElwee, DCAPT-W*

Greetings Shipmates!

I hope everyone is doing well and eager to start another successful year being a resource for recreational boating safety ! As Spring approaches, our members are completing required workshops preparing for the boating season. Surface operations members should be completing the TCT Refresher, Ops workshop, completing semiannual PPE inspections and opening their facilities for another successful and safe season. Vessel examiners should be completing the mandatory 2023 VE workshop and reviewing any recent changes that boaters will need to know.

I want to thank the members who have stepped up this year to be leaders of their Divisions and Flotillas. Being a leader in the Auxiliary is challenging but very rewarding! As the year rolls along, identify and start mentoring our future leaders. It's never too early to prepare for the future.

RBS will always be job one for the Auxiliary, but the need for our members to assist the active duty has never been as important as it is now. There are so many opportunities available for members to work side by side with active duty at stations in our AOR. Please review the D5NR website on a regular basis to see available opportunities. Start training now so you are ready when needed.

As we board our facilities and begin to walk the docks conducting vessel examinations, please take a moment to weigh the risks involved. Please do not assume any unnecessary risk.

Very Respectfully,

Michael McElwee  
District Captain-Western Area  
Fifth Northern District  
United States Coast Guard Auxiliary



**Michael B. McElwee**  
**District Captain—West**  
**U.S. Coast Guard Auxiliary**  
**5th District-Northern Region**



## *Timothy D. Precht, DCAPT-C*

Hello District 5NR. I am Tim Precht the new central area District Captain. This is my first message in this magazine so I thought I would introduce myself first.

I am a US Air Force veteran, a retired residential electrician, a former business owner, and someone that has worked at several levels of management in what I call “Corporate America”. The most interesting job I have ever had was working at NASA’s Goddard Space Flight Center that included supporting the first 3 Shuttle missions and multiple other NASA space projects.

I joined the Auxiliary in 2008 after having someone stop by my boat that I was working on and asked if I wanted a free inspection, which I had never heard of before. I have held multiple staff positions at Flotilla, Division and District levels. I have served as Flotilla 12-02 Vice and Commander, Division 12 Vice and Commander and now District Captain. I have and currently hold the Program Visitors, Vessel Examiner, Boat Crew, Instructor, TCTAUX, Aux Culinary Assistant, Auxiliary Pollution Responder, Auxiliary Unit Coordinator and a proud AUXOP.

I look forward to serving not only the central area, but the Auxiliary as a whole and the active duty, reservists and civilians of Team Coast Guard. An area that concerns me is recruitment of new members, and getting current members re-energized and more active. If you have heard our Commodore speak you have certainly heard him say we are now more relevant then ever before. That is not just talk, the active duty side is hurting for recruits. We all raised our hands and took an oath to support them and their missions. It is now time to “pony up” as the saying goes.

Another area we need to focus on is promoting ourselves. As I stated earlier I am an Air Force veteran. But if I had heard about the Coast Guard many years ago, I would have enlisted into the Coast Guard. Not that the Air Force was a bad decision, they trained me and put me on a path where I succeeded in life. I just feel I would have been more satisfied in the Coast Guard.

Timothy D. Precht  
District Captain—Central  
U.S. Coast Guard Auxiliary  
5th District-Northern Region



**Timothy D. Precht**  
**District Captain—Central**  
**U.S. Coast Guard Auxiliary**  
**5th District-Northern Region**

## *Message from the DIRAUX, Commander Morgan*

What a great time to be in the Coast Guard Auxiliary, REALLY what a great time to be in the Auxiliary. I spoke these words to many of you at our Spring D-Train and I was sincere. You should be excited about being a member of the Auxiliary, and I am excited for you. There are more opportunities for you to serve shoulder to shoulder with Coast Guard men and women today than in years past. Why, you may ask yourself, is now a great time to be a member of the Auxiliary? The answer is simple, the Coast Guard, like the other Armed Service branches, is facing recruiting and retention difficulties. This is not only a problem for the military but there is a labor shortage across most industries.

So again, you may ask yourself, how a shortage of personnel equates to it being a great time for the Auxiliary and the answer I offer is opportunity. The opportunities for Auxiliarists to serve are so great because the Coast Guard is quickly getting to a point where it will become difficult to complete its missions without Auxiliary support. My hope is the Coast Guard will lean into this hard truth and better utilize the vast talent pool that the Auxiliary embodies on day-to-day Coast Guard missions.

There will be opportunities for the Auxiliary to continue to serve locally as you have always done. As we move forward, I am going to request the Auxiliary to flex and move to where the Coast Guard needs you the most. This may be on the Southwest border as several of our members served last summer and fall.

Auxiliarists will still be in high demand at Sector Delaware Bay serving in many different facets, such as a pollution responder. But some of you will be needed to translate Spanish aboard a CG Cutter off the coasts of Haiti and Cuba. CG Cutters are intercepting migrant vessels bound for U.S. waters right now as I write this article. Auxiliarists from other districts have answered the call and performed this mission.

To notify Auxiliarists of when and where the need of additional support is required the DIRAUX office, in coordination with the Chain of Leadership and Management, are testing out the "Help Wanted Job Board". This job board will work the same way as the classified ads in a newspaper. The Help Wanted Job Board will be located on District 5 North Auxiliary webpage. Whenever a small boat station, the Sector, or a national CG mobilization of personnel is needed the pertinent skill-sets, number of Auxiliarists needed, and duration of job will be posted as an ad on the Auxiliary webpage. The DIRAUX office will process all those members that volunteer to help and work with the requesting active-duty unit to locate, interview and select the best qualified candidates.

Once an Auxiliarist is selected, he/she will meet with the active-duty unit to begin work immediately or be given orders to travel to the destination of where the job is located. We have tested this process out successfully with a few jobs at Sector Delaware Bay and have had a great success rate matching qualified Auxiliarists with jobs that they are excited to perform. When all is said and done, I hope to be able to match as many of our members with the Coast Guard jobs and missions that you feel passionately about doing. All our members joined the Auxiliary for a reason and the DIRAUX office wants to help you find your passion for service to our great nation.



**CDR M. Chad Morgan**  
**U.S. Coast Guard**  
**Director of Auxiliary**  
**Fifth District - Northern Region**

## *From the OTO's Desk*

Greetings D5NR! As we are quickly approaching warmer weather, plants and trees blooming, longer days and of course boating season, I hope you are all excited to do what you do best – represent the Coast Guard with a never-ending focus on Recreational Boating Safety. And while I think that focus won't dissipate in the future, there are certainly more opportunities than ever to contribute to Coast Guard missions. So whether it is RBS, watchstanding at CG Units, the Culinary Assistance Program, or more recent opportunities including working with Aid to Navigation Team (ANT) Philadelphia or Air Station Atlantic City, I truly hope you are able to find a mission/unit/facility that enables you to serve with pride.

Having attend every Division Change of Watch (so far) and most recently participated in D-train, I am excited about the positive energy that is permeating our ranks. That positivity is so contagious, so please keep sharing with your peers and encourage others to come and see what the buzz it about. I continue to believe we are on an amazing trajectory that will result in a CG Auxiliary that is more integrated, more trained, and more appreciated than ever before.

### **~Now is the time to be involved~**

Attending training, work on your qualifications, respond to the Help Wanted NOGIs, mentor a new member, volunteer for staff officer and leadership positions. The words in the Auxiliary Membership Oath certainly still ring true: "The satisfaction you derive from your Auxiliary membership will be in proportion to your level of participation in the organization's activities".

I'd also take this quick moment to celebrate 80 year of TOPSIDE. Some of you have heard my comments related to the original issue (thanks to Joe Giannattasio for pointing me in the right direction!) and an article that recounted a speech from Admiral Russel Waesche; I would encourage everyone to take 5 minutes of your time to give it a read (it's on the first few pages). His words to the still new CG Auxiliary are as impactful and relevant today as they must certainly have been in 1942. As always, thank you for your service and I hope to see you all soon! Be professional, stay safe, and have fun.



**CWO4 Mickey Price, OTO**  
**U.S. Coast Guard**  
**Director of Auxiliary**  
**Fifth District - Northern Region**



**Admiral Waesche's article is  
included on page \_\_\_\_.**



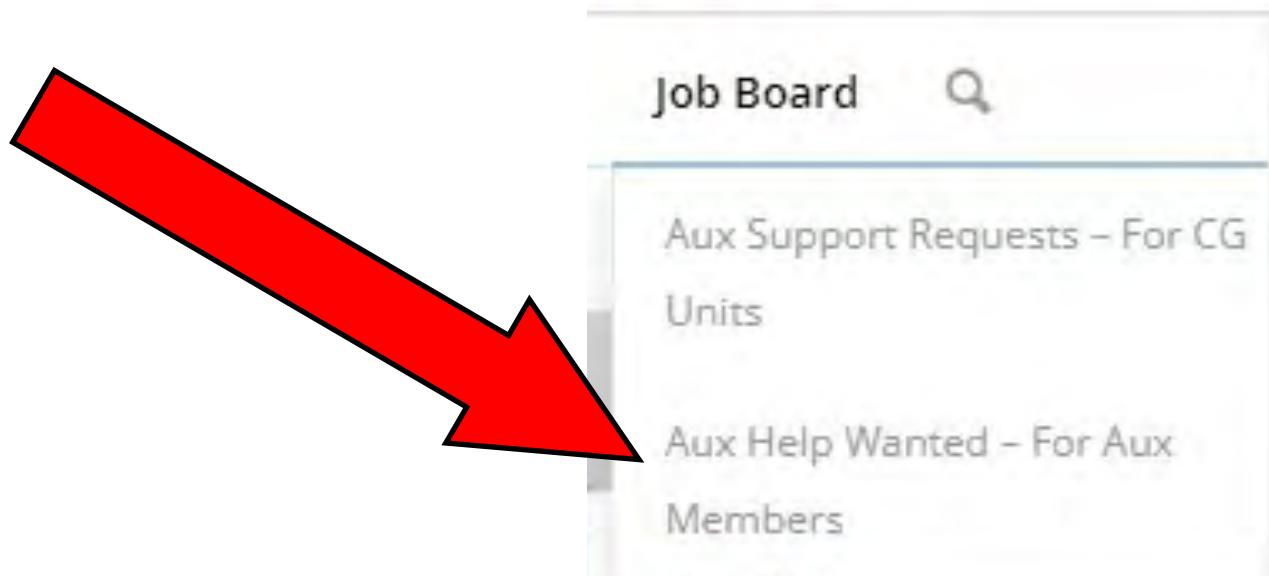
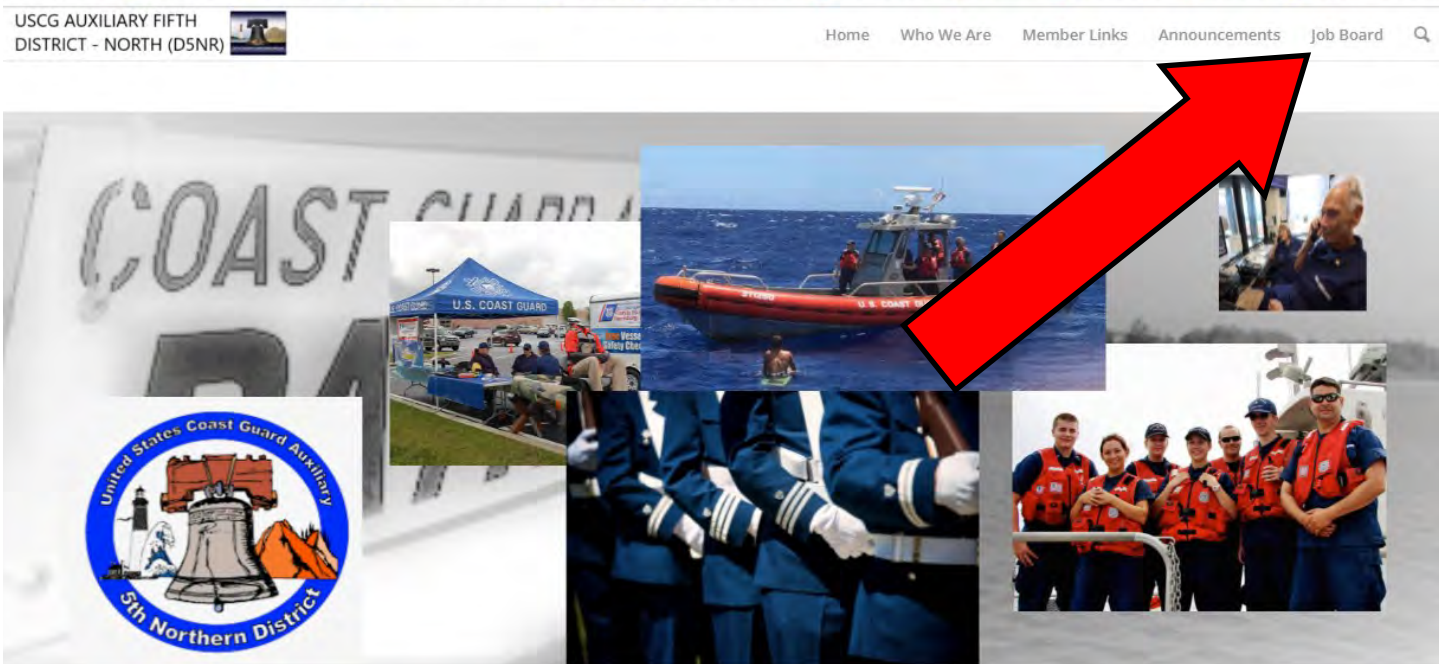
# 5NR Help Needed



## *5NR Job Board*

To get to the 5NR job board (as CDR Morgan discussed in his message):

- First, get on the 5NR website: <https://5nr.org>
- Next, hover over “Job Board” on the top right (see below):
- Then, in the dropdown, click on “AUX Help Wanted - For AUX Member”



## *Aids To Navigation (ANT) Philadelphia AUX Support*



### USCG Help Wanted Sector Delaware Bay



Aids To  
Navigation  
(ANT)  
Philadelphia  
AUX Support

#### **Description of Duties:**

Open-ended unit Auxiliary support for ANT Philadelphia to include: Manual labor (landscaping/brush clearing, small boat maintenance, interior painting), data entry and filing support, General assistance, etc.

**Skillset Needed:** Stamina, can-do attitude, willingness to be a part of the team.

**Timeline Needed:** Potential for long-term unit support. Can begin immediately.

**Number of Aux needed:** 2-4, may vary by project.

#### **Point of Contact:**

CWO4 Mickey Price [D05-SMB-NRDIRAUX@uscg.mil](mailto:D05-SMB-NRDIRAUX@uscg.mil)



# Information from Around the District



## *Lucky Bag - New Hours*

**New days and hours for Auxiliarists to access Lucky Bag:**

**Every Wednesday 0900-1100**

**Every Thursday 1000-1300**

**Every Friday by appointment**



## *Useful Resources*

### **HURRICANE RELATED**

National Hurricane Center <https://www.nhc.noaa.gov/>

Mike's Weather Page (one-stop shop with tons of information) <https://spaghettimodels.com/default.htm>

Tropical Tidbits <https://www.tropicaltidbits.com/storminfo/>

### **MEASURED RAINFALL**

Interactive Daily Measured Rainfall Amounts Map <https://cocorahs.org/>

### **CLICKABLE MAPS FOR WEATHER and MARINE FORECASTS**

NWS Weather Forecast Map (all US) <https://www.weather.gov/jetstream/wfos>

NOAA NWS Marine Weather Forecasts <https://www.weather.gov/marine/>

### **CLICKABLE MAPS AND HYDROGRAPHS FOR RIVER LEVELS AND FORECASTS**

NWS River Forecast Centers (Entire US) <https://www.weather.gov/jetstream/rfcs>

### **Mid-Atlantic RFC River Hydrographs – S. NY to VA**

[Middle Atlantic River Forecast Center Map](#)

### **Southeast RFC River Hydrographs - Wilmington NC to Key West, FL**

[Southeast River Forecast Center Map](#)

## *Communications Information*

### **Welcome to another year of great communications opportunities.**

You may have noticed that Dick Lord has stepped down from the District Staff Office of Communications and has asked me to take his place. Dick is going to be around some this year and will help, when possible, but his plans are for him to be traveling even more this year. Also, there have been some changes at the National level. The names to use when submitting an inspection in AuxData II (AD2) is William Walter, BC-RTI and Andrew Ely for DVC-RT. Also, be sure to put myself Richard B Taylor as DSO-CM and Mickey Price as DIRAUX.



**Rick Taylor**  
**District Staff Officer -**  
**Communications**

Our District has numerous opportunities of our Watchstanders, and Telecommunication Operators. We have been asked to work as One Team in various Coast Guard Facilities. District SARDET's and Aux Station, and radio guard for our patrols. We are asked to stay in tune with the Job Board on our [www.5nr.org](http://www.5nr.org) website as well as reaching out via the chain to work in various positions.

As in past years, and reinforced by National again this year, all communications operators (WS, TCO, and pre-2008 AUXCOM) not on a surface or air facility, are required to take the annual Risk Management Team Coordination Training (TCT) and the Telecommunications Officer (TCO) workshops, by the end of June. Those not satisfying those requirements, will be put in REYR.

The TCO workshop is available to be given locally by a current TCO that has the current Instructor qualifications. The workshop slides are available on the [www.5nr.org](http://www.5nr.org) communications program page and at National workshop website. The last that I recall, it must be given in person or virtually. I am working on a virtual session soon.

Another change in the way we have done things in Fifth District-Northern Region has been the registering and inspections of operating radio facilities (OPFAC). There is to be one facility record for each OPFAC. Gone are facility records for each radio at a location. Only one facility record that may contain one VHF and one HF radio. If there are more than one of each, only one is registered.

I will attempt to keep the Communications – Radio pages on the D5NR website up to date. As soon as I can get a virtual TCO session scheduled, I will send out an updated NOGI. Again that does not preempt local TCO with IT, to hold local in person or virtual workshops. We are also strongly encouraged to take the Operations workshops.

As for the filling out of the Offer for Use 7004 form. The only way that form works correctly is to download the form, then open the form using the OPEN WITH ACROBAT READER. Do not simply click on it or fill it out via the web browser. It will not rearrange the LAT and Long into the correct format and National has been rejecting 7004 submissions for the form not filled out properly.

Rick Taylor  
DSO-CM



## ***Publications News***

### **TOPSIDE Anniversary March 1943-Present**

We wanted to remind the district that an important milestone. March 2023 (this issue) marks the 80th anniversary of this newsletter.

Our research indicates that this newsletter, TOPSIDE, is the oldest continuously published Auxiliary newsletter. TOPSIDE has been regularly published since March 1943.



**Timothy Marks  
District Staff Officer -  
Publications**

To view TOPSIDE's online archive, please click this link on the D5NR website at <https://5nr.org/topside-archives/>. The TOPSIDE online bibliotheca contains the most complete collection of TOPSIDE from March 1943 to present.

We assembled a dedicated multi-disciplined team of 5NR members to insure the preservation of the collection of old TOPSIDE newsletters. The Team digitally scanned each issue and uploaded them onto a section in the district's website where they could be stored and accessed.

TOPSIDE's online archive reveals a wealth of treasure from the Auxiliary's history. Gems include a 1944 article chronicling the Auxiliary's response to the "Great Atlantic Hurricane" of September that year, the golden 50-year anniversary fall 1989 issue featuring the "History, 5th [Northern Region] Coast Guard Auxiliary," and policy pieces including the 2003 essay about the Auxiliary being the only volunteer organization to be included in the newly created Department of Homeland Security.

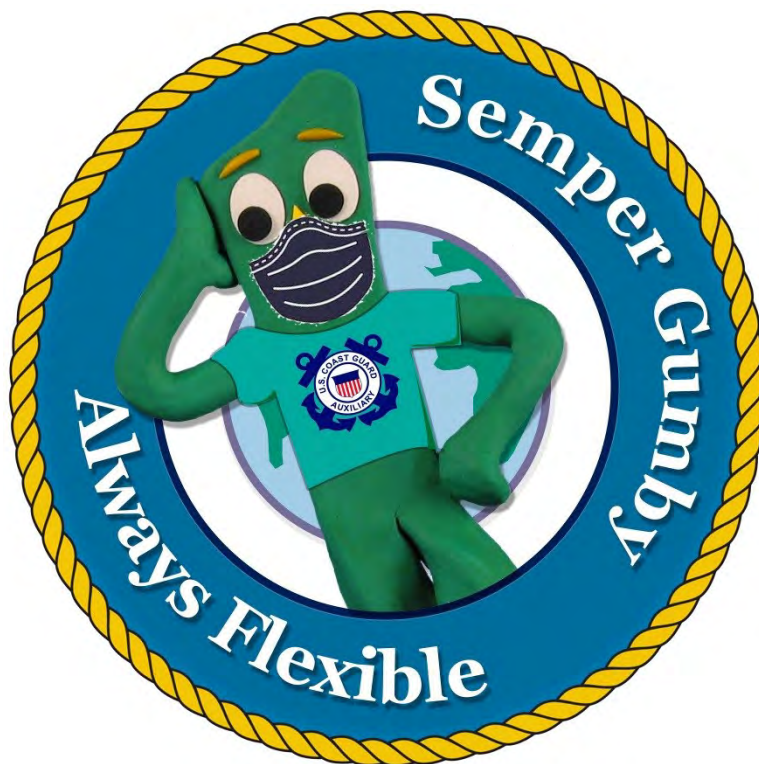
Please view this archive, continue reading current issues of TOPSIDE, and thank you for all your support to this newsletter for the past 80 years!



# Latest COVID Guidance

Please click on the link below to take you to the 5NR website with the latest COVID guidance information:

[Auxiliary COVID-19 Guidance](#)



## ***DIRAUX 'Roadshow' Tour Continues***

*Article and Photographs by COMO Joseph Giannattasio*

CDR Chad Morgan, DIRAUX and CWO4 Mickey Price, OTO advanced their 'Think Auxiliary' tour of the district into 2023 by visiting Coast Guard and Auxiliary units with accompanying members to familiarize themselves with our unique Auxiliary missions and capabilities and also promote how Auxiliarists may augment active duty functions. In February they visited SARDET Bordentown in the morning, then CDR Morgan headed to USCG Air Station Atlantic City for a meeting highlighting how Auxiliarists can benefit the active duty and augment their missions by encouraging command staff to 'Think Auxiliary'.

Accompanying CDR Morgan at the Air Station was Auxiliary Aviation Staff Officers Bill Fithian, Steve Trojanov and COMO Joe Giannattasio.



(L to R) AUXAIR members Bill Fithian and Steve Trojanov at USCG Air Station Atlantic City proudly displaying the Auxiliary Ensign.

*Photograph by COMO Joseph Giannattasio*



Auxiliarist Steve Trojanov (right) and LT Mitch Holloway, Auxiliary Unit Coordinator (AUC) alongside a USCG H-65D helicopter.

*Photograph by COMO Joseph Giannattasio*





## *Message from the Secretary of Homeland Security*

The tragedy of September 11, 2001 forced us to realize that our country was not prepared to address the threat of foreign terrorism, and we resolved then to never again take our security for granted. Many of you sought a way to serve, to make a meaningful contribution to the safety and security of our homeland.

Our Department was born of that urgent moment. Less than two years after 9/11, 22 agencies and 180,000 public servants from across the federal government came together to form the Department of Homeland Security, charged with the vital mission to protect the American people and our way of life.

Today is our Department's 20th Anniversary. Today we are more than 260,000 people strong. Our workforce includes 32,000 public servants who, since day one, have helped our Department advance to meet the dynamic and evolving threats and challenges we now face. They – our plank holders – are a shining example of the dedication and talent of all of you.

We are in awe of the more than 54,000 veterans among us, individuals who continue their service to country through their work in our Department. Members of our armed forces who now work on the front lines in a different uniform, or who work in offices across the country and the world and selflessly keep giving of themselves for the safety and security of others.

All of you who serve in our Department are heroes. So too are your families and your loved ones. Nobody serves alone; when one serves, the family serves. Our families and loved ones deserve our deepest appreciation and respect.

I hope you will join us today, on this 20th anniversary of our Department, as we mark this very special occasion. At 12:00 p.m. EST today, we will host a special anniversary event on our St. Elizabeths headquarters campus. You can watch at [DHS.gov/live](https://www.dhs.gov/live). The event will feature performances and special guests reflecting 20 years of protecting America. Whether you are serving across the country or around the world, please join us virtually as we recognize your contributions to the security of our country. Our Agencies and Offices will be hosting their own gatherings to view the event live. Please check your local notices to find details about how you can view and enjoy this special event with colleagues.

Your legacy of service is the foundation of all we have accomplished and all we will accomplish moving forward. I am proud to support you and serve alongside you.

In recognition of your extraordinary sacrifices and contributions in the service of our country, I am privileged to grant you 8 hours of administrative leave. You can use the administrative leave this calendar year or next; your Agency or Office will send you further guidance.

Thank you for everything you do.



**Alejandro N. Mayorkas**  
Secretary of Homeland Security

## *State of the Coast Guard Address*

Admiral Linda L. Fagan, Commandant of the U.S. Coast Guard, delivered her first annual State of the Coast Guard Address in Washington, D.C. on March 7, 2023. The address can be watched on YouTube at the following link: [State of the Coast Guard 2023 - YouTube](#).

Here are some of the key points she made and will continue to communicate to the entire Coast Guard workforce in the coming weeks and months:

- a. The Coast Guard is ready to meet the challenges of a changing world. Thanks to the dedication, professionalism, and passion of our active duty, reserve, civilian, and Auxiliary workforce, we uphold the Nation's trust and set the example for other navies and coast guards around the world.
- b. The Coast Guard workforce is our top priority. We are transforming our talent management system, investing in housing, healthcare, and childcare access, and investing in our recruiting system to make Coast Guard service meaningful and rewarding, and to enhance mission execution.
- c. We protect the Marine Transportation System in our ports, on our inland rivers, and on the Great Lakes.
- d. We protect the safety of life at sea throughout U.S. waters – and especially along our maritime borders. Our crews are responding to a surge in maritime migration, many on cutters more than 50 years old.
- e. The impacts of climate change, our national security interests in the Polar Regions, and aging shore infrastructure all demand action today.
- f. We are a global Coast Guard. In the Indo-Pacific, and around the world, our work strengthens the Nation's standing and provides enduring security benefits for the American people.
- g. We are a small Service, but we are incredibly capable. Everywhere the United States has maritime interests, we protect, we defend, and we save. Every day, our crews do difficult work. You brave wind and waves to complete your missions. We will apply that same determination to confront the challenges we face as a Service and will emerge even stronger sentinels of our maritime safety, maritime security, and economic prosperity.

Admiral Fagan also shared the new branding for the Coast Guard's Recruiting Logo – unveiled on the updated [Recruiting website](#) and pictured below. We continue to invest in new recruiting initiatives to attract the talented workforce our Service needs!



All Auxiliarists are encouraged to watch this year's address as we advance our Coast Guard and meet the demands of tomorrow.

## *Why a Vessel Safety Check Is Not About the Boat*

*Article by Rick Young, PA-1  
Division Chief, Districts Liaison  
Recreational Boating Safety Outreach*

That sounds like a bit of a strange question but hear the explanation before jumping to any conclusions. Hopefully this article will help change the paradigm and help the vessel safety check (VSC) become a teachable moment because to do so means that we must engage the boater.

First, we need to consider some ground rules that anyone holding a vessel examiner (VE) qualification needs to keep in mind:

- Rule 1: The boat is only about an opportunity for educating the boater. Boats are increasingly complex as are the safety regulations which means that operators need to be better informed.
- Rule 2: As a VE you can be successful even if no VSC is performed. It might sound counterintuitive but if you engage a boater and educate them even about the most elementary issue, you have done your job.
- Rule 3: To engage a boater, start by looking to give them something. It might be just advice or information, or it could be something tangible.
- Rule 4: Remember that we are not law enforcement so don't act like it. To be engaging we cannot be standoffish.



With those rules in mind, now think about the various phases that are common to most, if not all, VSC encounters.

Step I: Find an icebreaker or an opener for a conversation. The following is a small sample of what might work, but these will vary by type of boat, whether you are at a ramp or dockside, and the person or persons being encountered. Start a conversation.

- “Nice boat. What do you use on the gelcoat?”
- “Nothing is quite like those old inboards. I can hear a Gray Marine engine a mile away.”
- “Are you aware that this lake has a 200’ no-wake zone?”
- “Good looking kayak. How long have you had it?”

Step II: Give them something. There are all sorts of handouts that the Auxiliary has available. For paddlecraft, the orange “if found” stickers and/or the reflective stickers for paddles are always welcome. Additionally, there could be whistles to be attached to lifejackets, on larger boats the marine sanitation device and marine channel 16 radio labels.

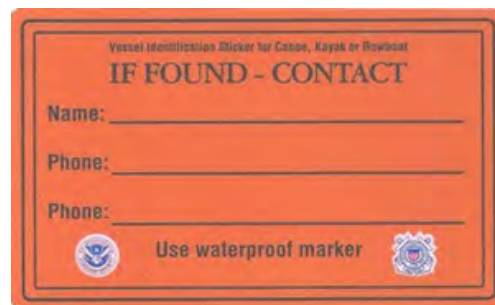
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## *Why a Vessel Safety Check Is Not About the Boat*

### *Continued*

Step III: Introduce the VSC. Ask the boater if you can perform one, but be certain to explain 1) it is free, 2) it doesn't take long to do (and if at a ramp, they won't lose their place in line), 3) the boat gets a decal if it passes and they get a checklist of what needs attention if it doesn't, and 4) finally emphasize that you can do a follow-up if needed.

Step IV: Every boat has a story. This is probably the best part of the process because consider some of the circumstances that many of us have encountered.



- For smaller vessels with a 360° white stern light, it is not uncommon to have it fail. Explain to the boater that cleaning the contacts at the bottom of the light socket might solve the problem inexpensively.
- When checking spark arresters on inboard engines, show the boater your hand with any dirt explaining that they should either clean it immediately or at their next service depending on condition.
- The throwable device needs to be immediately accessible and not buried in a locker or under a seat cushion. Explain why.
- What do we do when there are children present? Engage them, too! With parental permission let them help identify the safety equipment—the added benefit is that they will know what it is and where it is located when they are out on the boat. With younger children, if they happen to be wearing a lifejacket, reward them with the PFD Panda Award (available from the ANSC).

Step V: The case of the returning VE. Always ask if they have other boats in need of a VSC—the powerboater might also have a kayak, canoe, or sailboat, too. When done, provide your business card and explain that you would be pleased to help them with a VSC next year. Make certain that you note their point of contact information for your future follow-up. The greatest compliment is to become their “go-to VE.”

A couple of last pointers:

- Properly wear your uniform and if working on a dock be certain to wear a lifejacket—we always want to lead by example.
- Ask if they or a family member needs to take a boating safety course. Make sure that you know when one is being offered by the Auxiliary and ask if they would like you to help them register for it.
- They apparently like boats and so does the Auxiliary. Ask if the boater has ever thought about joining the Auxiliary and then invite them to a flotilla meeting.

As you go through these steps it is apparent that a VSC offers a range of public affairs opportunities that include public education and recruiting. It is just not about checking a boat and moving on to the next one. Engage the boater!





## ***Topside Puzzlers***

For those of you who missed the Spring D-Train, here is a puzzle that we were entertained with during the Friday night fun night. Enjoy!


seek & find


words can be vertical, horizontal, or diagonal

W	G	U	I	E	L	A	K	B	C	C	X	W	K	P	I	W	H	N	O	B	V	U	I	J
Z	D	A	Q	O	F	K	D	I	S	T	R	I	C	T	P	F	J	D	A	Q	S	N	J	B
P	R	N	W	W	B	S	E	X	V	D	V	Z	M	E	E	T	I	N	G	S	D	I	H	F
O	R	M	Y	R	F	X	M	F	M	T	P	L	N	H	Z	O	W	Z	M	M	O	F	O	S
W	P	F	U	L	W	W	L	U	Y	K	M	A	L	X	B	F	M	E	G	Z	D	O	M	U
X	T	F	Q	C	N	O	Y	H	E	R	U	Z	Z	L	F	E	M	G	N	W	C	R	A	T
C	M	R	Y	H	T	F	J	X	E	T	Z	N	G	Y	I	B	P	Q	I	Q	S	M	Y	A
U	R	O	J	I	X	Z	K	T	I	G	O	Q	E	F	E	C	R	V	A	O	V	S	S	R
H	R	Y	L	I	J	Q	E	C	T	Z	M	Z	N	R	X	U	D	M	R	U	B	J	N	A
A	D	L	X	X	V	N	A	A	T	W	C	E	S	K	A	V	M	X	T	H	B	T	Q	P
G	A	E	M	D	T	L	T	I	S	Q	H	S	S	R	Q	I	I	M	D	A	A	Q	J	R
O	M	L	N	I	A	Y	R	F	S	O	P	P	K	U	C	S	B	K	E	Z	K	D	D	E
U	O	L	O	V	S	N	O	I	T	U	L	O	S	T	E	X	N	C	C	J	B	M	Q	P
K	C	N	T	P	P	U	I	G	Y	X	N	L	M	G	E	K	A	C	H	U	E	T	P	M
C	E	A	S	T	C	O	A	S	T	O	E	N	V	P	R	R	V	P	D	W	A	L	T	E
W	H	N	T	B	C	H	M	O	C	Z	C	D	O	C	X	D	V	L	B	J	C	X	Q	S
O	O	L	X	M	V	R	E	C	R	U	I	T	M	E	N	T	Z	V	V	X	H	X	X	X
P	S	S	M	R	O	F	G	A	G	P	I	E	H	C	Z	R	F	Z	T	F	G	J	N	W
U	U	D	I	V	I	S	I	O	N	P	M	V	S	T	E	Y	L	X	D	A	M	N	I	K
C	N	D	R	H	A	F	W	S	L	H	M	H	S	F	R	A	Q	O	D	C	U	H	S	G
E	I	O	O	I	U	P	E	J	T	O	C	O	M	M	A	N	D	E	R	I	X	R	O	Q
J	S	C	R	P	P	Q	G	T	H	L	P	M	T	U	W	M	C	O	C	L	S	E	N	P
K	K	E	R	Q	R	Q	W	Y	X	I	B	U	C	Z	H	H	M	C	H	I	Y	F	R	F
M	T	A	E	B	I	R	Q	D	L	K	N	I	A	T	P	A	C	Y	G	T	I	D	X	H
V	Q	N	T	I	A	G	J	R	T	P	I	Q	H	Z	L	Q	J	S	S	Y	T	O	P	J

ODU, BEACH, FORMS, OCEAN, DTRAIN, CAPTAIN,  
 MEMBERS, DISTRICT, DIVISION, FACILITY, FLOTILLA,  
 MEETINGS, NAUTICAL, UNIFORMS, COMMANDER,  
 EASTCOAST, RETENTION, ETSOLUTIONS,  
 RECRUITMENT, SEMPERPARATUS

## *Another “Call of Duty” Answered by Division 7*

*Taken from Guardian of the Bay, Flotilla 79’s newsletter*



We got the call from the CO at Station Barnegat Light to serve as Judges for a Chili cook off contest the Station was conducting.



The competition was keen with seven crockpots steaming in anticipation of the judging. Each entry was presented in a numbered bowl to conceal the identity of the Chefs. The judges were Dave Hellmuth, Larry Salomon, Vin Cardiello, Len La Rosa (from Flotilla 79) and Jeff Orsoe (from Flotilla 7-12).



Seven members of the Station’s Leadership team, including the CO CWO Adam Murray and XPO Sr Chief Robert Norris.



After intense assessment of texture, aroma, presentation and flavor was conducted by the judges  
– often requiring repeat sampling

*Continued on the next page...*



## *Another “Call of Duty” Answered by Division 7*

*Continued*



Five Auxiliarists who were already at the Station performing weekly Rescue & Safety/Survival equipment inspections performed double duty and served as Culinary Judges, including Vince Cardello pictured below:



After thorough review of the entries, the judges retired to deliberate and calculate the scores.



The judges concluded that ALL of the entries were winners, but three stood out from the crowd.



Following the judging, (actually, before, during and afterwards), the Duty Section Crew dove into the chili with earnest to dispatch the remaining stock.

It was a great opportunity to partner with the Station Crew and have a little fun.

Photo credits to Vincent Cariello who Served as both Photographer and Judge.

Submitted by Leonard La Rosa

# Flotilla Manasquan Inlet kicks off Water and Kids Program for 2023

By Christopher Orlando, AUXPA2

U.S. Coast Guard Auxiliary Flotilla Manasquan Inlet hosted its first “Water and Kids” presentation of 2023 on Jan. 27 at Sylvia Rosenauer Elementary School with AUX instructors Bill Castagno, John Fisher and Jerry San Antonio.

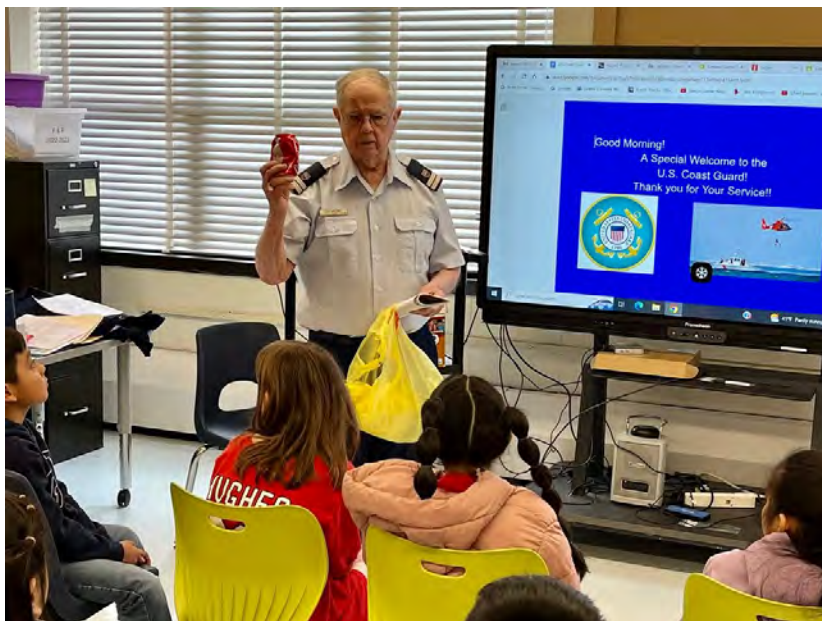
According to AUX San Antonio “Water and Kids is a program that reaches out to children to familiarize them about their personal safety and the safety of others near the water as well as environmental protection awareness.”

“Our primary presentation is about safety near or in the water (including pools) and on boats. There is quite a bit on wearing the right size life jacket (we use several props) and we bring up kids to help us demonstrate this. Water and Kids is an Auxiliary National program but is modified locally.” said AUX Castagno.

“The Water and Kids Program is not only an essential part of what we do as Auxiliarists in the United States Coast Guard, but it is crucial in preventing an accident or a fatality,” said Flotilla Commander Anna Ackaway. “Our members teach these important points using age appropriate printed material and actual lifesaving objects such as Life Jackets, whistles, mirrors, and other safety equipment that the children can operate for themselves.”

According to AUX Castagno, the instructors present to children from preschool through mid-teens and the program is broken down into age groups – pre-K-first grade; second and third grades; fourth, fifth, and sixth grade. For older children they customize the program to the age group and their interests.

“The children are always respectful, well-mannered and interested in our message,” said AUX Fisher. “They react positively to our questioning and provide correct answers. We always look forward to working with them!”



JACKSON, NJ — United States Coast Guard Auxiliarist Jerry San Antonio explains how a can of soda can cause damage to the marine environment during a session of Water and Kids hosted by Flotilla Manasquan Inlet.

*USCGAUX photo taken by AUX John Fisher.*

*Continued on the next page...*



# Water and Kids Program

## Continued

AUX Castagno explains that the goal of these sessions is to make them interactive such as asking whether the students can swim but also teaching them about the environment through characters such as Inky, the whale.

All the instructors explained that the presentation on pollution was eye opening for a lot of the students.

“We use props (water bottle, soda can, plastic bag, etc.) and talk about taking them in a boat with you and when empty simulate throwing them in the water, which usually receives a loud negative roar from the kids. We talk about taking things with you on a boat or hike and bringing the trash back with you and disposing of it properly – including recycling. We also give the (older) kids some figures as to how long various items take to disintegrate,” continued AUX Castagno.

“The program is a hands-on, interactive session. Questions are encouraged! The children enjoy the day, and they take from it a wealth of life saving information,” according to Flotilla Commander Ackaway.

For more information about the Water and Kids program or about Flotilla Manasquan Inlet, email us at [uscgaux1607@gmail.com](mailto:uscgaux1607@gmail.com)!

JACKSON, NJ —United States Coast Guard Auxiliarist Bill Castagno shows the students different life jackets and the importance of wearing a properly fitted one during a session of Water and Kids hosted by Flotilla Manasquan Inlet.

*USCGAUX photo taken  
by AUX John Fisher.*



# History of the District and Auxiliary



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## *Your History Begins Now*

2023 marks the 80-year anniversary of the our district newsletter TOPSIDE; and, right now is the best time to start researching the history of your Flotilla and Division.

Whether your Flotilla or Division is old or new, now is the time to begin researching or up-dating the rich and unique history of your unit. Knowing your unit's history brings pride and a unique perspective to an Auxiliarist's membership. It is also a great news story for local newspapers which can promote the Auxiliary, highlight the Flotilla's or Division's efforts, and attract new members to your unit.

How to research your history:

Be advised that if you have a charter date of 1959 in AUXDATA, that this is the year Coast Guard files were computerized, so you may have a much older unit. Otherwise, in researching your history, the following is recommended:

1. Contact your District, Division or Flotilla Historian, past and present, to determine what information he/she holds.
2. Interview longtime current and past flotilla members. Copy or photograph any personal documents and artifacts that depict the earlier times of the Auxiliary to share with members and to update the district archives.
3. Visit local libraries and contact local newspapers to search for articles on the Auxiliary.
4. Contact historical societies within your area.
5. Many Auxiliary units were originally formed from yacht club memberships; contact local yacht clubs to see if they hold Auxiliary documents and/or photographs.
6. Visit the TOPSIDE Online Archives, it contains digital copies of TOPSIDEs from 1943 to present. see: <https://5nr.org/topside-archives/>

Happy Hunting!

Tim Marks, DSO-PB

## *80 Years of Topside Editors*

Below are the editors from the 80-year history of Topside. It should be noted that the list is incomplete due to the fact that we have yet to collect all past issues of TOPSIDE, but more are being found every year!

1943	Milt Meeder	1991	Annette R. Keating
1944	Robert W. Graham	1992	Austin J. McGuire, Jr.
1945		1993	Austin J. McGuire, Jr.
1946	Jerry Marcus	1994	Annette R. Keating
1961	Charles J. Ribsam, Jr.	1995	Elsie M. Nichols
1962	Charles J. Ribsam, Jr.	1996	Elsie M. Nichols
1963		1997	Elsie M. Nichols
1964	Albert E. Freeman	1998	Melvyn A. Borofsky
1965		1999	Melvyn A. Borofsky
1966	C. Hill	2000	Melvyn A. Borofsky
1967		2001	Melvyn A. Borofsky
1968	Samuel H. Shipley, Jr.	2002	Melvyn A. Borofsky
1969	Samuel H. Shipley, Jr.	2003	Melvyn A. Borofsky
1970	Samuel H. Shipley, Jr.	2004	Melvyn A. Borofsky
1971	Oscar Guenthoer, Jr.	2005	Melvyn A. Borofsky
1972	Oscar Guenthoer, Jr.	2006	Edna M. Winans
1973	Wayne Hambelton	2007	
1974	Wayne Hambelton	2008	
1975	Wayne Hambelton	2009	Joseph Giannatiasio
1976	H. Charles Freeman, Jr.	2010	Joseph Giannatiasio
1977	Shirley Derr	2011	Joseph Giannatiasio
1978	Shirley Derr	2012	Joseph Giannatiasio
1979	Richard M. Garmize	2013	Joseph Giannatiasio
1980	Richard M. Garmize	2014	Joseph Giannatiasio
1981	Richard M. Garmize	2015	Joseph Giannatiasio
1982	Richard M. Garmize	2016	Joseph Giannatiasio
1983	Elsie M. Nichols	2017	Timothy P. Marks
1984	Elsie M. Nichols	2018	Timothy P. Marks
1985	Elsie M. Nichols	2019	Timothy P. Marks
1986	Elsie M. Nichols	2020	Timothy P. Marks
1987	Elsie M. Nichols	2021	Timothy P. Marks
1988	Elsie M. Nichols	2022	Timothy P. Marks
1989	Elsie M. Nichols	2023	Timothy P. Marks
1990	Elsie M. Nichols		



# VADM Waesche's Message to the Coast Guard Auxiliary - 1943

*Taken from the March 1943 Topside*

## Vice-Admiral RUSSELL R. WAESCHE

*Commandant  
of the United States Coast Guard*

IT kind of appalls me—the enthusiasm which you people have for the work which you are doing and for the work which you want to do in the future. It is a tribute to the Coast Guard that you should feel this way. It puts an additional burden upon the Coast Guard, a pleasing burden, I might say, to see that we use this enthusiasm to the best possible advantage in the conduct of the war. If we don't harness, so to speak, the enthusiasm of you men; if we don't use you men and your boats to the very best advantage, then we are falling down on the job. So it is a dual responsibility. It is not a question of us sitting back and giving you people orders, telling you what to do, but it is giving you the necessary encouragement and showing you that we do appreciate your help in our war effort," said Vice Admiral Waesche in commenting on the size and enthusiasm of the audience in Philadelphia, on 8th December, 1942, when between 700 and 800 members of the Coast Guard Auxiliary of the Fourth Naval District gathered to hear the Commandant of the Coast Guard tell of the greater participation in the war effort which will be expected of them during 1943.

"... As time rolls on, the Coast Guard with its limited number of personnel will not be able to use regularly enlisted men between the ages of 18 and 38 to carry on port security duty, beach patrol, and all the other duties which the Coast Guard normally performs along the Coast. Those men will all gradually go to combatant ships and to transports for duties off shore in foreign lands both in the Atlantic and in the Pacific. So I should say that the next step of this Auxiliary here in the Fourth Naval District, as well as elsewhere, is to train yourselves and be prepared to take over additional duties of the Coast Guard which are now and have



VICE ADMIRAL WAESCHE finds greater need for the Coast Guard Auxiliary

since the beginning of the war been performed by regularly enlisted men of the Coast Guard.

"Now, if you are to do that duty it is essential that you be actually prepared to do it and to do it efficiently. Every officer in the Coast Guard has two men's work to do. We haven't the regular officers to spare to give to you people to help train you and doctri- nate you and instruct you. I don't think it is necessary. I think you people have enough talent among yourselves and you have been associated with the Coast Guard long enough now so that merely with the help of the Director on the Staff of each District Coast Guard Officer in each Naval District, that the burden of training and doctri- nating should be taken over by you people. And you should prove without any question to the District Coast Guard Officer that you can take over these functions and do them as well or better than the regular Coast Guard is doing it today.

"That means a lot of responsibility will be placed upon you. Unless the District Coast Guard Officer can trust you implicitly that every schedule will be maintained, that patrol boats will be at their designated stations and will

perform their duty as well as the present regular boats of the Coast Guard, he is going to have many sleepless nights.

"We are going to take these regular men away from him on very short notice. We will give them ample warning that it will come in the future. But when the time comes to take them away, we expect him and this Auxiliary to be able to carry on these duties of port security and beach patrol and other coastal duties" . . .

In a tribute to the work done in the past year by the Coast Guard Auxiliary Admiral Waesche stated, "You have taken a lot of punishment in your little craft off the Coast during the past six or eight months in following these convoys and going out and rescuing distressed seamen. Many of you took part back in the early days in the spring when the sinkings along this Coast were rather frequent, in rescuing merchant seamen. And that, of course, is one of the essential duties of the service, so that right along you have added to the glories and luster of the Coast Guard. And as the Coast Guard is a part of the Navy, I feel you have added to the glory of the Navy Department."



# *They Helped Win Battle of East Coast*

## *Part 2*

*by 5NR Historian Steve Marthouse*

The following is the second part of the newspaper article titled “The Minute men of the sea” by William B. Mellor, Jr. that appeared in the Philadelphia Record on April 19, 1944.

As I mentioned in the last issue, I believe these two articles were excerpts from the book by the author titled “Sank Same” that was released on September 1, 1944. The importance of these articles from a historical perspective is that they cover some specific accomplishments as well as identifies individuals, units, and facilities of the then Fourth Naval District. Today that geographic area is the Fifth Coast Guard District Northern Region.

I have attempted to copy the article in the same format and style as the original.



*Steve Marthouse  
5NR Historian  
ADSO-PB History*

## The “Cockleshell Fleet” Comes Through

By William B. Mellor, Jr.  
Thursday, April 20, 1944



They called it the “cockleshell fleet”—those patrol pleasure boats in which the civilian Coast Guard auxiliaries put to sea in the spring and summer of 1942, the dark days of submarine warfare. The “minute men” who responded to the Navy-Coast Guard call for aid while submarines were sinking our ships came from all walks of life. There were clerks and laborers, manufacturers and engineers, doctors and undertakers, small shopkeepers and chain store magnates, realtors, physicians, and “just guys” who like water. There were 1000 of them altogether from the Philadelphia area

*Continued on the next page...*

## *They Helped Win Battle of East Coast*

### *Continued*

#### **THEY DID THE JOB**

But the job was done. Between May and September, the U-boats were driven from the American shore. Donald Appelgate, Toms River real estate man, and commander of a flotilla of 71 boats and 128 men, remembers watching an exciting rescue off Barnegat in September 1941. From his cruise Dot-and-Don, Appelgate saw a tanker blasted in two by a torpedo. The boats of regular Coast Guardsmen-speedy motorboats-set out from Seaside Park, joined the auxiliaries, and within 25 minutes they had every survivor ashore. Men were “snatched” on the run as the boats moved through the oily water, filled with struggling seamen. That was thrilling.

#### **HEART-BREAKING WORK**

But some other parts of the patrol’s work were merely heart-breaking. John Kay, publicity director for the borough of Wildwood, who commanded a flotilla of 21 boats, will never forget the day-after-day nightmare of bringing to shore the blackened bodies of men found afloat after submarine victories. “That seemed to be our principal job,” he said, “but I like to think that the sound of our propellers as we went through the water scared away many a U-boat.” One of Kay’s men, 70-year-old J.A. Harris, skipper of the fishing boat Dorothy, located the wreck of a PY boat and thus enabled the Navy to recover 20 bodies. The boat had gone down in a collision of Avalon.

#### **USED PIGEONS**

Most of the boats of the patrol carried radios, capable of two-way communication with shore stations from which help could be called. Some however like Atlantic City Flotilla 11, used homing pigeons too. Sometimes the pigeons had to fly 30 miles over water, but not a one was lost enroute to the home loft in Atlantic City.



The end of the chase for this U-boat came when a Navy blimp, possibly called to the scene by a Coast Guard Auxiliary crew, started dropping “ash cans.” One of the falling depth charges can be seen in the circle.

*Continued on the next page...*

## *They Helped Win Battle of East Coast*

### *Continued*

When the submarine menace on the shore was conquered in the autumn of 1942, the veteran pigeons were turned over to the Signal Corps and became real “war birds”. The untrained ones went into a pot pie for a dinner given to mark the end of the stirring chapter in the flotilla’s history.

The ending of the “cockleshell” patrol was not meant the end of service for the civilians who volunteered to help the Navy and Coast Guard when help was desperately needed. These amateur boatmen no longer are required to look for submarines off the shore, but have taken over other duties and thereby released some 300 regular members of the Coast Guard for combat assignment.

### **LAND SAILORS**

They are now dry land sailors, engaged in guard duty in lonely lookout towers along the beach. They record the movement of ships, look for floating objects and note meteorological data for the Weather Bureau, the Army and the Navy. And on fishing docks in every little inlet along the coast and in the Delaware River, they maintain intensive surveillance on all vessels.

Every volunteer-most of them over draft age-put in 12 hours a week, without pay. They save lives-as in the case of Mayor George Krogman of Wildwood, who sighted a flare at sea one cold December day and sent Coast Guardsmen to rescue a fishing party whose boat had broken down. These little routine tasks have taken the place of the job looking for (and sometimes chasing) submarines-but the cockleshell patrol is ready to go back to sea whenever it is needed.



William F. Errig, president  
of the Peco Corp.



Robert E. Mack, president of  
the Mack Transportation Co.

*Continued on the next page...*



## *They Helped Win Battle of East Coast*

### *Continued*

#### **MANY HEROES**

The role of the “unknown heroes” of this great American adventure is a long one. It includes such names as William F. Errig, President of Peco Corporation; Robert E. Mack, President of Mack Transportation Company; Morris Gibbon Neff, Insurance Broker from Philadelphia; Earl Johnson, Atlantic City contractor; Harry Young, Ocean City roofer, and William Hallows, proprietor of an inn on Camden’s airport circle. Also on the list are Gus Muller, of the Philadelphia brewing family; Fred Klosterman, operator of the Club Cadix; Mike Boutrous, whose party boat Afyah carried thousands to the fishing grounds each season; Luther Thomas whose “Dolphin” exploded at a Coast Guard dock; William Burdge, Borough Superintendent of Seaside Park and Marvin Campbell, Toms River undertaker, whose boat, a 55-footer, once was owned by a rum runner.

They all served through those hard days and helped write a thrilling and important chapter of American history

## *Topside Archives*

To view TOPSIDE’s online archive, please click this link on the D5NR website at <https://5nr.org/topside-archives/>. The TOPSIDE online bibliotheca contains the most complete collection of TOPSIDE from March 1943 to present.



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## *History of Murderkill River*

When our current DIRAUX and our current OTO were at SARDET Bowers back in October 2022, they asked me about the History of the Murderkill River. I gave them some history and began researching more information on the history. Below is an article I found.

Alfred O. Grimminger

SARDET Bowers Coordinator

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### **The Bloody History Behind the Names**

by **David Healey**, From Delmarva Legends & Lore, The History Press, 2010

There's nothing like a day at the beach. Pack the sunscreen and some sandwiches, load the kids in the car, and head down Route 1 for the Delaware shore. For visitors from points north, the closest beach can be found in the quaint town of Lewes and especially the state park at Cape Henlopen.

At first glance, these are picture-perfect beach destinations straight out of a tourism brochure. What the brochure surely fails to mention is the resort town's violent and bloody origins, and its rather unsavory original name Whorekill.

Your first clue to some unsettling business from the past might very well have been some other place names you noticed on the trip down Route 1. In the vicinity of Killens Pond State Park south of Dover, you might have seen that you were crossing the Murderkill River ... just up the road from Slaughter Beach.

Whorekill, Muderkill, Slaughter Beach? Yes, the legends behind these Delaware place names are pretty much the ones that your imagination just provided. Maybe even worse.

The origins of place names sometimes present a puzzle. Names get passed down generation after generation, but not always the reasons for them. But do a little digging, and the origins usually come to light, although there is sometimes a bit of guesswork and deduction mixed in when trying to figure out what was on the minds of European settlers from the 1600s.

One of the most sinister names —Slaughter Beach—is hardly appropriate for the friendly community there. That is, unless you happen to be a horseshoe crab. Local legend says the name may stem from the annual springtime appearance of hordes of horseshoe crabs that emerge from the waters of Delaware Bay to lay their eggs on the beach. Changing tides leave many crabs stranded, so that they fall victim to the beating sun or marauding foxes and raccoons. Hence the name “Slaughter Beach.” (There is a less gruesome theory behind this interesting place name, which is that it comes from William Slaughter, a local postmaster who lived at the beach in the mid 1800s.)

*Continued on the Next Page...*

## *History of Murderkill River*

The legends behind the Murderkill River and Whorekill are far bloodier. Don't be entirely reassured by the fact that "kill" is a Dutch word for "river" or "creek." The Dutch were the original settlers of much of what is now Delaware, Pennsylvania and New York, so that it's not that unusual to find rivers bearing the name "kill." The Schuylkill near Philadelphia is probably one the best known examples, although it roughly translates from the original Dutch as "Hidden River," probably due to the dense vegetation along its banks when it was first mapped in the 1600s.

The origins of the name Whorekill are murkier. Dutch explorers first arrived at what is now Lewes in 1629 and purchased land from the Siconese Indians who lived there. Long before it was dredged to create the Lewes-Rehoboth Canal, the river there was named Hoerekill in Dutch. The Dutch word "hoere" means whore ( hoeren in the plural). In other words, Harlot's River.

Considering that a Dutchman's hoere was an Englishman's whore, how did the river get this rather X-rated name? Historians say it apparently has to do something with the tradition of Siconese men sharing their women as a gesture of friendship to the Dutch. Your average Dutchman probably thought this was a fine way to celebrate their purchase of the Indians' land and a memorable place name, but the hoeren in question soon led to a cultural misunderstanding and massacre.

In 1631, the Dutch left behind settlers to establish a whaling colony on the Hoerekill. Sometime that year, perhaps in a dispute over the Dutch treatment of the women they had shared, Siconese warriors descended on the settlers and killed them all. Considering that the Siconese were considered to be very peaceful, it does seem likely that they were provoked.

The Dutch were appalled at the massacre, and it would be many years before the settlement on the Hoerekill was reestablished. And when the Dutch returned, they would have their revenge, an incident that would lead to another brutal place name.

According to "Names on the Land A Historical Account of Place names in the United States," here is how the Murderkill got its name ... remembering how they had been served at the Whore-Kill, they went some ten or twelve miles higher, where they landed again and traded with the Indians, trusting the Indians to come onto their stores ashore, and likewise aboard their sloop drinking and debauching with the Indians until there were at last barbarously murdered, and so that place was christened with their blood and to this day is called the Murder-Kill, that is, Murderer's Creek."

As for Whorekill, the village there continued to be called by that name until 1682, when William Penn assumed ownership of the region and redesignated it with the more puritan name of Lewes, after the English town in East Sussex. All these years later, the name Lewes still sounds better in the tourism brochures, but its bloody past hasn't been entirely forgotten.

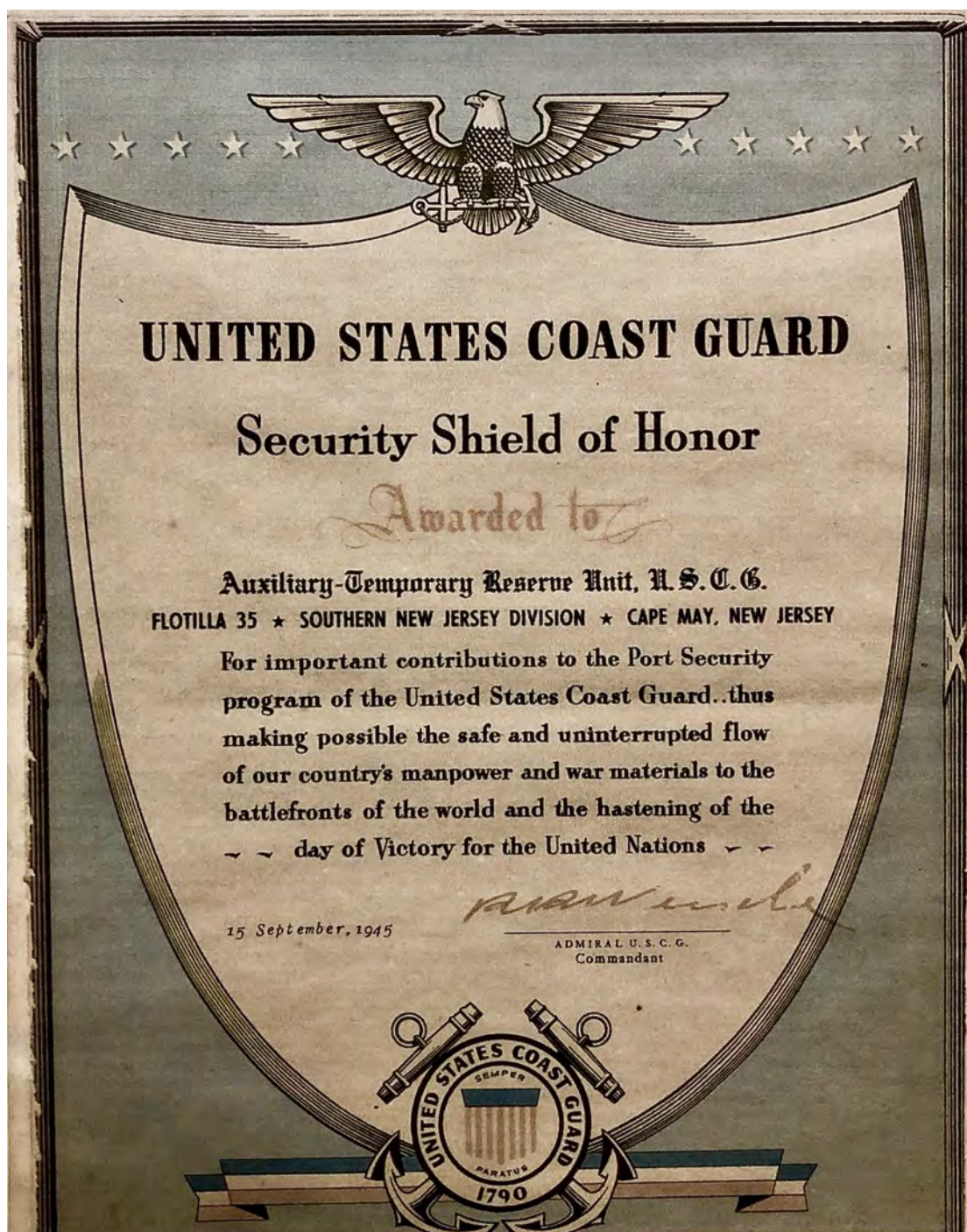




## *Security Shield of Honor*

Below is the **Security Shield of Honor** award presented to the Cape May flotilla in 1945. Note that it refers to the flotilla (then 35) as "Auxiliary-Temporary Reserve Unit, USCG." The award is printed on paper and was framed. The award was "rediscovered" by FL08-02 member (VFC) John Tredinnick, who came across it while cleaning and reorganizing the upstairs storage area of the Shack headquarters. He will clean the frame and mount it in the main meeting room. This just goes to show, it is never too late to discover treasures from the past.

-COMO Joseph Giannattasio





# Joshua James

## “The Greatest Lifesaver”

### American Sea Captain and U.S. Life-Saving Station Keeper

By Leon Christopher DeFulgentis, AUXPA3

Joshua James was born on November 22, 1826, in Hull, Massachusetts. At a very early age Joshua began to go to sea with his father. On April 3, 1837, at the age of ten, James witnessed a horrific event in his life. He was an eyewitness to the death of his mother and baby sister in Hull Gut. The shipwreck and sinking of the schooner *Hepzibah* occurred only a half-mile from safe harbor. A sudden squall threw the vessel on her beam; the *Hepzibah* filled with water and sank before Mrs. James and her baby, could be rescued. This event undoubtedly influenced the course of Joshua James life.

Joshua studied astronomy which helped him to later become an expert navigator. His father in later years was fond of relating incidents illustrative of Joshua's seamanship and the confidence reposed in him by other sailors. One night when the helmsman lost his bearing in unfamiliar waters, James was brought onto the deck after being awakened. He scanned the heavens, laid down a course, and remarked that a certain light would be sighted in two hours. The light was sighted one hour and 55 minutes later. James's lifesaving activities began at the very young age of fifteen. On December 17, 1841, only five years after the death of his mother and sister, Joshua James leaped aboard a surfboat manned by volunteers from the local chapter of the Massachusetts Humane Society. James would continue to save lives for the next six decades as a member of the Massachusetts Humane Society and later the U.S. Life-Saving Service. The Massachusetts Humane Society was founded in 1786 by a group of Boston citizens who were concerned about the needless deaths resulting from shipwrecks and drownings. It was similar to the Royal Humane Society established in Great Britain in 1774. The Massachusetts Humane Society became a model for the U.S. Life-Saving Service funded by Congress in 1848.



Captain Joshua James  
Source: Public Domain

Many of James rescues were lost to history due to a fire at the Massachusetts Humane Society's headquarters that destroyed many of their early records. However, James is credited with saving over five hundred lives from the age of fifteen until his death at the age of seventy-five while on duty with the U.S. Life-Saving Service. James is credited with saving hundreds of lives from damaged ships most notably during the hurricanes of 1888 and 1898 off the coast of Nantasket and Point Allerton in Hull. The most famous rescue of his career, for which James received the Humane Society's gold medal, as well as the Gold Life-Saving Medal from the U.S. Government took place in November 1888. The hurricane of 1888 created extremely high tides and extremely dangerous surf conditions. Early in the day of November 25, 1888, Captain James climbed to the top of Telegraph Hill, and observed five schooners and one coal barge attempting to ride out the storm. The storm intensified with blinding snow and Captain James notified his volunteers to be ready for service, ordering patrols along the ocean shore. Twenty-eight Hull volunteers would work for an extraordinary thirty-six hours to save twenty-nine lives along the town's shores. For his work at the scene of six wrecks during a two-day period, Joshua James was awarded gold medals by both the Massachusetts Humane Society and the U.S. Life-Saving Service. The U.S. Life-Saving Service also awarded eleven gold and four silver medals to the other volunteers for their heroic efforts.

*Continued on the next page...*

# Joshua James

## Continued

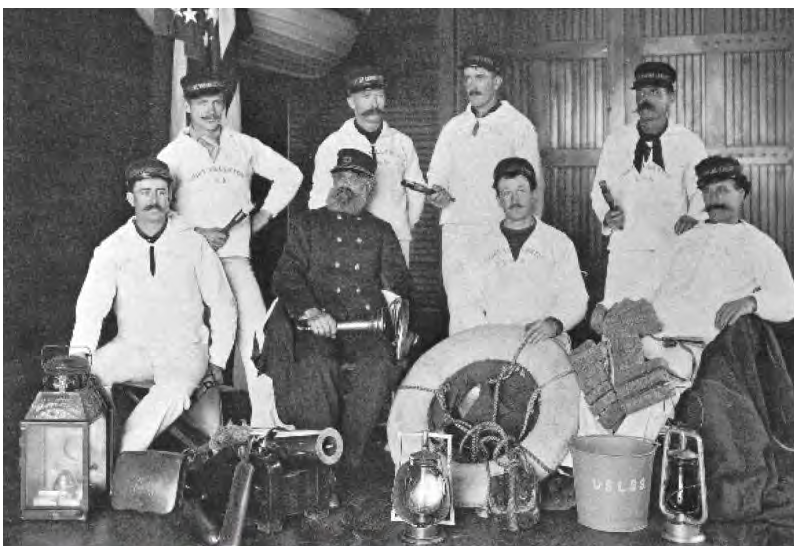
In 1889, when the United States Lifesaving Service established the Point Allerton Station, James was named as keeper of the new station despite being past the minimum retirement age. The hurricane of 1898 was even worse than the storm of 1888 and this is viewed as the crowning achievement of Joshua James career in rescue work. For forty-eight hours James and his crews were engaged in continuous rescue work. The crew of the Point Allerton Station and volunteers from Hull would save forty-one lives along the town's shores.

The dramatic death of Joshua James occurred on March 19, 1902. In response to a tragic loss of six lifesavers in a rescue attempt near the Monomoy Point Life-Saving Station (near Chatham, Massachusetts); James called for a special training exercise. At the conclusion of the exercise, James stepped off the lifeboat, glanced at the sea and stated, "the tide is ebbing" and then fell dead on the beach from a heart attack. Joshua was buried with a lifeboat for a coffin. A second lifeboat made of flowers was placed on his grave.

James' former Point Allerton Lifesaving Station now houses the Hull Lifesaving Museum; dedicated to the heroic efforts of Captain James and countless others who risked their lives to save others. This building is listed on the National Register of Historical Places. The United States Coast Guard grants a medal in his name annually to guardsman with long and dedicated service. The Joshua James Ancient Keeper Award honors personnel with the most seniority in rescue work and the highest record of achievement. The USCG cutter *James* (WMSL-754), the fifth National Security Cutter, was named in honor of his life and dedication to saving lives.

### Sources:

USCG.mil; "*Captain Joshua James, USLSS*," Personnel, U.S. Coast Guard Historian's Office. "Awards" web archive, USCG.mil/history/awards. Noble, Dennis L. (1994). "*That Others Might Live: The U.S. Life-Saving Service, 1878-1915*." Naval Institute Press, Annapolis, Maryland. "*Coast Guard commissions National Security Cutter James in Boston*." U.S. Naval Institute News.



Captain Joshua James at the Point Allerton Life-Saving Station.  
*Source: Public Domain*



USCGC *James* (WMSL-754).  
*Source: U.S. Coast Guard*

# 5NR Obscura





## *The Most Historic Alley in Delaware*

According to a weathered historical marker erected in 1933, Packet Alley is the most historic alley in Delaware . It was visited by pretty much every big shot in the 1830s and '40s who wanted to travel from Washington, DC, to the cities of the north. Stagecoaches from the south unloaded on one end, riverboats from the north picked up on the other.

Among its famous trekkers were President Andrew Jackson, three-time presidential loser Henry Clay, and celebrities such as Davy Crockett and Chief Black Hawk.

Article and Photographs by COMO Joseph Giannattasio



\*\*\*TOPSIDE offers this forum, District 5NR Obscura, to share some of the Cool, Hidden, and Unusual things to see In Auxiliary District Fifth Northern.

If you know of an interesting, curious or obscure place within your part of the district, send the Editor a couple photos with a brief description so other members can enjoy and maybe witness during a road trip.



# Photos from Across the District



## March 2023 DTrain

### Photograph of the Photographer.

Barbara Sama, ADSO-PB took many of the DTrain photographs. Here, she is in a rare photo capturing her taking a picture.

*Photograph by Cindi Chaimowitz*



### Hanging out with Samy.

Doug Willwerth is seen here at DTrain hanging out with Sammy the Otter.

*USCG Auxiliary Photograph taken by Doug's cellphone*

### Candid Shot

This is a candid shot of the Topside Editor, Tim Marks, DSO-PB while attending the Banquet on Saturday night at DTrain

*Photograph by Barbara Sama, ADSO-PB*





# Fun Times at Fall DTrain

Photographs by Barbara Sama, ADSO-PB





# *Fun Times at Fall DTrain*

*Photographs by Barbara Sama, ADSO-PB*





## Fellowship



**FELLOWSHIP** - One of the Auxiliary's trademarks is good old-fashioned camaraderie. Dedication to serving Team Coast Guard provides the atmosphere for getting together to share experiences and participate in Auxiliary functions and missions. You'll find a special community among Auxiliarists that's hard to beat.

**Right** - (L to R) members Martin Sannino and Don Dobson assist with installing themed obstacles at a Shipmate's Ice Cream and Mini Golf establishment in time for the summer season.

**Below** - During their down-time, (R to L) members Martin Sannino and Don Dobson assist Joe Giannattasio install the themed obstacles at his Ice Cream and Mini Golf establishment in time for the summer season.

Auxiliarists make lasting, meaningful friendships. Knowing that you belong to a special group of people and directly participate in helping save lives gives your Auxiliary membership a special meaning.

*Coast Guard Auxiliary photo by Gina Luctasio*



# *Division 19 Change of Watch*

*Photos by COMO KC Murphy*



**Left:** Division Staff Officers being sworn in.

**Right—**Kristi Schellhammer (center) being award-ed with her AUXOP certification by CDR Morgan (left) and COMO Sarac (right)



**Left—**Immediate Past Division Commander Rick Taylor (left) being presented with the IP Division Commander's Service Award as a token of appreciation for his service as Division Commander by Division Commander Ed Seda (Right).



## *Division 19 Change of Watch*

*Top 2 Photos by COMO KC Murphy*



**Left**—Mel Collins (left) being awarded with the Flotilla Commander of the Year award by CDR Morgan (Right).

**Right**—Rick Young (center) being award-ed with his Vessel safety check and pro-gram visitor awards for Flotilla and member awards by CDR Morgan (left) and COMO Sarac (right)



**Left**—Betsy Pittinger was awarded the Division Com-mander's Award for "Outstanding service increasing team cohesion and fellowship" for her various roles in the division.

Photograph by Kevin Behr

## AUXAir

CAPE MAY COUNTY, NJ - A Fifth District Auxiliary Aircraft is intercepted during Rotary Wing Air Intercept (RWAI) training. RWAI training is held weekly at USCG AIR STATION Atlantic City with the help of the Coast Guard Auxiliary. Pictured (L to R) are COMO Joseph Giannattasio Co-Pilot, Bill Fithian Observer, Gary Goldberg Aircraft Commander.

*Coast Guard Auxiliary photo by COMO Joseph Giannattasio*





## *Division 18 Change of Watch*

*Photographs taken by Leon C. DeFulgentis, AUXPA3*



District Commodore Kurt Sarac speaking at division 18 change of watch.



District Captain East-Tom Don speaking at division 18 change of watch.



Auxiliarist Rubino conducting POW/MIA remembrance ceremony at division 18 change of watch.



LTJG Diehl, Command Duty Officer, Sector Delaware Bay speaking at division 18 change of watch.



Chief Warrant Officer Price, Operations Training Officer, speaking at division 18 change of watch.



Captain Theel, Commanding Officer, Sector Delaware Bay, speaking at division 18 change of watch.

## *Division 18 Change of Watch*

*Photographs taken by Leon C. DeFulgentis, AUXPA3*



Commander Morgan, Director of Auxiliary, speaking at Division 18 change of watch.



Swearing in of division bridge and staff officers at Division 18 change of watch.



IPDCO Giannattasio speaking at Division 18 change of watch.



DCDR D'Auria speaking at division 18 change of watch. US Coast Guard Auxiliary



IPDCO Giannattasio presenting Auxiliaryist of the Year Award to Auxiliaryist Rubino.

# COMMS Center

Communications to the  
membership compiled together  
(November 2021-January 2022)

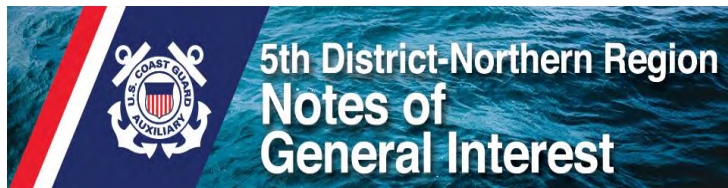




# COMMS CENTER

## NEWS FROM FIFTH DISTRICT-NORTHERN SECTION

17 November 22—Auxiliary *E2Solutions* Travel Portal Training



### Member Training

#### AUX ETS Training Using *2Solutions* For CG Travel

***New Travel Portal Offers Direct Scheduling  
and Faster Reimbursement for Auxiliarists***

#### To All Auxiliarists:

Log into [ETS](#)

- Travel Authorization (done before traveling)
- Travel Voucher (done after traveling)

#### Links to Attachments

[ETS Document 1](#)

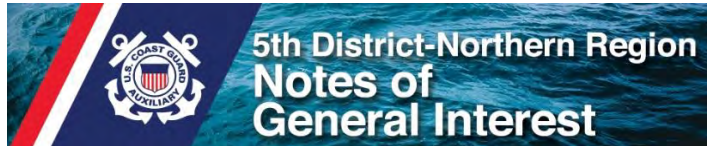
[ETS Document 2](#)



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16 December 22—USCG Help Wanted: CGC Cleat Crewmember

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**USCG Help Wanted**  
**Sector Delaware Bay**

**USCGC Cleat Crewmember**

**Description of Duties:**

USCGC CLEAT crewmember. Stand Quartermaster of the Watch and/or Engineer of the Watch, In Port OOD, Boat Deck Seaman, and/or Rescue and Survival gear maintenance.

**Skillset Needed:**

Ability to stand moderate amounts, moderate lifting required, transit ladders and hatches, potential for overnight trips if desired, not afraid to break ice. Participate in firehouse style meal sharing. No female berthing, not disqualifying, but would limit overnight trip opportunity.

**Timeline Needed:**

As needed, qualification takes significant time commitment, along with currency maintenance. January 9<sup>th</sup> – 11<sup>th</sup> would be first opportunity to get underway for day trips and determine if member would like to continue.

**Point of Contact:**

CWO4 Mickey Price. [D05-SMB-NRDIRAUX@uscg.mil](mailto:D05-SMB-NRDIRAUX@uscg.mil)

**Number of AUX needed:**

1, but possibility exists for more members as training capacity allows.



###

End of Notice

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**01 January 23—Commodore's New Year Message**

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D5NR Shipmates,

As we enter 2023, I wish you and your family a safe and healthy New Year.

In closing out 2022 and entering a new year I share that the Coast Guard is looking for us to help even more. I have delivered the message at the Changes of Watch I have attended that we are more relevant and needed today than at any point since WWII. As we go into 2023, we are thankful and blessed to have you moving the Fifth District-Northern Region into the new year full-steam ahead.

2022 saw us as the force-multiplying glue in almost every area of service by providing essential back-fill for Team Coast Guard. In our deploying to the South-west border, we have further shown our importance to our fellow Department of Homeland Security constituents. We have helped our nation in its efforts to be more secure, safe and informed. This all through the selfless sacrifices you, our members, contribute every day. The Auxiliary has delivered RBS, stood as watch-standers, provided valuable services on Cutters (including in the Arctic on the CGC Healey), and contributed at Sector DE Bay, and almost every station in our AOR. These are just a few examples of the crucial contributions provided. Thank you!

I especially want to thank COMO Joe Giannattasio for his tireless efforts in leading D5NR over these past two years.



EXCOM and I wish you a happy and safe New Year.

We look forward to serving with you in 2023

*Semper Paratus,*



COMO Kurt P. Sarac, Sr.  
District Commodore  
Fifth District-Northern Region  
U.S. Coast Guard Auxiliary



## The U.S. Coast Guard *Needs YOU* To Recruit Enlisted Personnel

### **Everyone is A Recruiter (EIAR) Program** Earn \$1000 Referral Bonus For Each Recruit

The U.S. Coast Guard is in serious need of additional personnel. To meet their needs the Coast Guard is renaming its recruiting program to **Everyone is a Recruiter (EIAR)** and doubling the incentive TEAM Coast Guard members receive for getting someone to enlist to \$1,000.

The rebranded “Scout Talent and Refer” (STAR) program has been significantly expanded. In addition to active duty, reserve and civilian employees, Auxiliarists and retirees are now eligible to participate. All those successfully making a referral will earn **both a Letter of Commendation (or Appreciation) and the \$1,000 bonus.**



EIAR also removed the restriction on prior service recruits. Participants can earn an award for recruiting active duty and reserve enlisted personnel, as well as anyone enlisting in the Coast Guard for the first time, even if they have previously served in the military. You will also qualify if you recruit someone with prior service in the Coast Guard who is not currently affiliated with SELRES, IRR, or ISL.

The Recruiting Command Incident Management Team (IMT) worked with Coast Guard leadership to implement these changes and improve our referral program as low unemployment continues to make it difficult to meet recruiting goals.

Since EIAR program launched in June, 242 employees and members have taken part. The service has already awarded 193 Letters of Commendation and 49 \$500 cash incentives.

But there's still more to do, notes Capt. Richter Tipton. "To make sure the Coast Guard stops being the best kept secret in government service, we need everyone's help," he said. "Talk to lots of people, tell them about your best day in the Coast Guard, and give us their contact information. The more people you can interest in the Coast Guard, the more people we can recruit – and the more money and formal recognition you can get, too."

The best way to refer a candidate is via the email found [here](#).

Members are encouraged to submit only high quality referrals. You can find guidance on what that means [here](#).

*Note: Members serving in a recruiting assignment or assigned duties which could be perceived as causing a conflict of interest are not eligible to take part in EIAR.*

### **How does it work?**

Incentives for the program will be awarded using an established process. The recruiter will register the referral when processing the candidate. You'll become eligible to receive the incentives when the recruit starts boot camp and confirms you as the referring member as a process integrity check.

Additional information on all Coast Guard recruiting initiatives can be found [here](#)



## **From: *L2 Auxiliary Leadership Link***

The digest of US Coast Guard Auxiliary Activity

**6 January 2022**

**To: All Auxiliarists**

The 2023 Vessel Examiner Workshop is now available online. It contains valuable updates for the Vessel Safety Check program for Vessel Examiners, Auxiliarists and recreational boating safety participants alike.

The 2023 workshop features a variety of new information on the Vessel Safety Check program, including:

- Updates to "I Want a VSC"
- Paddlecraft
- PFD "Intended Use" Label changes
- VDS usage requirements
- New fire extinguisher requirements

and much more.

We encourage all members to review the 2023 workshop. However, the workshop is required for Vessel Examiners and must be completed by June 30, 2023. It is available in PowerPoint online at

[VE Workshop Power Point](#)

or in PDF [VE Workshop PDF](#)



# NATIONAL NOTICES



**07 NOV 2022**

FM: CHDIRAUX

TO: ALAUX

ALAUX 040/22

Subj: **POSTING OF AUXILIARY NATION C-SCHOOL CALENDAR**

1. This message is to note that the Auxiliary National C-School calendar has been posted at <http://wow.uscgaux.info/content.php?unit=aux00> . Members can now submit their Short Term Training Request (STTR) via their Flotilla Commander (FC) and appropriate District Member Training Officer (DSO-MT) to their District Director of Auxiliary (DIRAUX).
2. Please note that funded training quotas are more limited than in previous years, so submitting a STTR early will increase the members' chances of getting a funded seat. Any member that wants to attend on DIRAUX issued unfunded orders must check with the listed course Point of Contact (POC) to make sure there is space to accommodate such a request.
3. Any questions about a course can be answered by checking the C-School Student Support Sites. The links to the sites are located at the bottom of the page at <http://wow.uscgaux.info/content.php?unit=aux00>. A member can also contact the course POC directly using the links provided on the National C-School calendar.
4. Internet release is authorized.







08 NOV 2022

FM: CHDIRAUX

TO: ALAUX

ALAUX 042/22

Subj: **PROMULGATION OF THE AUXILIARY BOAT CREW QUALIFICATION HANDBOOK – BOAT CREW, ABQH 16794.52A**

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- A. Auxiliary Boat Crew Qualification Guide, Volume I: Crew Member, COMDTINST M16794.52A  
B. Auxiliary Boat Crew Qualification Guide, Volume II – Coxswain, COMDTINST M16794.53A  
C. Auxiliary Boat Crew Qualification Guide, Volume III: PWC Operator, COMDTINST M16794.54A  
D. Auxiliary Boat Crew Qualification Handbook, ABQH 16794.52A
- 

1. This ALAUX announces the cancellation of references (A through C), and the promulgation of reference (D).
2. Reference (B) was signed by the Chief Director of Auxiliary on 01 November 2022. Major changes include:
  - Converted from Manual to Handbook.
  - Streamlined Qualification Manuals for Boat Crewmember, Coxswain and Personal Watercraft Operator (PWO) into a single document.
  - Updated Coast Guard office designations, addresses and telephone numbers.
  - Streamlined qualification task types and formatting to better align with counterpart Boat Forces Coxswain and Boat Crewmember Personal Qualification Standards.
  - Added Deferred task requirements and definition.
  - Removed all references to the legacy POMS and replaced with AUXDATA II.
  - Added Physical Fitness and Vision screening task requirements.
  - Added the Personal Locator Beacon (PLB) to the Personal Protective Equipment (PPE) task for Crewmember.
  - Changed the standard time for Man Over-Board (MOB) recovery to 3 minutes to improve the chances of survivability of a Person in Water (PIW).
  - Combined all search pattern plotting tasks into a single task.
  - Added proficiency in the Use of GPS/DGPS (if equipped) and Use of Radar (if equipped) to the Coxswain Underway Check Ride form and Coxswain Currency Maintenance Check Ride form.
  - Added proficiency in the use of GPS/DGPS (if equipped) to the Personal Watercraft (PWC) operator Underway Check Ride form and the Currency Maintenance Check Ride form.
  - Added Reading Assignments and Questions.
3. No paper distribution will be made of this Handbook. This Handbook is available on SharePoint at: [CG-BSX-1 - BSX-1 Directives - All Documents \(sharepoint-mil.us\)](#) and the Internet at: [Surface Program Manuals and Document Info \(uscgaux.info\)](#)
4. Auxiliary members that have started the qualification process prior to release of this ALAUX, as either a crewmember, coxswain, or PWC operator under references (A through C), will have until 31 December 2023 to certify. Members failing to meet certification by 31 December 2023, must start using reference (D) for the qualification process. Members are authorized to transfer applicable “TASK” from references (A through C) to reference (D) and continue the qualification process using reference (D).



**14 NOV 2022**

FM: CHDIRAUX

TO: ALAUX

ALAUX 043/22

**Subj: PROMULGATION OF THE EMERGENCY MANAGEMENT SPECIALIST PERFORMANCE QUALIFICATION STANDARD (EMS PQS) FOR THE AUXILIARY**

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A. ALCOAST 007/22, Promulgation of the Emergency Management Specialist Performance Qualification Standard (EMS PQS), Dated 10JAN2022

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1. This ALAUX establishes the implementation of the new USCG Emergency Management Specialist (EMS) Performance Qualification Standard for the Auxiliary.
2. Reference (A) announced the promulgation of the new Coast Guard Emergency Management Specialist (EMS) Performance Qualification Standard (PQS) (01 January 2022) and the cancellation of the Coast Guard Contingency Preparedness (CP) PQS as part of an ongoing initiative to align these standards more closely with the knowledge and skills required of Coast Guard Emergency Management Specialists. The current Auxiliary Contingency Planner (AUX-CP) PQS does not address all the knowledge and proficiency items in the prior CG-CP PQS. Likewise, there are significant differences between the AUX-CP PQS and the new EMS PQS.
3. Auxiliarists who currently hold the AUX-CP qualification will be allowed to keep this qualification. Auxiliarists who currently hold the AUX-CP qualification will be allowed to count this qualification toward competency requirements for the Auxiliary Marine Safety (Trident) Insignia.
4. Auxiliarists currently working toward the AUX-CP qualification will be required to complete the qualification prior to 30 June 2023.
5. The AUXDATA II records of Auxiliarists who currently hold the AUX-CP qualification and those that earn the qualification prior to 30 June 2023 will not be recoded to indicate that they have earned the EMS qualification. There should be no change to prerequisite qualification requirements for Auxiliarists to provide sector-level planning support. Neither the AUX-CP nor the EMS qualification should be added as a requirement for providing this type of support.
6. Starting 30 June 2023, the EMS PQS will become the standard for preparing Auxiliarists to support Coast Guard emergency management planning and operations.
7. Internet release is authorized.





**16 NOV 2022**

FM: CHDIRAUX

TO: ALAUX

ALAUX 044/22

Subj: **CREATION OF AUXILIARY MASTER CUTTERMAN DESIGNATION**

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1. On 15 November 2022, the Chief Director of Auxiliary signed CG-BSX Policy Letter 22-12, Auxiliary Master Cutterman Designation. This designation recognizes Auxiliarists who demonstrate prolonged commitment and dedication to supporting the Coast Guard cutter community. The specific criteria, recognition, and awarding procedure are detailed in Policy Letter 22-12. All Auxiliary leaders are encouraged to review and advertise it, and consider members who may be eligible for the designation.
2. The policy letter can be found on the Chief Director of Auxiliary (CG-BSX) website at: [CG-BSX Policy Letters](#).
3. Internet release is authorized.



**29 NOV 2022**

FM: CHDIRAUX

TO: ALAUX

ALAUX 046/22

Subj: **RESUMPTION OF IN-PERSON AUXILIARY C-SCHOOLS - REVISION TO CG-BSX POLICY LETTER 21-01**

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1. On 28 May 2021, the Chief Director of the Auxiliary signed CG-BSX Policy Letter 21-01, Resumption of In-Person Auxiliary C-schools. It provided initial guidance for the resumption of in-person Auxiliary C-schools and limited attendance to individuals fully vaccinated against COVID-19. The policy letter was revised on 24 June 2021 to expand in-person Auxiliary C-school attendance to include unvaccinated individuals and define associated home unit Restriction of Movement (ROM) requirements. It was subsequently revised on 18 October 2021 to limit in-person Auxiliary C-school application and attendance to individuals fully vaccinated against COVID-19. The policy letter was revised again on 25 July 2022 to include new provisions on recommendations and actions to take if instructors or students are exposed to COVID-19 or test positive for it during or after a C-school is completed.



2. On 28 November 2022 this policy letter was revised to expand in-person Auxiliary C-school attendance to include unvaccinated Auxiliarists for the following Auxiliary C-schools designated mission critical:

- a. AUX-06: 501065 Aids-to-Navigation (ATON) and Chart Updating
- b. AUX-07: 501066 Auxiliary Senior Officer Course (ASOC)
- c. AUX-10: 501548 Information Systems AUXDATA II
- d. AUX-14: 501570 Auxiliary District Flight Safety Officer (DFSO)
- e. AUX-15: 501571 Auxiliary Aviation Coordinator (AAC) and Auxiliary Liaison Officer (AUXLO)
- f. AUX-17: 501573 Crew Resource Management (CRM)
- g. AUX-18: 501574 Auxiliary Aviation Spatial Disorientation and Survival

3. The policy letter can be found on the Chief Director of Auxiliary (CG-BSX) website at: [CG-BSX Policy Letters](#).

4. Internet release is authorized.



**20 DEC 2022**

FM: CHDIRAUX

TO: ALAUX

ALAUX 048/22

**Subj: CALENDAR YEAR (CY) 2023 ANNUAL CURRENCY MAINTENANCE REQUIREMENT TRACKING FOR CREWMEMBER, COXSWAIN, PWC OPERATOR, AND NIGHTTIME CERTIFICATION**

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A. Auxiliary Training Handbook – Boat Crew, ATH 16794.51A

B. Auxiliary Qualification Handbook – Boat Crewmember, Coxswain, PWC Operator, ATH 16794.52A

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1. This ALAUX announces requirements for nighttime certification and procedures for tracking annual currency maintenance task for CY 2023.

2. Starting 01 January 2023, all crewmembers and coxswains who have attained certification prior to 31 December 2022 and not placed in Required Yearly Requirement (REYR) status for CY 2022, will show as “Night Certified” in AUXDATA II.

3. Any crewmember or coxswain obtaining certification for the first time after 01 January 2023, must follow the policy in reference (B) if they would like to obtain nighttime certification. The man-overboard

and navigation and piloting exercise of the member's qualification check ride must be performed at night in accordance with reference (A) and reference (B). All other tasks may be performed, at night, at the discretion of the Qualification Examiner. Members in REYR status must follow reference (A) if they would like to obtain nighttime certification. Recommendation of night certification by the Qualification Examiner must be in accordance with Chapter 6 of reference (A) for submission to the District Operation Training Officer.

4. The enclosures listed below must be used for tracking and reporting annual currency maintenance task and underway nighttime hours required by reference (A):

- Annual Currency Maintenance Task Tracker, Crewmember (Enclosure 4)
- Annual Currency Maintenance Task Tracker, Coxswain (Enclosure 5)
- Annual Currency Maintenance Task Tracker, PWC Operator (Enclosure 6)

5. These enclosures can be found at [USCGAUX: Boat Force Forms & Documents](#) and will be included in the next revision to reference (A).

6. The definition of the “terms” Qualification, Certification, and Currency Maintenance can be found in reference (A).

7. This ALAUX will be cancelled on 31 December 2023.

8. Internet release is authorized.



**12 JAN 2023**

FM: CHDIRAUX

TO: ALAUX

ALAUX 001/23

**Subj: EXTENSION TO AUX-SOP-004(A) 04 Sep 20 - ELECTION OF UNIT OFFICERS THROUGH THE USE OF ELECTRONIC MEANS**

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1. ALAUX 002/22 communicated the Chief Director of Auxiliary's extension of AUX-SOP-004(A) for the Calendar Year (CY) 2022 election cycle. ALAUX 023/22 communicated the Chief Director of Auxiliary's final action on a National Board proposal to authorize unrestricted conduct of elections through electronic means. That final action called for revisitation of the proposal in 2024 and anticipation that the provisions of AUX-SOP-004(A) would be extended through 2023.

2. Accordingly, the Chief Director of Auxiliary has granted an extension to AUX-SOP-004(A) for all CY 2023 elections effective immediately. The need for future extension shall be determined by the Chief Director of Auxiliary.

3. Internet release is authorized.



**13 JAN 2023**

FM: CHDIRAUX

TO: ALAUX

ALAUX 002/23

Subj: **2023 NATIONAL WORKSHOPS**

Ref: (A) Auxiliary Manual, COMDTINST M16790.1 (series)

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1. National Operations Workshops. The Surface and Telecommunications Workshops are required for 2023. The Air Operations Workshop is a mandatory task included as part of the Air Station Safety Workshop. Like 2022, the National Operations Workshops (Surface/Air/Telecommunications) may be completed via webinar. The workshop training material(s) must be delivered by an Auxiliarist qualified in the respective operations program provided they are either a certified instructor or are under the supervision of a certified instructor. Instructors may use any webinar delivery platform that is available in their region. Instructors are encouraged to work with their Chain of Leadership and Management (COLM) to determine the proper delivery platform. Self-Attestation is NOT permitted for any of these National Operations Workshops. The workshops will relay significant, needed information and will take longer than 1 hour (possibly 2 hours) to complete, please plan accordingly. Details for the 2023 required National Operations Workshops are listed below:

- a. Surface Operations Workshop. This workshop is required for all boat crew coxswains, boat crew members, personal watercraft operators, paddle craft operators, and those currently training for any of these competencies, including members in Required Yearly Not Met (REYR) status who intend to regain their certification.
- b. Air Operations Workshop. This workshop is a required element of the annual Air Station Safety Workshop. It is required for all pilots, air crew, air observers, and those currently training for any of these competencies, including members in REYR status who intend to regain their certification.
- c. Telecommunications Workshop. This workshop is required of all operators and owners of Auxiliary Radio Facilities. It is required of those currently holding Telecommunications Operator (TCO), or in training for TCO qualification, and those who are using AUXCOM as their “grandfathered” qualification for radio operation. This does not apply to the operation of radios on aircraft or vessels which are covered by crew certification.
- d. The 2023 National Operations Workshop presentations (Air, Surface, and Telecommunications) are located at the National Response Directorate web page at the following link: [National Operations Workshops - 2023](#)
- e. Instructors of these workshops must submit a Workshop Mission and Attendance Report (ANSC-7039) to their IS officer for entry into AUXDATA II.

2. National Vessel Examiner and Instructor Workshops. The Vessel Examiner (VE) and Instructor (IT) Workshops are required for 2023. These workshops are intended to be viewed by members and completion



logged via a self-attestation form as described below. These workshops may also be facilitated by an Instructor via webinar or in person as District COVID-19 Protocols permit.

a. VE Workshop. This workshop is required for all certified Vessel Examiners, and those currently training to become Vessel Examiners, including members in REYR status who intend to regain their certification. The VE workshop presentations are located at the National V-Directorate website (in the Member Zone) at: [2023 National VE Workshop](#). The workshop may also be accessed at: [http://wow.uscgaux.info/Uploads\\_wowII/V-DEPT/2023\\_VE\\_workshop\\_Dec\\_4\\_22.pdf](http://wow.uscgaux.info/Uploads_wowII/V-DEPT/2023_VE_workshop_Dec_4_22.pdf)

b. IT Workshop. This workshop is advised for all certified Instructors, and those currently training to become Instructors, including members in REYR status who intend to regain their certification. The IT workshop is located at the E-Directorate website "What's New!" page (in the Member Zone) at: [2023 E-Directorate Workshop](#). In addition, members can go to [Workshops \(uscgaux.info\)](#) and find the 2021, 2022, and 2023 IT Workshops in archive.

c. Members who individually view the VE or IT workshops in their entirety must submit a Workshop Attestation Form to their FSO-IS for entry into AUXDATA II. In order to make data entry easier, IS officers may collect forms for all their members required to complete these workshops and make one entry into AUXDATA II using the last day of the month of the Activity/Task Completion date. This form is located in the same location as the VE and IT Workshop presentations listed above. Note: When adding the VE workshop task to Activity Logs in AUXDATA II use the task named "Vessel Examinations Workshop" in the Workshops task category list.

d. If the workshop is facilitated by an Instructor in a webinar or group setting, the Instructor must submit a Workshop Mission and Attendance Report (ANSC-7039) to their IS officer for entry into AUXDATA II.

3. National Culinary Assistance Specialists\_Sanitation Workshop. This workshop is required for all Auxiliary Culinary Assistance Specialists and those currently training for this competency, including members in REYR status who intend to regain their certification. Please follow the instructions on the Auxiliary Culinary Assistance Specialists Website for completing the Annual AUXCA Sanitation Workshop. After completing the workshop and passing the required test on the National Testing Center, course completion will be logged into AUXDATA II via the National Testing Center course results upload. There is no need to create separate activity logs for completion of this course in AUXDATA II. The appropriate DSO-CA will automatically be notified of course completion. The workshop is available through the Auxiliary Human Resources Directorate web page/Divisions tab at: [National Auxiliary Culinary Assistance Website](#)

4. Per chapter 8.B.1.g of reference (A), all *required* workshops must be completed no later than 30 June 2023. If not completed by 30 June 2023, members required to complete those workshops will have their affected competencies place into Required Workshop Not Met (REWK). If a required workshop is not completed by 31 December 2023, the affected competencies will be placed in REYR status.

- The Air Operations Workshop is a required element of the annual Air Station Safety Workshop. Both workshops must be completed by the end of 2023. The task should be entered into AUXDATA II for participants.

5. Questions should be directed to the appropriate Chain of Leadership and Management (COLM).

6. Internet release is authorized.





**20 JAN 2023**

FM: CHDIRAUX

TO: ALAUX

ALAUX 004/23

Subj: **AUXILIARY COVID-19 GUIDANCE - VERSION 5**

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1. All Auxiliarists are highly encouraged to review the latest version of the Auxiliary COVID-19 Guide which has been posted in AUXDATA II and on the Chief Director of Auxiliary (CHDIRAUX) website at: [Auxiliary COVID-19 Guidance](#). To review the guide in AUXDATA II, login to AUXDATA II; from the AUXDATA Navigation Bar select “More,” then “Files,” and then select “Libraries.” The guide and other relevant COVID-19 information are located in the folder, “CG Auxiliary COVID-19 Guidance.” Questions regarding the content of the guide should be directed to the appropriate Auxiliary Chain of Leadership and Management (COLM).
2. The following are highlights within this revision (review the Guide for more details about each item):
  - a. The temporary restriction that requires all Auxiliarists to be fully vaccinated prior to volunteering for an assignment to duty (ATD), has been suspended. All Auxiliarists may request ATD in any Centers for Disease Control and Prevention’s (CDC) COVID-19 Community Level without the need to provide proof of a negative COVID-19 test unless otherwise requested in accordance with the “Meetings and Conferences” section of the Guide.
  - b. District Directors of Auxiliary (DIRAUXs) and Order Issuing Authorities (OIAs) should follow the CDC guidance and recommendations applicable to their AOR’s current CDC COVID-19 Community Level. Please review the following regarding CDC COVID-19 Community Levels: [COVID-19 by County | CDC](#).
  - c. All Auxiliarists are expected to view the CDC COVID-19 page at [Coronavirus Disease 2019 \(COVID-19\) | CDC](#) for further information on transmission, prevention, symptoms and emergency warning signs, people at higher risk for severe illness, exposure risk, preventing infection, etc.
  - d. Community Level mask wear guidelines follow:
    - (1) CDC COVID-19 Community Level of High: All Auxiliarists shall wear a high-quality mask. (An example of a high-quality mask is a cloth mask that properly fits over the nose, mouth, and chin to prevent leaks; has multiple layers of tightly woven, breathable fabric; has a nose wire; and has fabric that blocks light when held up to a bright light source. Another example of a high-quality mask is a procedure mask (aka surgical mask) with a proper fit over the nose, mouth, and chin to prevent leaks; has multiple layers of non-woven material; and a nose wire.) See CDC’s page on types of masks and respirators for further information: [Masks and Respirators \(cdc.gov\)](#)
    - (2) CDC COVID-19 Community Levels of Medium and Low: Masks are optional for all Auxiliarists unless otherwise directed by DIRAUX or the cognizant Coast Guard OIA.
  - e. Auxiliarists, regardless of vaccination status, may apply for and attend mission-critical Auxiliary C-schools. Full COVID-19 vaccination is still required to apply for and attend non-mission-critical C-schools. Please review

ALAUX 046/22, Resumption of In-Person Auxiliary C-schools, which identifies mission-critical Auxiliary C-schools and can be found at the following: [2022 ALAUX \(uscgaux.info\)](https://uscgaux.info), for further information.

f. Currency Maintenance can be found in ALAUX 048/22, Calendar Year (CY) 2023 Annual Currency Maintenance Requirement Tracking for Crewmember, Coxswain, PWC Operator, and Nighttime Certification, at [2022 ALAUX \(uscgaux.info\)](https://uscgaux.info). Any questions should be directed to the servicing DIRAUX and Operations Training Officer (OTO).

g. All official Auxiliary engagement activities that entail attending other-than-Coast Guard or other-than-Auxiliary conferences, conventions, or other large gatherings are authorized in accordance with CDC guidelines, Coast Guard policy, and Auxiliarists shall follow State and local policy if more restrictive.

h. All Auxiliary gatherings (meeting, conferences, training, etc.) are authorized to be planned and executed in any CDC COVID-19 Community Level without the need for further Coast Guard or Department of Homeland Security (DHS) clearance or waiver. This is regardless of their duration, type of gathering, number of participants, or vaccination status.

i. Official travel is authorized for all Auxiliarists regardless of vaccination status. Auxiliarists must continually check the CDC COVID-19 Community Level for the areas they will be traveling to and from. In addition, Auxiliarists must review CDC's travel notices at: [Travelers' Health | CDC](https://www.cdc.gov/travel) and [Domestic Travel During COVID-19 | CDC](https://www.cdc.gov/travel/domestic-travel)

3. DIRAUX offices, Coast Guard units, and OIAs are continually assessing operational risks posed by COVID-19 and developing mitigation strategies in advance of mission performance. They remain the best sources for guidance regarding Auxiliary assignments to duty within their respective areas of responsibility. All Auxiliarists are expected to help them by exercising caution and adhering to Coast Guard guidance.

4. Internet release is authorized.



27 JAN 2023

FM: CHDIRAUX

TO: ALAUX

ALAUX 005/23

Subj: **BOATING SAFETY APPLICATION FOR SMART PHONES**

1. The Coast Guard Boating Safety application has allowed smart phone users on the Apple and Android mobile operating system platforms to input a profile, email a float plan, review safety equipment requirements, and obtain emergency assistance, as well as other features. Unfortunately, the application is no longer available in the application stores since updates have not been possible.



2. The Coast Guard is exploring the future of the application and hopes to put out additional information in the next 90 days. In the meantime, Auxiliarists should advise anyone who is interested in the application that it is not available, and users who have the application on their smart phones should be advised to delete it until further notice.
3. Questions should be directed to the Boating Safety Division (CG-BSX-2) at (202) 372-1062 or at [rbsinfo@uscg.mil](mailto:rbsinfo@uscg.mil).
4. Internet release is authorized.



**27 JAN 2023**

FM: CHDIRAUX

TO: ALAUX

ALAUX 006/23

**Subj: MARINE SAFETY ADMINISTRATIVE MANAGEMENT (AUX-MSAM) QUALIFICATION UPDATE**

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- A. Marine Safety Administrative Management (AUX-MSAM) Qualification, dated 01 Sep 2009
  - B. Marine Safety Administrative Management (AUX-MSAM) Qualification, dated 01 Jan 2023
- 

1. This ALAUX announces the cancellation of reference (A), and the promulgation of reference (B).
2. The revision of reference (B) reflects best practices, organizational structures and functions of the Coast Guard and the Auxiliary, duties and responsibilities of Marine Safety Officers / Verifying Officers, and general information regarding the Coast Guard with respect to the Marine Safety Division of the USCG Auxiliary.
3. Reference (B) can be found on the Prevention website: Prevention/Response Marine Safety PQS ([uscgaux.info](http://uscgaux.info)).
4. Reference (A) will have a cancelation date of 01 April 2023. Thereafter, reference (B) shall be used by all Auxiliary members toward AUX-MSAM qualification.
5. All online modules, PQS workbook sign-offs, and an oral board must be completed prior to a member receiving a Letter of Designation (LOD).
6. Questions should be directed to the appropriate Chain of Leadership and Management (COLM).
7. Internet release is authorized.





**31 JAN 2023**

FM: CHDIRAUX

TO: ALAUX

ALAUX 007/23

**Subj: RESUMPTION OF IN-PERSON AUXILIARY C-SCHOOLS - REVISION TO CG-BSX POLICY LETTER 21-01**

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1. The Chief Director of Auxiliary's (CG-BSX) Policy Letter 21-01 of 28 May 2021, last revised on 28 November 2022 to authorize attendance at Auxiliary C-schools deemed mission-critical even if individuals were not vaccinated against COVID-19, is again revised due to recent Coast Guard policy changes regarding COVID-19 vaccination.
2. The key revision authorizes individuals who are unvaccinated against COVID-19 to attend all in-person Auxiliary C-schools.
3. The policy letter can be found on the CG-BSX website at: [CG-BSX Policy Letters](#).
4. Internet release is authorized.



# *A Message from the Editor*

Good day 5NR,

I hope you enjoy this 80th anniversary issue. It is amazing that Topside has been around almost since the beginning of the Auxiliary.

Please view this archive, continue reading current issues of TOPSIDE, and thank you for all your support to this newsletter for the past 80 years!

<https://5nr.org/topside-archives/>

As you can see there are some gaps in the issues. If you happen to have an

issue that we do not have a copy of, please scan/copy it and send it my way. [tpmarks@comcast.net](mailto:tpmarks@comcast.net)

It was great seeing some of you at D'Train. If you haven't yet attended one, think about attending in the fall.

Be safe as patrol season starts up again.

Semper Paratus,

Tim Marks

DSO-PB



**Timothy Marks**  
District Staff Officer -  
Publications

## United States Coast Guard Auxiliary 5th District, Northern Region

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# Parting Shot



District Commodore Kurt Sarac greets a young participant while on duty at the 2023 Polar Bear Plunge.

*Coast Guard Auxiliary photo by Barbara Sama, ADSO-PB*