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*Leadership*

- Director of Auxiliary (DIRAUX)**  
CDR Laura Moose
- Operations Training Officer (OTO)**  
CWO4 Mickey T. Price
- District Commodore (DCO)**  
Noreen Schifini
- District Chief Of Staff (DCOS)**  
Michael B. McElwee
- District Captain Central (DCAPT-C)**  
Jeffery Davis
- District Captain East (DCAPT-E)**  
Lawrence Noland
- District Captain West (DCAPT-W)**  
Walter Conway
- Immediate Past Commodore**  
COMO Kurt P. Sarac Sr.
- President Past Commanders Assoc.**  
Alan Lindsey (interim)
- Division Commanders**
- DCDR 04** Thomas Siedenbuehl
- DCDR 07** Lawrence Nolan
- DCDR 08** Robert Ward
- DCDR 12** Timothy Precht
- DCDR 15** George A. Roth
- DCDR 16** Kenneth Kappler
- DCDR 17** Stanley Baxter
- DCDR 18** David King Sr.
- DCDR 19** Elizabeth A. Pittinger
- DCDR 20** Stephen J. Bugaj

- D-AD-EA** KC Murphy
- D-AD-SP** Thomas J. Don
- D-AD-CC** Jason C. Flynn
- ASC** Diego Herrera
- DFSO** Gary S. Goldberg
- DSO-FN** Mark F. Letavish
- DLO** Francis P. Bigley
- DSO-SL** William Castagno
- DDC-Logistics** Robert G. Vanderhook
- DSO-CS** Douglas R. Hoffman Sr.
- DSO-CA** Mark Murdy
- DSO-HR** Ruth A. Bearce
- DSO-IS** Terry F. Bearce
- DSO-PB** Timothy P Marks
- DSO-SR** J. Douglas Willwerth
- DDC-Prevention** Alfred O. Grimminger
- DSO-AS** James Robert White
- DSO-MS** Gregg R. Bollinger
- DSO-MT** Robert G. Vanderhook
- DSO-NS** Lorraine Bianco
- DSO-PA** COMO Kevin C. Murphy
- DSO-PE** Eric Keeny
- DSO-PV** Timothy Precht
- DSO-VE** Edwin W. Seda
- DDC-Response** Vacant
- DSO-EM** Pamela L. Thompson
- DSO-CM** Richard B. Taylor II
- DSO-AV** Carl S. Longenecker
- DSO-OP** COMO Kurt P. Sarac Sr.

**Front Cover:** USCG TRACEN CAPE MAY - Among his many responsibilities within the Coast Guard Auxiliary, Robert Ward, Division Commander 08 also makes time to augment the active duty instructor cadre at the Seamanship School at TRACEN. Did you know that more than 25 Auxiliarists regularly provide authorized instruction and operational support within 11 tenant commands and activities within TRACEN Cape May?  
*Photograph by COMO Joseph Giannattasio*

## *From the Desk of the Commodore*

I want to start by saying thank you for your participation in making our East District something to be very proud of! Whether you're engaged in Response, Logistics or Recreational Boating Safety, your activities are greatly appreciated. We are members of the finest maritime volunteer organization in the world!

You've hopefully all had an opportunity to peruse Force Design 2028, the Coast Guards 4 point plan to modernize. The Auxiliary falls under the People Campaign. What does that mean for us? Let's begin with what I call my 3 R's.

The first R stands for recruiting, for the Coast Guard and the Auxiliary. This was a high profile goal in my Operations Plan. Sadly, I must give myself a failing grade! We need to better job recruiting, our District has provided funding in our budget to assist with this. When we interview the new member applicant, we need to obtain more information while onboarding the individual. Make sure that they understand that we are not just a fraternal organization, we expect service from them. Ask them the reason they want to join and what they have to offer to our organization. Once they receive their member letter, it is vital that they are assigned a mentor. This Auxiliarist should be someone that can guide them on getting through the initial training to BQ status and then work towards their first qualification and ribbon.

The next R stands for Retention, we need to find a better way to make our members want to stay and be active. I hear from numerous members that our business meetings are boring! We need to incorporate more Member Training and Fellowship at them. There are new missions that our members can become active in, but they may not be aware of them.

Final R is for Reengagement of our inactive members. Assign someone to reach out to our inactive members and have a conversation. Ask the question, why did you join? Again, there are many new missions they could be interested in.

The Coast Guard is going to need our assistance in the future. They're building new cutters and ice breakers and they'll need to be able to fill those billets! We may be called on to backfill stations that will lose personnel. Readiness – this is where we come into the picture. My Chief of Staff is planning an extensive training schedule for the winter and spring months to be sure our Auxiliarists are ready, willing and able to assist.

The final piece of that puzzle is in our uniforms and our annual inspections. Does your uniform check all the boxes for representing the Coast Guard and the Auxiliary? Wear it correctly and with pride! Thank you

Respectfully,  
Noreen Schifini  
District Commodore  
USCG East District Northern Region



**Commodore Noreen Schifini**  
**District Commodore**  
**U.S. Coast Guard Auxiliary**  
**East District-Northern Region**

## *From the Desk of the Chief of Staff*

Shipmates,

I'd like to take a moment to talk about Force Design 2028 and what it means for our district members.

At key part of FD28 is about people—and that's where we will make our greatest impact. So, what does that mean for each of us?

First, recruitment remains one of our most important responsibilities. Every member plays a role in bringing new people into our organization. As we've said before, recruitment is everyone's job. Whether it's through conversations, community events, or simply sharing your experiences, each effort matters.

Equally important is retention and reengagement. Bringing in new members is only the beginning—we must also support them. Every new member should be paired with a mentor who can guide them through required courses, help them achieve their first certification, and ensure they feel welcomed and valued.

Finally, readiness must remain a priority. We need to continue training and maintaining proficiency. Keep your core value courses up to date and take advantage of required and recommended workshops to stay current with program changes. Remember, success is not just about numbers—it's about being ready, capable, and effective when called upon.

Thank you for your continued dedication and commitment as we head into the boating season.

Semper Paratus,  
Michael McElwee  
District Chief of Staff  
East District – Northern Region  
United States Coast Guard Auxiliary



**Michael B. McElwee**  
Chief of Staff  
U.S. Coast Guard Auxiliary  
East District-Northern Region



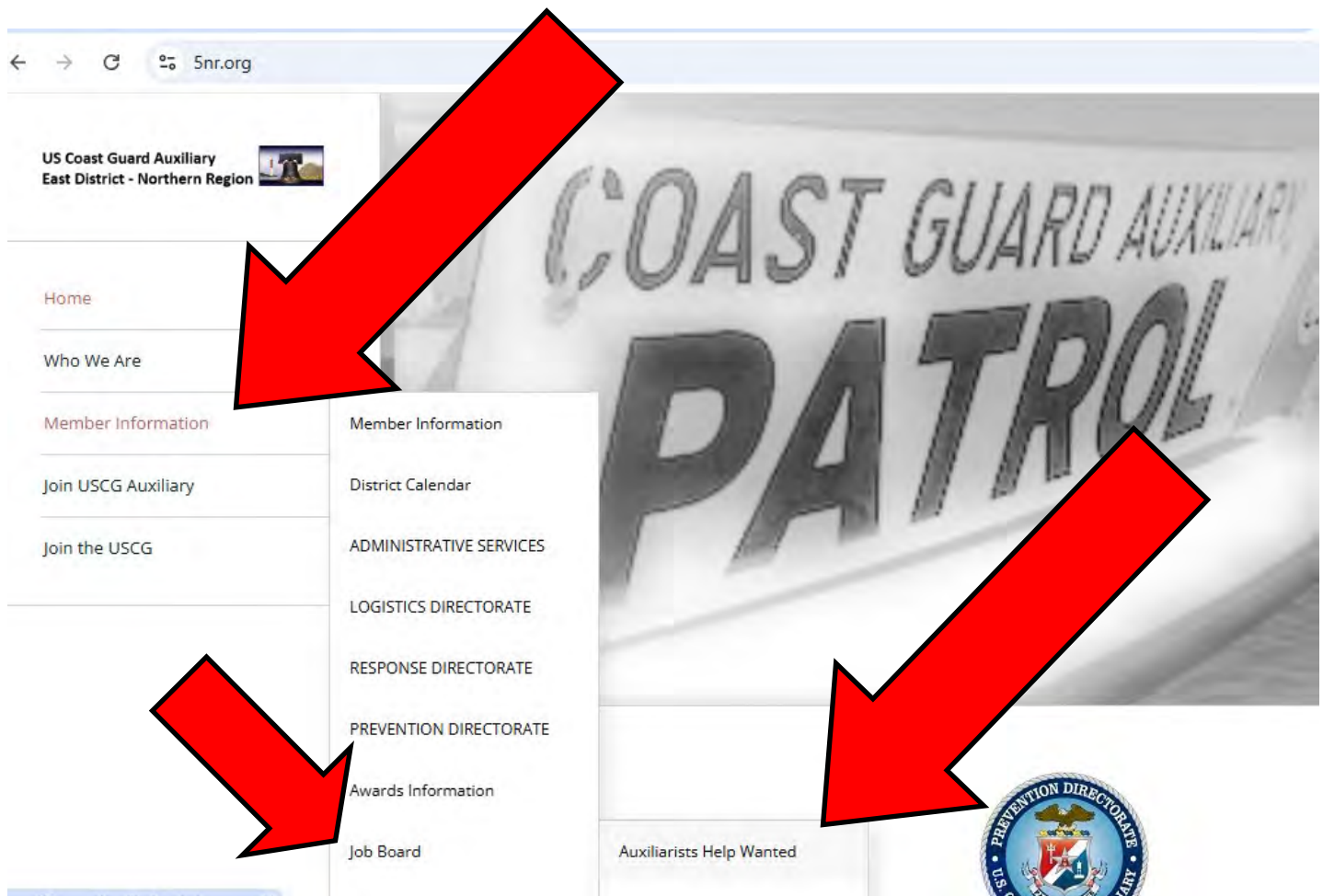
# East District, Northern Region Help Needed



## *Job Board*

To get to the District's job board:

- First, get on the website: <https://5nr.org>
- Next, hover over “Member Information” on the left (see below):
- Then, click on “Job Board”
- Finally, click on “AUX Help Wanted”



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# Information from Eastern Divisions



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## *The Eastern Division*

*Article by Lawrence J. Nolan, Ph.D., DCAPT – East,*

Shipmates, I am in my first year as DCAPT – East and it has been a wonderful experience appreciating the scope and breadth of the East District Northern Region (EDNR) East Area with excellent elected leaders, staff, and members. The description below of the East Area will provide an overview of the size, scope, and importance of the area and why the Coast Guard Auxiliary is needed.

The East Area covers one of the most diverse and operationally significant maritime environments in the United States. In New Jersey, four divisions (7, 8, 16, and 18) form a continuous network of Coast Guard Auxiliary support across nine counties stretching from the Atlantic shoreline to the Delaware River corridor. This region includes Monmouth, Ocean, Atlantic, Cape May, Cumberland, Salem, Gloucester, Camden, and Burlington Counties which are home to approximately 3.24 million residents, making the East Area one of the most densely populated and operationally complex Auxiliary regions in the nation. This population lives among more than 95 miles of coastline, extensive back-bay systems, major river networks, and inland waterways that support both recreational and commercial maritime activity.

The East Area's geography is defined by water. The Atlantic Ocean shoreline runs from Long Branch to Cape May, while the Intracoastal Waterway winds through Monmouth, Ocean, Atlantic, and Cape May Counties. Barnegat Bay remains one of the busiest recreational boating areas in the nation, and the Mullica, Toms, Shrewsbury, and Rancocas Rivers support a wide range of boating communities. To the west, the Delaware River and Delaware Bay form a major commercial shipping corridor, and from the point where the Rancocas River meets the Delaware River down to Cape May, the East Area encompasses roughly 100 miles of continuous riverbank and bay shoreline. Salem, Cumberland, and Cape May Counties contain some of the most ecologically sensitive wetlands and estuaries on the East Coast. This complex maritime environment demands a strong Auxiliary presence to support safety patrols, public education, vessel examinations, and operational readiness.

Division 7 covers Southern Ocean County, including the lower half of Barnegat Bay and the Little Egg Harbor system. Its area of responsibility also extends into a portion of eastern Burlington County below Fort Dix and McGuire Air Force Base. This division bridges coastal and inland waterways, supporting both high-tempo summer boating and year-round maritime activity. The mix of barrier island communities, back-bay channels, and inland creeks creates a diverse operational environment that requires constant vigilance.

Division 16 is responsible for most of Monmouth County, beginning at Long Branch on the northeast coast and extending inland through central Monmouth communities. Its area includes the Manasquan Inlet, one of the most dynamic and heavily used inlets in the region, as well as numerous inland lakes and rivers that support recreational boating. Division 16's position along the Atlantic Ocean shoreline in Monmouth and Ocean counties makes it a key link in the East Area's operational chain.

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## *The Eastern Division*

### *Continued*

Division 8 includes Atlantic County, Cape May County, and Cumberland County, forming the largest coastal division in the East Area. Its waterways include the Intracoastal Waterway from Atlantic City to Cape May, the back bays of Brigantine, Ventnor, and Margate, and the Delaware Bay shoreline in Cumberland and Cape May Counties. This division supports a massive seasonal boating population, commercial fishing fleets, and environmentally sensitive wetland areas. From the tourism-driven communities of Atlantic City to the fishing ports of Cape May, Division 8 plays a central role in maritime safety and public outreach.

Division 18 covers Salem, Gloucester, and Camden Counties, along with the southwestern portion of Burlington County below the Rancocas River. This division encompasses the New Jersey side of the Delaware River corridor, including industrial waterfronts, commercial shipping terminals, recreational boating areas, and extensive wildlife management zones. Division 18 forms the western anchor of the East Area, connecting inland river systems to the Delaware River and Bay and supporting a wide range of maritime and community-based missions.

The East Area also includes several major military and aviation facilities that support Coast Guard and inter-agency operations. U.S. Coast Guard Air Station Atlantic City, located at Atlantic City International Airport and Coast Guard Stations Manasquan Inlet, Barnegat Light, Atlantic City, and Cape May provides critical search and rescue, law enforcement, and coastal patrol capabilities along with Coast Guard Training Center Cape May. Naval Support Activity Lakehurst lies within the East Area and supports naval aviation testing and operations.

New Jersey National Guard units are also present throughout the East Area. The 177th Fighter Wing and its support elements operate from Atlantic County, while additional Army National Guard units are in Camden, Gloucester, Burlington, and Cape May Counties. These units support domestic operations, emergency response, aviation missions, and joint-service coordination, often working alongside local agencies and federal partners.

A network of airports further enhances the region's operational capabilities. Atlantic City International Airport, Millville Executive Airport, Cape May County Airport, Ocean County Airport, South Jersey Regional Airport, Cross Keys Airport, and Camden County Airport all support aviation operations, emergency response, training flights, and interagency coordination. Their presence strengthens the region's ability to respond quickly to maritime incidents and natural disasters.

Together, Divisions 7, 8, 16, and 18 form a unified Auxiliary presence across New Jersey's most important maritime corridors. Their volunteers support a region defined by its waterways, strengthened by its communities, and vital to the nation's maritime safety and security. Whether conducting safety patrols, teaching boating safety, supporting active-duty units, or assisting during emergencies, these divisions embody the Coast Guard Auxiliary's commitment to service, professionalism, and readiness.

Lawrence J. Nolan, Ph.D., DCAPT – East, EDNR, USCG Auxiliary

## *Division 7*

*Article and Photographs by Mike Milling, DCDR*

### **Division 7 EDNR, Under Old Barney's Guiding Light**

Division 7 is nestled in Barnegat Bay. It is a historic area known for its early settlers, Leni Lenape Indians, the last skirmish of the American Revolution, and of course Barnegat Light. The one thing that remains from its settling to now is our reliance, and the activity surrounding the many tributaries, creeks, bays, and waterways. We have a thriving maritime industry here from commercial fisherman, public charters, and one of the largest recreational boating communities to be found in the State. This is where The Coast Guard and the Auxiliary come in.

Our home station at Barnegat Light is a descendant of the USLSS that set up watch over a hundred years ago on the beaches. This motor lifeboat station houses approximately 31 crew members Commanded by Chief Warrant Officer Andrew Norris, and his XPO Senior Chief Matthew Whitlow. The Station stands at the mouth of the inlet to Barnegat Bay, considered one of the most dangerous inlets on the East Coast due to its ever-changing bar, submerged jetty, and current pattern. This is a place that makes "Surfmen", heavy weather Coxswains trained to handle a vessel in the most treacherous of waters, and storms. These capable few are forever immortalized in the National Surfman Registry dating back to the 1870's. It is one of the highest achievement honors to ever be bestowed on a Coast Guardsmen.



With a top notch Active duty presence in our AOR it makes our role in Division 7 a special one. Division 7 Southern Ocean County is currently made up of 3 Flotillas. Flotilla 7-4 Manahawkin covers Manahawkin to Tuckerton region, Flotilla 7-9 Lacey Twp covers the Bayville to Barnegat region, and finally 7-12 Barnegat Light covers the entire barrier island of LBI. Many of our members are heavily involved with the public interaction services of the Auxiliary. They lend their talents to Program Visitor, Vessel Examiner program, Commercial Fishing Vessel Inspections, and Public Education. This is the primary mission of Division 7 giving the recreational boater, and commercial fisherman the knowledge to be safe and ensuring that they have the resources to save themselves on the water should the unexpected occur. A few of our personnel invest their time in the Surface Operations in the Auxiliary. They go on patrols on active duty and Auxiliary vessels, and some take up the extra duty of assisting Station Atlantic City with their Helo operations. Another group of Auxiliarists work to assist Station Barnegat Light. In these roles Auxiliarists aim is to give active-duty crewman more resources to accomplish their critical mis-

## *Division 7*

### *Continued*

sions while taking up less critical yet necessary roles. Examples of these roles are watch standing, Culinary, building / grounds maintenance, and equipment inspections.

Besides the regular duties of our membership, we enhance our public outreach with Marina days, setting up booths at local festivals, boat shows, and fairs. Our largest public event happens every August we jointly host the Station Barnegat Light Open House. We invite the public to see the activities and operations of the Active Duty and Auxiliary. It is a great opportunity to see how the two arms of the Coast Guard complement one another. Auxiliary gives away coloring books to kids, ATON books to adults, and hopefully recruit a few new members.

Fellowship is one of the pillars of the Auxiliary, and we ensure there are plentiful opportunities for the Auxiliary to get together. We have a once a month Breakfast club get together where we have approximately 6-11 auxiliarists from across the Division come together. We involve the Active Duty in our Fellowships as well and even host multiple movie nights at Station Barnegat Light each year with refreshments. Our second largest event behind our Division Change of Watch is our River Lady Dinner Cruise where we have a dinner dance party on a paddle wheeler cruising down the Toms River.

We are 118 Auxiliarists strong. We are friends. We are family. Three Flotillas and a Station all interacting, we all care about this community. We all work under the guiding light of Old Barney. He is the symbol highlighted in our Division and symbol. He hovers high above the Station. Just as he has watched over the mariners entering and departing our shores for more than a century we look to lead by his example. We are Coast Guard, We are Semper Paratus.



# Division 7

*Continued*



## *Division 8*

*Article by Robert Ward, DCDR*

Division 8 is comprised of 214 members and covers the area from Brigantine to Cape May and across to the Delaware River. It consists of five Flotillas; 81 Ocean City, established in 1940, 82 Cape May, established in 1943, 83 Wildwood, established in 1942, 85 Brigantine established in 1971 and 86 Lower Township established in 1963.

Division 8 (initially designated Division 3) has a long history of supporting the Coast Guard dating back to the Second World War. During the war Auxiliary members patrolled the coast of New Jersey searching for U-Boats, they provided security patrolling the docks and conducted 24-hour tower watches at Coast Guard stations along the coast.

That support continues today. Division 8 provides direct support to Station Atlantic City, Air Station Atlantic City, Station Cape May and TRACEN. Between the four stations we have approximately 40 members volunteering their time. We provide direct support as communications watch standers (stations Atlantic City and Cape May), communication watch standers for Fire/EMS (TRACEN), HELO OPS program supporting Air Station Atlantic City, culinary support (station Atlantic City, TRACEN and underway on Cutters), presenters for the Seamanship Award at graduation, driving the shuttle bus for graduation, health services support at the clinic, Luck Bag assistants, teaching at seamanship school, administrative services in the ANT office, lifeguarding at the pool and Chaplain services (TRACEN).

We are also out in the public promoting boating safety. This is done through the many boating safety classes we teach throughout the year, exhibiting at the Atlantic City Boat Show, Cape May Community Festival at TRACEN and many other local community events. Recently, the Kid's Choice Academy invited Flotilla 81 from Ocean City to come to their Daycare Centers to talk with their children about Water Safety as part of their Water Study through the Creative Curriculum. Flotilla Commander Nick Russo, Vice Flotilla Commander Mary Beth Roadarmel, and Public Affairs Officer Dave Hartman, along with Coastie the Safety Boat Mascot, visited three of the Kid's Choice Academy locations in Atlantic County. The children were beyond excited to meet Coastie, and Coastie helped teach the children all about water safety, including how to stay safe around pools, beaches, and boats. Through songs, demonstrations, and engaging conversation, the children learned important safety tips in a fun and memorable way. Sammy the Sea Otter and Inky the Whale coloring books were distributed to the children at all three locations. The organizers thanked the Flotilla members for a great presentation and even invited them back to read to the children at a future date.

As the Division 8 Commander it is truly an honor to be able to work with such dedicated individuals. They freely give of their time and talents to promote the mission of the Coast Guard and the Coast Guard Auxiliary. They are the reason why we are Semper Paratus.

Bob Ward, DCDR

Division 8



## *Division 16*

*Article by Kenneth S. Kapler, DCDR*

Division 16 is located at U.S. Coast Guard Station Manasquan Inlet at 61 Inlet Drive, Point Pleasant Beach, NJ 08742. We are currently comprised of five Flotillas with a total of approximately 145 members. Our AOR runs from the Shrewsbury Rocks (Long Branch, NJ) to the Route 37 Bridge in Tom's River, NJ. Our monthly meeting is held at Station Manasquan on the first Tuesday of every month.

We primarily support Station Manasquan, but occasionally provide assistance to Division 1 (NYC) in northern Monmouth County (Sandy Hook) and to Division 7 at Station Barnegat Light and Station Atlantic City. Our current activity includes Boat Crew operation, Vessel Safety Checks, Program Visits, Public Education classes, Watchstanding and Culinary Assistance. We also have members qualified on the USCG 47' Motor Lifeboat and 29' Response Boat. We also have several Commercial Vessel Examiners.

In 2025 Division 16 provided over 15,000 hours of service to the Auxiliary, which doesn't include approximately 100 hours of USCG Surface Operations. We annually performed over 300 Vessel Safety Checks, 200 RBS Visitations and 400 hours of Public Education for over 200 students. Our Commercial Fishing Vessel Examiners did over 30 exams and we also performed 13 ATON inspections. Our Boat Crew members also provide over 300 hours of Surface Operations. In direct Station support we performed 300 hours of Culinary Assistance, 900 hours of Watchstanding at Station Manasquan and another 450 hours of Radio Watchstanding at Joint Base McQuire/Ft. Dix for the Atlantic Strike Team.

Our fellowship events are held several times per year for the entire Division. They include a Lakewood Blue Claws baseball game, that gets a fantastic turnout including the DirAux and her children and other USCG personnel. We also hold a barbecue at Station Manasquan with both the Auxiliary and USCG members that offer a great opportunity to meet and greet some of their staff and families.

Regards,

Kenneth S. Kapler

Division Commander

Division 16 - East District North Region



# *Division 18*

*Article by David J. King, Sr., DCDR*

## **USCG Auxiliary East District Northern Region – Division 053-18: The South Jersey Division**

Division 053-18 of the U.S. Coast Guard Auxiliary—known throughout the East District Northern Region (EDNR) as the South Jersey Division—occupies one of the most geographically diverse and operationally significant areas in the region. Its boundaries stretch from the Rancocas River in Camden County to the north, across the Delaware River along its western edge, down to Delaware Bay in Salem County to the south, and eastward to a line that roughly follows Route 206, extending toward Vineland, New Jersey. This broad footprint encompasses tidal rivers, shallow creeks, major commercial shipping lanes, and recreational boating corridors, making Division 053-18 a uniquely positioned and critically important component of the Auxiliary's mission in the Mid-Atlantic.

At the helm of Division 053-18 is Division Commander (DCDR) David King, whose leadership is defined by collaboration, operational readiness, and a deep commitment to member development. King brings decades of experience in both maritime service and civilian leadership roles, and he is widely recognized for strengthening inter-flotilla cooperation, expanding training opportunities, and elevating the division's visibility within the EDNR. His approach emphasizes mentorship, professionalism, and a forward-looking vision that ensures the division remains adaptable to emerging Coast Guard priorities. Working closely with Vice Division Commander (VCDR) Pamela Thompson, King has fostered a culture where every member—new or seasoned—has a clear path to contribute meaningfully to the Auxiliary's missions.

The division meets at the Gibson House in Marlton, New Jersey, a central and accessible location that reflects the division's commitment to unity across a wide geographic area.

- Division 053-18 is composed of five flotillas, each with its own character, strengths, and community connections. Together, they form a cohesive operational network supporting Sector Delaware Bay.
- Flotilla 18-02 – Glassboro FC Russell Galson, VFC Christopher Wilson Known for strong public education programs and active vessel examination teams, 18-02 serves a region with a growing recreational boating community.
- Flotilla 18-04 – Gloucester Township FC Thomas Skelly, VFC Charles Drass This flotilla excels in community outreach and maintains a robust presence at safety events, township programs, and regional training activities.
- Flotilla 18-05 – Haddon Heights FC Joseph Sowers, VFC John Hunter With a long history of Auxiliary service, 18-05 is recognized for its administrative excellence and support for multi-agency coordination.
- Flotilla 18-07 – Cumberland FC John Mastrobuono, VFC Jonathan Grey Covering a largely rural and coastal area, 18-07 provides essential support for operations near the Delaware Bay and surrounding waterways.
- Flotilla 18-08 – Marlton FC Michael Slepian, VFC Mark Murdy As the division's home flotilla, 18-08 plays a central role in leadership development, training, and division-wide coordination.

*Continued on the next page...*

## *Division 18*

### *Continued*

Division 053-18 is a key contributor to Sector Delaware Bay, one of the Coast Guard's most active sectors. Members of the South Jersey Division support a wide range of missions:

- Surface Operations on the Delaware River and its tributaries
- Aids to Navigation (ATON) verification
- Marine Safety and Environmental Protection initiatives
- Public Education and Vessel Safety Checks
- Marine Event Patrols during high-traffic recreational seasons
- Support for Search and Rescue (SAR) readiness

The division's proximity to major shipping lanes, refineries, and port facilities means its operational tempo is consistently high. Auxiliary crews often work alongside active-duty Coast Guard units, state agencies, and local first responders, reinforcing the Auxiliary's role as a force multiplier.

From the tidal flats of the Delaware Bay to the suburban corridors of Camden and Burlington Counties, Division 053-18 stands as a model of what the U.S. Coast Guard Auxiliary represents: professionalism, volunteerism, and unwavering dedication to maritime safety. Under the leadership of DCDR David King and VCDR Pamela Thompson, the South Jersey Division continues to expand its capabilities, strengthen its flotillas, and support the Coast Guard's missions with pride.

David J. King, Sr. DCDR Division 053-18, EDNR, USCG Auxiliary



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# Information from The Logistics Directorate



# *Culinary Assistants*

*Article by Mark Murdy, DSO-CA*

Good Morning Shipmates.

My Name is Mark Murdy. I am the Division Staff Officer of Culinary Assistants (DSO-CA).

I have two assistants that help me. Cindi Chaimowitz and Cutterman Sandy Dalton. Their positions are Assistant District Staff Officers (ADSO-CA). Cindi handles requests and training support to Sector Delaware Bay and Indian River. Sandy handles training and underway requests from the Cutters. Our job is to tell you about the opportunities available to you as an Auxiliary Culinary Assistant and help guide you through the certification process.

Everyone with an interest to serve can become an Auxiliary Culinary Assistant. You do not need to know how to cook. We will train you by following the Auxiliary Culinary Assistance (AUX-CA) Program Standard Operating Procedures manual.

Some of the great things we do to serve the Gold Side (active duty Coast Guard) include working at Sector Delaware Bay (SDB) Galley, Local Station Galleys, Cutter Galleys, Buoy -Tender galleys, cooking dinner and breakfast for Graduate families at the Training Center in Cape May (TRACEN), working Special Events at TRACEN, SDB, and Quarters A (the Captain's quarters at TRACEN). If you have the desire to get underway as an Aux- CA, you can train to do that and travel to other parts of the world with the Coast Guards Cutters, ice breakers, and tall sailing ship, the Eagle. If staying close to home is your goal you may participate in your flotilla's events that involve food.

To get started in this exciting opportunity you will have to complete the following steps to become Certified. It may seem like a long and arduous process, however it is necessary to ensure that we don't make our Coasties sick while trying to do a good deed. In order to become Certified you must complete training and testing. We will assist you through the process and welcome you into the much needed and appreciated group of individuals who serve the Coast Guard.

1. Contact your Flotilla Staff Officer of Culinary Assistants. Print out your PQS (Personal Qualification Standards). You will need to be AUXCT compliant.
2. You will be required to get a Hepatitis A series shot. You must have the first shot prior to going into any USCG Galley. The second shot will be given 6-12 months later. The Coast Guard will administer the shots to you at SDB or TRACEN at no cost to you.
3. You must complete and pass the Sanitation Workshop and test.
4. Now the fun begins as you start working and training in a USCG galley with your shipmates. When you have completed 18 hours in a galley and completed your PQS (to be done within one year), you will become a Certified AUX-CA.

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# *Culinary Assistants*

## *Continued*

IN ORDER TO MAINTAIN YOUR CERTIFICATION THE YEARLY REQUIREMENTS ARE:

- 1) You must work 12 hours as a CA per year.
- 2) You must complete an online Sanitation workshop and pass the test.
- 3) You must complete the Bloodborne Pathogen online workshop and pass the test.
- 4) You must complete Risk Management training.

I know this may seem like a lot, however you have a year to complete everything and we are here to help. This is truly one of the most fun and rewarding opportunities an auxiliarist could participate in to augment the USCG.

Sandy has cooked for the previous and current Commandants!!! You will meet so many of the Gold Side who truly appreciate you. Many will bestow upon you a coveted Challenge Coin. It is an honor to receive one. It is the way the CG shows appreciation for a job well done. They are fun to collect.

Our main job is to support the Coast Guard stations and Cutters. Many of the CG Culinary Specialists (CSs) are working very long hours without time off or much needed help. Sometimes they are unable to take sick time or time to go to important appointments. This is why our support is paramount. When we replace a CS we are required to do their job completely. This is why the training is necessary.

So, Come aboard, all are welcome to join in the fun!!!!

Please feel free to contact me with any questions or concerns.

Very Respectfully,

609-744-3900

Mark Murdy DSO-CA



# *Human Resources*

*Article by Ruth Anne Bearce, DSO-HR*

The Mission of the Human Resources Directorate is to provide comprehensive, timely, and accurate personnel information to the members of the Auxiliary via two primary goals. The first goal is to emphasize core values and expected standards to develop highly effective members that adhere to the core values of honor, respect, and devotion to duty. All must stand ready to serve as sworn members of the Coast Guard Auxiliary.

Cultivating leadership skills and succession management within elected and appointed officers is the second goal. Succession management is the key to developing exemplary teamwork and leaders. The resources available strive to nurture the leadership culture and training continuum to support succession planning throughout the Auxiliary.

Our goal going into this new year continues to be recruitment of individuals who have skills that can complement out ongoing needs for Educational Instructors, Boat Crew Operators/Crew, Culinary Assistants, Vessel Examiners and so many needs.

As stated above, the recruitment of new members is always ongoing but the retention factor is also critical. Once we have trained members in the various fields, we need to keep them invested in respective fields of expertise so that those same members can become mentors to newer members coming in...this is and must be continued cycle so that our Auxiliary can maintain its' level of experience and continue to prove its' worth!

Our dedication to this Auxiliary and the many, many manhours we contribute to assist the Active Coast Guard allows them to concentrate their efforts on all the Search & Rescue & Emergency areas of need they face on an almost daily basis. They need to be ready to respond on an immediate notice and our Auxiliary is there to back them up administratively and however else we can be their fillers.

That is our #1 Goal as "Semper Paratus" is the motto we take to heart and we need to recruit members who are willing to do what they can to achieve this as needed!



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# *Information Services*

*Article by Terry Bearce, DSO-IS*

The Information Services department is made up of Flotilla Staff Officers, Division Staff Officers and District Staff Officers.

The following duties of the Flotilla Staff Officers (FSO-IS) are listed as a minimum: Exercise staff responsibility and supervision over all matters pertaining to AUXDATA II; Ensure that all members are aware of the importance of timely and accurate data reporting; Keep flotilla members informed of AUXDATA II developments and changes; Be familiar with the content of the Auxiliary Staff Forms Warehouse and the procedures for members to follow when submitting AUXDATA II-related forms; Maintain very close liaison with the SO-IS in order to insure members receive proper credit for their reportable activities; Keep the members, FSO-VE, FSO-PE, FSO-OP, FSO-MT advised of progress in each of their areas of responsibility; Maintain records required to effectively discharge your responsibilities; Coordinate with SO-IS to provide timely feedback to members on specific information concerning member submission errors in order to reduce processing and transaction error recovery time in AUXDATA II; Assist members in the correction of AUXDATA II errors. Emphasize the importance of members keeping copies of their input data; Retain a yearly file to ensure that data reported by members was entered into AUXDATA II and as a historical reference file to answer member questions relating to their reported activities; Conduct training sessions to promote better understanding of AUXDATA II and AUXDATA II procedures; Be prepared to develop a report, when requested, on member activity in the Vessel Examination (VE), OP, Instructor, or MT programs. The FSO-IS does not have to have formal training in the use of AUXDATA II, unless they want to be able to approve AUXDATA II Activity Logs that are submitted by their Flotilla members. If they wish to be able to approve submitted Activity Logs, they must have attended and passed the final exam for the AUX10 course which is held 4 to 5 times a year. This approval must be received from the District Staff Office. If they have attended and passed the final exam for AUX10, they may also be considered and approved by the District Staff Officer to manage the entry of Flotilla officers into AUXDATA II.

The Division Staff Officers (SO-IS) perform the same duties as the Flotilla Staff Officers but oversee the Flotilla Staff Officers in their Division. If the FSO-IS is unable to keep up with the volume of ACTIVITY LOGS submitted by the Flotilla members, they may request assistance from their SO-IS. Again, the SO-IS does not have to have formal training in the use of AUXDATA II Activity Logs, but they cannot have approval status of the Activity Logs in that case. If they wish to be able to approve submitted Activity Logs, they must have attended and passed the final exam for the AUX10 course which is held 4 to 5 times a year. If they have attended and passed the final exam for AuX10, they may be considered and approved by the District Staff Officer to manage the entry of Flotilla and Division officers into AUXDATA II.

*Continued on the next page...*

# *Information Services*

## *Continued*

The Assistant District Staff Officers (ADSO-IS) perform the same duties as the FSO-IS and SO-IS and oversee the Flotilla Staff Officers and Division Staff Officers in their areas of the District (Eastern, Central, Western). To hold one of the three ADSO positions, the member must have attended and passed the final exam for the AUX10 course. These members do not usually approve the Activity Logs submitted by the District membership, but they have the responsibility to review the Activity Logs that are submitted by the membership and reviewed and approved by both the FSO-IS and SO-IS staff officers. The ADSOs are also expected to teach the district membership, FSO-IS and SO-IS staff officer, how to improve their usage skills for AUXDATA II. They are also working directly with the District Staff Officer in the fulfillment of his/her job functions and meeting the reporting needs of the other District Staff Officers regarding AUXDATA II. The ADSOs may be considered and approved by the District Staff Officer to manage the entry of Flotilla, Division and District officers into AUXDATA II. The ADSO-IS officers and the DSO-IS officer are expected to attend monthly staff meetings and scheduled AUXDATA II seminar meetings. These meetings are held to improve the staff officer's skills and learn of changes to AUXDATA II that need to be communicated to the Division Staff, Flotilla Staff and the membership.

Further information on becoming a FSO-IS, SO-IS, ADSO-IS can be obtained the District Staff Officer – Information Services (DSO-IS), Terry Bearce at [tfbuscgau@gmail.com](mailto:tfbuscgau@gmail.com).



# Publications

Article by Timothy P. Marks, DSO-PB

My name is Tim Marks and I am the District Staff Officer - Publications (DSO-PB) for USCG East District - Northern Region. Serving with me are several ADSO-PBs as well as many loyal SO-PBs and FSO-PBs. The ADSOs are:

- Leon Defulgentis, ADSO-PB Support
- Donna Doyle, ADSO-PB Photography
- Stephen Marthouse, ADSO-PB History
- Christopher Orlando, ADSO-PB Media

Please contact any of us if you have any questions or help in submitting an article to Topside. Topside is USCG East District - Northern Region's quarterly publication that has been ongoing since 1943. It is the Auxiliary's longest, continually published newsletter in the country. To view the Topside Archives, click here:

[Topside Archives](#)

## USCG East District - Northern Region Mission Statement:

**The Publication Department exists in order to keep the Coast Guard, our membership, other government agencies, and the boating public informed through various formats and publications. In doing so the Department strives to showcase Auxiliary activities and achievements to other stakeholders and seeks to attract members of the public to potentially become new Auxiliarists.**

*From the Publication Department's National [Website](#):*

*In order for us to showcase the best representation of the Auxiliary and the important work we do as America's Volunteer Guardians, we need your help in telling our story. These important projects are needed to also diversify the incredible variety of what we do as Auxiliarists. From serving as a chaplain in the Northeast, playing in a Coast Guard band in Virginia, or conducting a surface operation in Florida, all articles are good articles.*

We also need your help in spearheading this important work by volunteering to be on the publication team as an ADSO-PB, SO-PB, or FSO-PB. If you are interested, please reach out to me at [tpmarks@comcast.net](mailto:tpmarks@comcast.net). For those currently serving or for those interested, the resources below should be of great help:

[Publication Officers Tools](#) - Tools and Resources for Publication Officers

Thank you,

Timothy P. Marks, DSO-PB

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# Information from Around the District



# *Western Area Training Day*



**WELCOME to the East District - Northern Region**

## **Western Area TRAINING DAY**

D-Capt W – Walt Conway at [wcaclu@verizon.net](mailto:wcaclu@verizon.net)

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**Saturday April 25, 2026**

9 am – 4 pm (Lunch Provided)

**Messiah University**

One University Ave, Frey Academic Bldg

Mechanicsburg, PA 17055

Uniform of the day - Trops

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### **Registration Instructions:**

**Register with your Division Commander by April 1<sup>st</sup>**

Divn 15 – George Roth – [garoth.cgaux@gmail.com](mailto:garoth.cgaux@gmail.com)

Divn 19 – Elizabeth Pittinger – [egermick3483@gmail.com](mailto:egermick3483@gmail.com)

Divn 20 – Steve Bugaj – [drsbugaj@yahoo.com](mailto:drsbugaj@yahoo.com)

**Join us for a great day of training, camaraderie, and fun!**

# Eastern Area Training Day

Registration required for this training event at <https://forms.gle/kmJ2BYKj8Db9jY158>

Location is Google maps link: <https://maps.app.goo.gl/6nzxn65z95wdQ3XLA>

James Hall  
Rowan University  
445 N. Campus Dr.  
Glassboro NJ 08028

Room assignments will be handed out at the registration table. Most classes require a minimum of 4 members or will be cancelled. If you chose a class that will be cancelled, we will notify you by March 18th.

Contact Paul Whitman - [prwhitman@comcast.net](mailto:prwhitman@comcast.net) 609-352-0657 or

Contact Jim Wintrode - [jimwintrode@verizon.net](mailto:jimwintrode@verizon.net)

Saturday	ROOM	ROOM	ROOM	ROOM	ROOM	ROOM	ROOM	ROOM	ROOM	ROOM
8-9	Ethics	Cold Weather Work Shop	Culinary Part 1	AFLC DAY 1 Part 1	FIRST AID Part 1 Certified Limit 12 Cost \$30	AD2 - General	TCO Work Shop	TCO PQS Part 1	NAV Basics	Paddle Craft Safety
9-10	Security	All About Boat Crew				AD2 - Activity				
10-11	Harassment	OPS Work Shop				AD2 - Reports	PV		NAV Crew Refresh	
	Civil Rights					Aux Officer				
11-12	Privacy									
12-1	LUNCH in Cafeteria									
1-2	Assault	TCT/RM	Culinary Part 2	AFLC DAY 1 Part 2	FIRST AID Part 2	ETS (DirAux)	VE Work Shop	TCO PQS Part 2	NAV SAR Refresh	
2-3	Suicide			Awards Writing	Narcan	Public Affairs Promoting Advertising				
3-4	Blood Borne Pathogen			Instructor Work Shop	Severe Bleeding Control					
4-5										

Sunday	ROOM	ROOM	ROOM	ROOM	ROOM	ROOM	ROOM	ROOM	ROOM	ROOM
8-9	Ethics	VE Work Shop	PV Work Shop	AFLC Day 2 Part 1	FIRST AID Part 1	AD2 - General				NAV Basics
9-10	Security					AD2 - Activity				
10-11	Harassment	OPS Work Shop				AD2 - Reports	AUX Officer	NAV Crew Refresh		
	Civil Rights									
11-12	Privacy									
12-1	LUNCH in Cafeteria									
1-2	Assault	TCT/RM		AFLC Day 2 Part 2	FIRST AID Part 2	Instructor Work Shop				NAV SAR Refresh
2-3	Suicide				Severe Bleeding Control					
3-4	Blood Borne Pathogen									

## *Virtual Trainings*

### **March 23rd - Required Risk Management /TCT Refresher workshop**

1900hrs. Pre-registration is required by using the following link.

<https://attendee.gototraining.com/r/7394056721009819393>

### **March 25<sup>th</sup> - Required Telecommunications (TCO) workshop**

1900 hrs., Pre-registration is required by using the following link.

<https://attendee.gototraining.com/r/7028271192681462017>

### **April 8th - Required Risk Management /TCT Refresher workshop**

1900hrs. Pre-registration is required by using the following link.

<https://attendee.gototraining.com/r/5208027493875017217>

For other District wide training opportunities go to the new [Member Training Calendar](#) located on the East District – Northern Region website.

## *Central Area Training Day*

Central Area Training is being planned.  
Announcement coming soon



## *The Renamed Coast Guard Districts*

Legacy CG District Name	New CG District Name	New CG District Abbreviation	Legacy Auxiliary District/Region Name	New Auxiliary District/Region Name	New Auxiliary District/Region Abbreviation	AUXDATA Code
USCG First District	USCG Northeast District	CGD-NE	First Northern Region	USCG Northeast District - Northern Region	CGD-NE-NR	013
			First Southern Region	USCG Northeast District - Southern Region	CGD-NE-SR	014
USCG Fifth District	USCG East District	CGD-E	Fifth Northern Region	USCG East District - Northern Region	CGD-E-NR	053
			Fifth Southern Region	USCG East District - Southern Region	CGD-E-SR	054
USCG Seventh District	USCG Southeast District	CGD-SE	Seventh District	USCG Southeast District	CGD-SE	070
USCG Eighth District	USCG Heartland District	CGD-H	Eighth Western Rivers	USCG Heartland District - Western Rivers	CGD-H-WR	085
			Eighth Eastern Region	USCG Heartland District - Eastern Region	CGD-H-ER	082
			Eighth Coastal Region	USCG Heartland District - Coastal Region	CGD-H-CR	081
USCG Ninth District	USCG Great Lakes District	CGD-GL	Ninth Western Region	USCG Great Lakes District - Western Region	CGD-GL-WR	095



## *The Renamed Coast Guard Districts*

			Ninth Eastern Region	USCG Great Lakes District - Eastern Region	CGD-GL-ER	092
			Ninth Central Region	USCG Great Lakes District - Central Region	CGD-GL-CR	091
USCG Eleventh District	USCG Southwest District	CGD-SW	Eleventh Northern Region	USCG Southwest District – Northern Region	CGD-SW-NR	113
			Eleventh Southern Region	USCG Southwest District – Southern Region	CGD-SW-SR	114
USCG Thirteenth District	USCG Northwest District	CGD-NW	Thirteenth District	USCG Northwest District	CGD-NW	130
USCG Fourteenth District	USCG Oceania District	CGD-O	Fourteenth District	USCG Oceania District	CGD-O	140
USCG Seventeenth District	USCG Arctic District	CGD-A	Seventeenth District	USCG Arctic District	CGD-A	170



# Strengthening Readiness: The Emergency Management Directorate

*Article by Pamela Thompson , DSO-EM*

**Preparedness is not accidental—it is built, trained, and sustained.** Within the U.S. Coast Guard Auxiliary, the Emergency Management Q Directorate ensures operational readiness across the Coast Guard. EM Auxiliarists provide planning, exercises, training, and incident support so that when emergencies occur, the Coast Guard is ready.



**Pamela Thompson**  
District Staff Officer - EM

Aligned with the **National Incident Management System (NIMS)** and **Incident Command System (ICS)**, EM members assist with contingency planning, continuity coordination, documentation, and staff augmentation during real-world events. From severe weather responses to operational contingencies, EM Auxiliarists are a force multiplier

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## Operational Impact

The EM Directorate and **IMAST (Incident Management Auxiliary Support Team)** have a proven record of assisting Coast Guard operations during critical incidents. A few examples:

- **Pope Visit** - public safety coordination
- **Democratic National Convention** - operational planning support
- **Francis Scott Key Bridge Collapse** - situational, logistics, and public information support
- **Algoma Verity Grounding** - incident management and resource tracking
- **Geospatial Damage Assessment** - working with FEMA following hurricanes, flooding, wildfires, and tornadoes

Additionally, EM members **participate in annual drills with the Coast Guard** to maintain **Emergency Management Force Readiness**, keeping skills sharp and readiness high for any real-world incident. These efforts demonstrate how EM members directly strengthen Coast Guard readiness and community safety.

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## IMAST: Incident Management Auxiliary Support Team

The **IMAST team, unique to the East District Northern Region**, is a trained group of Auxiliarists providing structured support within Incident Command Posts and Emergency Operations Centers.

IMAST members assist with:

- Personnel Check In/Out
- Situation reporting and documentation
- Resource tracking and logistics coordination
- Planning Section support
- Operational and administrative functions
- Communications and coordination tasks
- Software support

IMAST personnel integrate seamlessly with Coast Guard and partner agency teams, providing professional, trained support without drawing active-duty members away from primary missions.

# *Strengthening Readiness: The Emergency Management Directorate*

*Article by Pamela Thompson, DSO-EM*

## **Why Join Emergency Management or IMAST?**

If you want to expand your operational impact, Emergency Management offers a meaningful, mission-focused pathway. As an EM or IMAST member, you will:

- Gain practical ICS and emergency management experience
- Support Coast Guard sectors during high-tempo operations
- Participate in exercises that strengthen national preparedness
- Work alongside experienced emergency management professionals
- Contribute during times when operational support matters most
- Be part of a disciplined, capable, mission-driven team

No prior emergency management experience is required - just professionalism, commitment, and willingness to train. Members complete ICS coursework, FEMA training, and hands-on operational assignments.

**NOTE:** 2026 is slated to be a BUSY year for EM and IMAST in our district. Philadelphia will host the FIFA World Cup, MLB All-Star game, and the USA 250 this year.

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**Emergencies do not wait, and readiness does not happen by chance.**

The Emergency Management Directorate and the IMAST team are always seeking motivated Auxiliarists ready to serve in a dynamic, operationally relevant role.

**Train today. Support tomorrow. Strengthen Coast Guard resilience.**

DSO-EMs from around the country

**Because Emergencies are Local.**

*Photo by Robin Priestley, 085-09-11*



# 2025 Year in Review

Data compiled by Paul Whitman. Graphic created by Chris Orlando with AI help

U.S. COAST GUARD AUXILIARY

# YEAR IN REVIEW

• East District - Northern Region •

# 2025

— Enhancing Recreational Boating Safety —

 <b>82</b> Boating Safety Classes	 <b>5,712</b> Vessel Exams Performed
 <b>1,436.50</b> Total Direct CG Support Hours	 <b>8,150.50</b> Total Surface Patrol Hours

— VOLUNTEERS MAKING A DIFFERENCE! —



# *The Silent Killer: Staying Safe from Carbon Monoxide on the Water*

*Article by Leon C. DeFulgentis, AuxPA1*

Boating is synonymous with fresh air and open horizons, but there is a hidden danger that every boater needs to understand: Carbon Monoxide (CO). CO is often called a silent killer because it is an odorless, colorless, and tasteless gas produced by anything that burns fuel. This includes your boat's engines, generators, and cooking stoves. Because CO is virtually undetectable, it can build up very quickly in and around your boat, turning a day on the water into a life-threatening emergency. Boats are unique risks because unlike a car where exhaust is whisked away behind you, boats operate in dynamic environments where water flow and wind can trap gases. The "Station Wagon Effect" is a dangerous phenomenon when air moving over the boat creates a vacuum behind the transom, pulling exhaust fumes back into the cabin or cockpit. This can occur even while moving at cruising speeds. Additionally, CO can accumulate near swim platforms (dangerous levels of CO can gather near the exhaust vents or around the rear platform), inside enclosed cabins and under boat covers, and from other boats (if docked closely to others, CO can vent directly into your cabin).

A big challenge with CO poisoning is recognizing its signs. Early symptoms often mimic common boating issues like seasickness or sunstroke. However, even if one passenger on board starts feeling "off", treat it as a CO emergency. For example: Someone may be below deck exposed to CO and the rest of the passengers on the top deck. Better to risk being wrong than to have a medical emergency develop.

## **CO Poisoning Symptoms:**

- Dull headache
- Dizziness/Fatigue
- Nausea or Vomiting
- Confusion
- Shortness of Breath

It is important to increase your awareness and perform proper maintenance to avoid CO buildup. Install marine-grade detectors and never use a household CO detector as they are not built for salty and humid environments. Place detectors in every interior area where people sleep or gather. Maintain your exhaust and check for leaks in the manifold and muffler every season. Ventilate interior areas as much as possible. Even in cold and rainy weather, ensure that there is a flow of fresh air through the cabin. Never allow "Teak Surfing" as the highest concentration of CO is in this area. Passengers should not hold onto the swim platform or "drag" behind the boat when the engine is running.

*Continued on the next page...*

# *The Silent Killer: Staying Safe from Carbon Monoxide on the Water*

## *Continued*

If your CO alarm sounds or someone onboard displays symptoms move them to fresh air immediately (bow or an open deck) and immediately shut down all engines and generators. Do not ignore the alarm, even if you feel fine CO gas may be building up to lethal levels. Follow up and seek medical attention; CO stays in your bloodstream for hours and professional evaluation is vital. Stay vigilant and maintain your vessel so that the only thing you bring back from your boating trip are good memories! Keep in mind that aside from boating many dangers from CO are also present in your business or home. It is essential to have a functioning CO detector in each level of your business or home.

**Sources:** USCG.mil, NIH.gov, Mayoclinic.org

**Photos:** Carbon Monoxide Infographic Source: Safe Boating Campaign



# *AUXAIR Conducts Ice Monitoring Flights*

*by COMO Joseph Giannattasio*

**DELAWARE BAY** - The 2026 winter season was marked by multiple polar vortex events, making it the coldest in ten years for the coastal areas of southern New Jersey. In February, the Auxiliary East District–Northern Region Aviation Program (AUXAIR) was tasked with assisting USCG Aids to Navigation Teams (ANT) Cape May and Sector Delaware Bay by bringing ANT members on board and conducting area overflights to assess, monitor, and document aid discrepancies and ice coverage in critical waterways and inlets.

The intense cold caused significant ice buildup in the Delaware Bay, allowing people to walk out onto the ice near the sunken remains of the concrete ship, SS *Atlantus*, near Cape May Point. Known as the most significant freeze in recent memory, the bay was completely frozen, stopping ferry service for several days in January and February.

Does salt water freeze? Salt water freezes at 28.4 degrees, which is roughly four degrees cooler than fresh water, which freezes at 32 degrees.



Top: **Cape May** / Lewes ferries iced in their respective docks.

*Coast Guard Auxiliary photo by Joseph Giannattasio.*

Left: Consolidated pack ice surrounds the remains of the concrete ship, SS *Atlantus*, near Cape May Point.

*Coast Guard Auxiliary photo by Joseph Giannattasio.*

# AUXAIR Conducts Ice Monitoring Flights

## Continued



Counter Clockwise from top:

Auxiliary and Coast Guard ice flight crew members (left to right) AUX Robin Moon observer, BM3 Williams, BM1 Podolski.

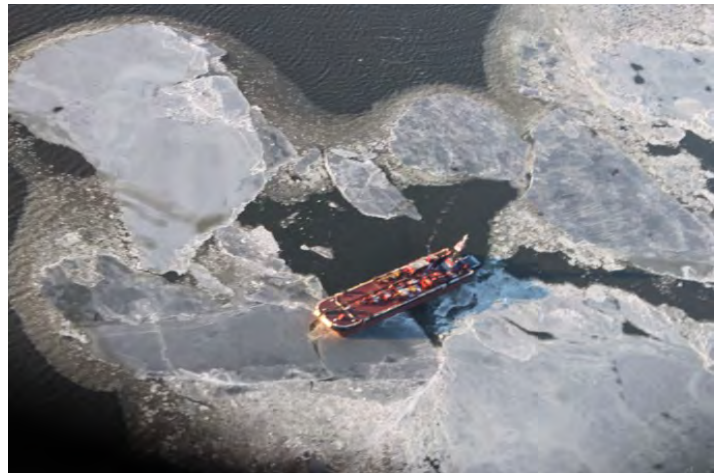
*Coast Guard Auxiliary photo by Gary Goldberg.*

Ice buildup under the dual main spans of the Delaware Memorial Bridge.

*Coast Guard Auxiliary photo by Hans Gebman*

A barge vessel surrounded by ice floes in the Delaware River.

*Coast Guard Auxiliary photo by Hans Gebman.*



Grounded ice in the Delaware River north of Philadelphia.

*Coast Guard Auxiliary photo by Curtis Miller.*

# Monaghan Fishing Show

Article by Ellaina Horton

From 08:00 to 15:00 on January 24th, over two hundred people engaged with members of the Goldsboro Flotilla (19-02) at the Annual Monaghan Fishing Show in Northern York County promoting the Coast Guard Auxiliary and boating safety. Many children with their parents stopped by to receive stickers and coloring books, creating a welcoming and educational environment for families.

The event went very well. We spoke with numerous attendees about fishing and boating safety, answering questions and sharing information on how the Coast Guard and Coast Guard Auxiliary work together to keep the public safe and promote responsible behavior on the water. In total, 226 people stopped by our table to learn more about our mission and services.

Several individuals signed up for the next boating safety class, and many others expressed strong interest in future training opportunities. Overall, the event was highly successful in increasing public awareness, community engagement, and participation in boating safety education.

Overall, the event was a success by reaching out to these individuals, increasing awareness of the Coast Guard Auxiliary's mission, and encouraging participation in boating safety education. Several attendees expressed an interest in upcoming classes and expressing interest in continued involvement.



**Left:** Set up of display day before show.

**Right:** During the Show, Rick Taylor, Rick Flowers, and Gordon Horton talking with guests and visitors. Over two hundred people came to our table and talked with the members that were present.

*Pictures by Ellaina Horton*

# Understanding Boating “Rules of the Road”

Article by Leon C. DeFulgentis, AuxPA1

Understanding boating “rules of the road” is really about clear communication and having knowledge of the pecking order (hierarchy of who has the right of way when two different types of boats meet). These rules are officially known as **COLREG’s** or **Inland Navigation Rules** and are designed to prevent collisions.

***(\*\*Keep in mind that this is only a brief overview of the COLREG’s/ Inland Navigation Rules, consult these regulations for more detailed information\*\*)***

## Responsibility

The navigation rules state that you are responsible for avoiding a collision, even if you have the “right of way.” If a collision is imminent, you must do whatever it takes to avoid the collision. When boating keep in mind that there is no such thing as “right of way” in a legal sense. There is only the **Stand-on** vessel and the **Give-way** vessel.

- **Stand-on Vessel:** The boat that should maintain its course and speed.
- **Give-way Vessel:** The boat that must take early and substantial action to stay clear.

## Common Scenarios

In all cases noted below, make your movements **early and obvious** so that the other captain knows your intent.

- **Head-On (Meeting):**

Both boats are give-way. Both boats should alter course to starboard (right) to pass each other port-to-port (left side to left side), just like cars on the road.



- **Crossing:**

If a boat is approaching from your starboard (right) side, you are the give-way vessel. You must yield, the person on the right has priority. Slow down or turn to pass behind them.



# *Understanding Boating “Rules of the Road”*

## *Continued*

- **Overtaking:**

The boat doing the passing is always the give-way vessel. The passing boat must stay clear of the boat being passed, regardless of whether it’s a sailboat passing a motorboat or vice-versa.



### The Pecking Order (Hierarchy)

#### Priority/Vessel Type/Description

- 1 (Highest) **Not Under Command** - Broken down or unable to steer
- 2 **Restricted Maneuverability** - Dredges, tugs with tows, or boats working on pipes
- 3 **Constrained by Draft** - Large ships that can only stay within deep channels
- 4 **Fishing (Commercial)** - Boats with nets, lines, or trawls out
- 5 **Sailing** - Under sail alone (if the engine is on, it’s considered a powerboat)
- 6 **Power-Driven** - Recreational motorboats
- 7 (Lowest) **Seaplanes** - Aircraft on the water

### Sound Signals (The Basics)

- 1 Short Blast: “I intend to leave you on my port side” (I’m turning right)
- 2 Short Blasts: “I intend to leave you on my starboard side” (I’m turning left)
- 3 Short Blasts: “Operating astern propulsion” (I’m operating in reverse)
- 5 Short Blasts: The Danger Signal. (“I don’t understand your intentions or warn of a potential collision”)

**1 Prolonged Blast (4-6 seconds):** Used to signal departure from a dock, warn of a blind bend, or when approaching restricted visibility.

**1 Prolonged + 3 Short Blasts:** Indicates departing a dock in reverse.

### Navigation Aids: “Red Right Returning”

When returning from the open seas or heading upstream (toward the source of the water)

- Keep **Red** markers (nun buoys) on your **Right** (starboard) side.
- Keep **Green** markers (can buoys) on your **Left** (port) side.
- Numbers on the buoys will **increase** as you head toward port or upstream.

*Sources: USCG.mil, BoatUS Foundation*

*Infographics Credit: BoatUS Foundation*

# Small Craft Advisory

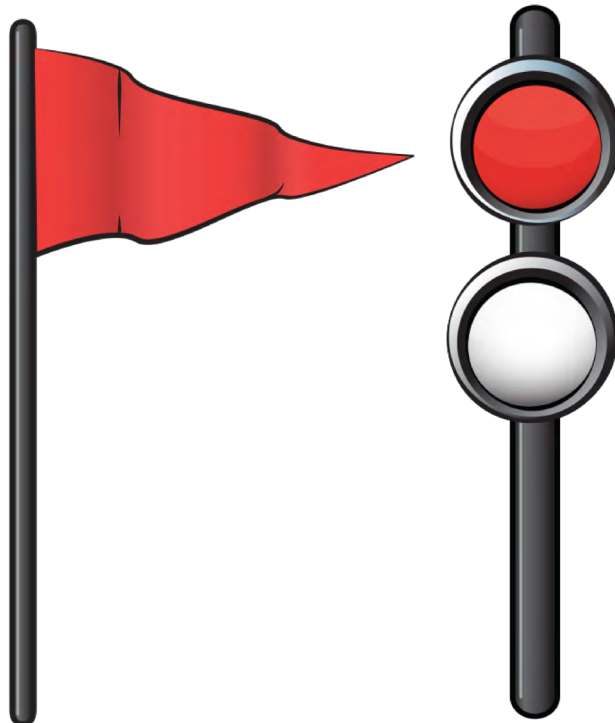
by **COMO Joseph Giannattasio**

While there is no exact legal definition of a “small craft,” a Small Craft Advisory (SCA) is generally meant for boats under 65 feet long, or for any boat that could be affected by dangerous weather conditions.

Small craft advisories also vary by location. They are usually issued when winds are expected to be between 28 and 38 miles per hour, or when waves are about 5 to 7 feet high. In protected areas like harbors or bays, advisories may be issued at lower levels, such as winds around 24 miles per hour or waves around 4 feet. Local weather forecasters may adjust these numbers based on local conditions.

In real life, deciding whether to go out on the water depends on several things: the skipper’s experience, how capable the boat is, and how comfortable the passengers are with rough conditions.

## SMALL CRAFT ADVISORY



# *Cold Weather Boating Departure Checklist*

*Article by Leon C. DeFulgentis, AuxPA1*

## **Boat Systems/Mechanical Check**

Ensure your battery is fully charged and the terminals are free of corrosion.

**Outboards:** Ensure that the motor is stored in the down position to prevent water from freezing in the gearcase.

**Thaw Cables:** Test the throttle and steering wheel to ensure that moisture has not frozen in the cable jackets-do not force them.

**Raw Water Intake:** Visually check for water flowing from the exhaust. Ice can form and cause overheating.

**Fuel:** To minimize condensation, ensure that your fuel tank is at least 90% full. Use a fuel stabilizer if you are not running your boat frequently.

## **Deck/Exterior Safety**

**De-Ice the Deck:** Fiberglass that is frozen is very slippery, use marine safe de-icer to clear walking paths.

**Frozen Lines & Cleats:** Use lukewarm water to break the ice if the lines are frozen.

**Drain the Bilge:** Confirm that the bilge pump is operational and the bilge is dry.

**Scuppers/Deck Drains:** Check and clear any obstructions to allow proper water flow.

**Check Navigation Lights:** Ensure that all lights are working in case your return is delayed into twilight. Always have a backup spotlight & flashlight onboard.

## **Personal Gear/Apparel**

**PFD/PPE:** Depending on the water temperature (not the air temperature), use the appropriate PPE, starting with a USCG approved foam-filled life jacket or float coat if the water temperature is above 60 degrees. Foam provides much-needed insulation and are more reliable than CO2 cartridges in freezing temperatures. Wear coveralls if the water temperature is between 50-60 degrees. For water temperatures below 50 degrees, you should be outfitted with a dry-suit including insulation layers.

**ECOS/Emergency Engine Cut-Off Switch:** A crucial safety device that immediately stops a boat's engine if an operator is thrown overboard. If your boat has one, you must use it, even if it was not original equipment.

**Dry Bag:** Pack a change of dry clothes (socks, thermals, hat) in a waterproof bag.

Wear waterproof boots with thermal socks along with windproof gloves.

## **Safety/Communication**

**Float Plan:** Tell someone exactly where you are going and when you will return. Include the name of your vessel, number of people onboard, your route, departure time and "drop dead" time (when someone should notify the Coast Guard). A vital safety requirement in cold temperatures.

**VHF Radio:** Keep a VHF handheld clipped to your PFD. Do not rely solely on a cell phone due to reception offshore and shorter battery life in cold weather. A PLB/EPIRB are very important if you have them as well.

**The 1-10-1 Rule:** Extremely important in case of immersion. 1 minute to control your breathing/10 minutes of meaningful movement before swim failure/1 hour before losing consciousness from hypothermia.

Try not to boat alone in cold water, if you fall overboard reboarding a boat is extremely difficult alone.

**Sources:** *USCG.mil and National Safe Boating Council.*

# History of the District and Auxiliary



# *Saving East District Northern Region History*

*By Tim Marks, DSO-PB*

## *A continuing announcement:*

In talking with Steve Marthouse, our District Historian, he thought it would be interesting and more valuable to you, the members, if he would have your input as to what you might like him to write about, cover, or explain rather than him trying to write something that he thinks you would be interested in.

The idea is that Steve would create a column in each newsletter such as "Ask the Auxiliary Historian" or "Ever wonder why the Auxiliary \_\_\_\_\_?"

So, here is your chance! The Coast Guard Auxiliary and the District have a long and storied history, with the Coast Guard having a history as old as the country. Is there something you were wondering about? Is there a topic you wanted to learn more about? Is there a piece of Coast Guard or Auxiliary history that you wish you knew more about?

Feel free to ask your questions directly to Historian Marthouse. He will then address them in future issues of Topside.

**Email: [sjmarthouse@gmail.com](mailto:sjmarthouse@gmail.com)**



*Steve Marthouse  
SNR Historian  
ADSO-PB History*



# Exploring Local Coast Guard Auxiliary History: Ideas for District, Division, or Flotilla-Based History Collections

by Timothy P. Marks, DSO-PB

Local Coast Guard Auxiliary history offers a unique and personal lens through which members can engage with the past. Unlike abstract historical events found in textbooks - district, division, or flotilla-based sources provide opportunities for members to connect with the Auxiliary's history in a meaningful, tangible way. District Historians—or local Auxiliary history buffs—can effectively showcase their findings by leveraging Auxiliary social and print media and by creating digital exhibits that engage members through history-related digital archives. Exploring the stories, people, and milestones within their own backyards not only enhances historical understanding but also fosters a deeper sense of belonging and identity.

At the request of the East District - Northern Region's Division 08 Commander Bob Ward, COMO Joe Giannatasio compiled historical research, photographs, and articles documenting key events within the division and its flotillas, dating back to the early 1940s. With the assistance from one of the division's web gurus, Bill Roadarmel VCDR, this material has been archived in a cloud-based storage service where all members can review, download, and enjoy the content.

Below are links to the folders that were created:

Division 053-08 History Articles

[https://drive.google.com/drive/u/1/folders/1i6IQL3fv31Sb\\_oehelbf\\_JVAvC8d3zWw](https://drive.google.com/drive/u/1/folders/1i6IQL3fv31Sb_oehelbf_JVAvC8d3zWw)

Historic Division 053-08 Reference Materials

<https://drive.google.com/drive/u/1/folders/1Zp8Fsfu2gkdPeLviFRJfMVCb38k554S6>

Exploring local Auxiliary history through unit-based sources offers members an enriching opportunity to connect with their heritage in a hands-on and engaging way. By delving into the stories, places, and members that make their units unique, Auxiliarists gain a deeper understanding of the Coast Guard Auxiliary and develop a strong sense of pride in their local history. Whether shared through newsletters, social media posts, or digital archives, these historical vehicles encourage a lifelong appreciation for the Auxiliary's history.

*Continued on the next page...*

# Exploring Local Coast Guard Auxiliary History: Ideas for District, Division, or Flotilla-Based History Collections

Continued



**POCONO MOUNTAINS, PA** - Auxiliary Radio Communications Training event - August, 1947.

*Coast Guard Auxiliary photo from Cape May, NJ flotilla archives.*



**CAPE MAY, NJ** - Local men who successfully completed the "Boating Education" course offered by the Cape May Flotilla receive their certificate of completion. Pictured (Left to Right); Howard Sreder, William Matthews, CDR Desses (RET) USCG, Immediate-Past Flotilla Commander LCDR Donald W. Lear USCG, Les Bartkowiak, Jack Foy. - January 1949

*Coast Guard Auxiliary photo from Cape May, NJ flotilla archives.*

# East District Northern Region Obscura



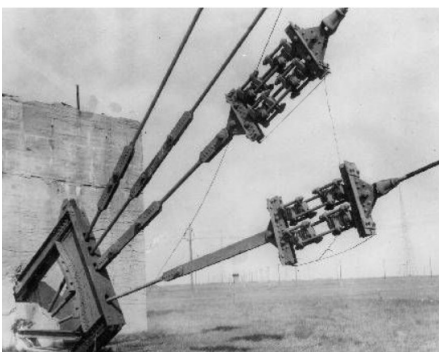
## *The Mysterious Monoliths of Mystic Island*

Standing 20-25 feet tall and 20 feet thick - two in the middle of a road and one in a local resident's backyard, they are known by most as the "Giant Blocks" of Ocean County, NJ. But few actually know what they are.

One hundred and ten years ago in 1912, just before World War One, a German Company "Hochfrequenzmaschinen Aktiengesellschaft für drahtlose Telegraphie" built a transatlantic telegraph station on the Jersey Shore coast along a section of Little Egg Harbor Township known as "Mystic Island". The wireless telegraph tower stood 820 feet, which made the structure the second largest tower in the world, next to the Eiffel Tower in Paris. At its inception, it was the most powerful transatlantic transmitter in the United States. The massive blocks were used as cable anchors for the tower.



*Above: Photographs by COMO Joseph Giannattasio*



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TOPSIDE invites you to check out East District - Northern Region Obscura — a community space where members can share cool, unusual, or lesser-known spots around our district.

If you know of a unique place in your area — maybe it's a special scenic spot, an interesting landmark, or a local secret — snap a few photos and send them in with a short description to our Editor. By sharing, you'll help other members discover new places to explore and enjoy on their own adventures!

# Photos from Across the District



# *The Murderkill River*

*Article and Photos by Al Gumminger*

On 24 JAN 2026, Auxiliarist Al Gumminger went to Bowers Beach to check on the SARDET Station. The Murderkill River was frozen and the air temperature was 21 degrees. It had been many. many years since he saw ice in the Murderkill River and Delaware Bay.





**USCG TRACEN CAPE MAY** - Among his many responsibilities within the Coast Guard Auxiliary, Robert Ward, Division Commander 08 also makes time to augment the active duty instructor cadre at the Seamanship School at TRACEN. Did you know that more than 25 Auxiliarists regularly provide authorized instruction and operational support within 11 tenant commands and activities within TRACEN Cape May?

*Photographs by  
COMO Joseph Giannattasio*

The Coast Guard Auxiliary proudly celebrates its 86th anniversary today. Since its founding on June 23, 1939, the Auxiliary has built a remarkable legacy of uniformed volunteer service, playing a vital role in safeguarding America’s waterways and boating communities.

Originally established through Congressional authorization as the Coast Guard’s “Volunteer Reserve,” and formally defined in U.S. Code in 1941, the Auxiliary has since become an integral part of the Coast Guard mission. Its dedicated and skilled volunteers continue to support operations across the country—from coastal shores to inland lakes and rivers.

The Coast Guard Auxiliary stands as a shining example of innovative volunteer service and a steadfast partner in maritime safety and security.

PHOTO: Original Coast Guard (volunteer) Reserve and Coast Guard Auxiliary Cap Devices. - From the COMO Joseph Giannattasio collection.

Coast Guard Auxiliary photo by Joseph Giannattasio.



# A Message from the Editor

Good day East - Northern,

I hope this finds you well. Commodore Schifini wanted to feature the different departments and divisions of the district. So, this month the departments in the Logistics Directorate as well as the Eastern Divisions were featured. The next several issues will feature different divisions and departments.

As boating season approaches, keep in mind supporting this publication and sending pictures, articles, etc. my way. I am very much appreciative of all who have supported Topside in the past. Thank you.



**Timothy Marks**  
District Staff Officer -  
Publications

Semper Paratus,  
Tim Marks  
DSO-PB

## United States Coast Guard Auxiliary East District, Northern Region

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### Come Visit us on the Web

Coast Guard Auxiliary homepage:

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

Website:

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



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# Parting Shot

A photograph showing the back of a person wearing a blue baseball cap and an orange safety vest with reflective silver stripes. The person is looking towards a large, vibrant fireworks display in the night sky. The fireworks are primarily purple and blue, with some yellow and white streaks. In the background, some city lights are visible on the right side.

Coast Guard Auxiliary provides security during Independence Day event. U.S. Coast Guard Auxiliary District Fifth-Northern members maintain a security zone for a fireworks display on the Delaware River, June 28, 2025. Philadelphia launched fireworks from a barge off of Penn's Landing leading up to Independence Day.

Coast Guard Auxiliary photo by Joseph Giannattasio