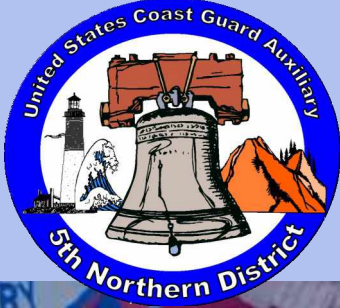


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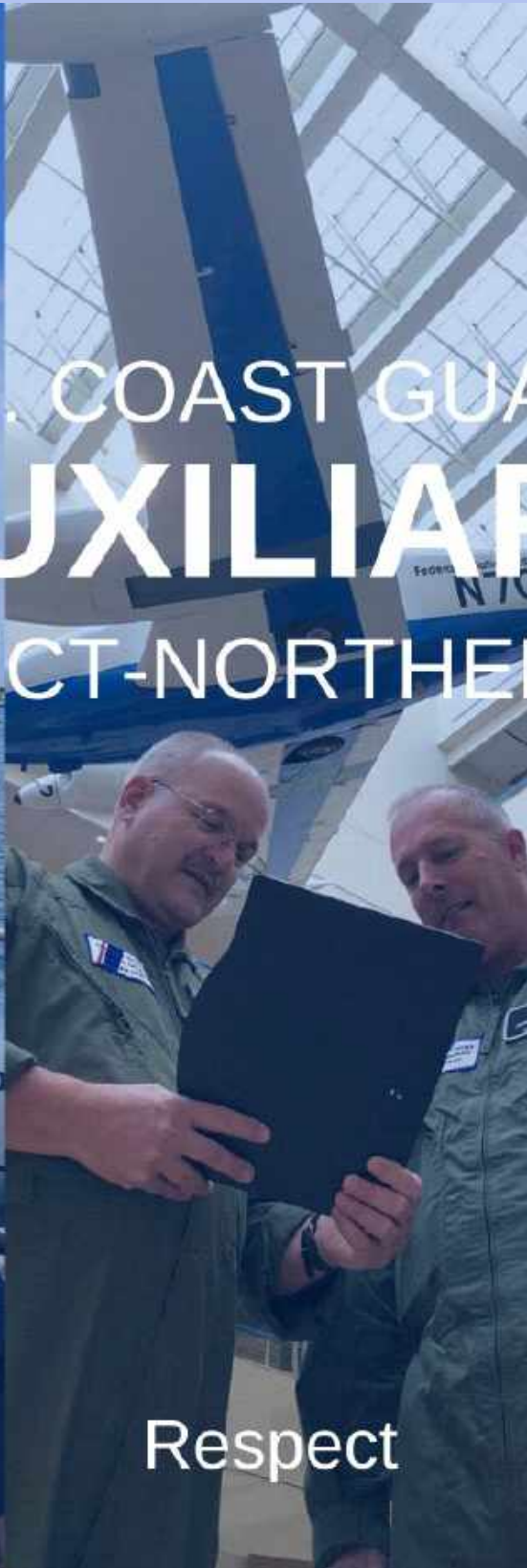
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U.S. COAST GUARD AUXILIARY

5TH DISTRICT-NORTHERN REGION



Honor



Respect



Devotion
to Duty

Inside this issue:

<i>Table of Contents</i>	2
<i>5NR Leadership</i>	2
<i>Commodore's Message</i>	3
<i>Chief of Staff's Message</i>	5
<i>DIRAUX Message</i>	6
<i>Getting to Know Our DCAPT's</i>	7
<i>Focus on 5NR Departments</i>	14
<i>Information from Around the District</i>	28
<i>COVID-19 Information</i>	48
<i>Photographs</i>	51
<i>Message from the Editor</i>	55
<i>Contact Information</i>	55
<i>Parting Shot</i>	56

Leadership of 5NR

Director of Auxiliary (DIRAUX)
LCDR Victoria Taylor

Operations Training Officer (OTO)
CWO4 Douglas Schubert

District Commodore (DCO)
COMO Thomas J. Dever

District Chief Of Staff (DCOS)
Joseph J. Giannattasio

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

District Captain East (DCAPT-E)
Noreen Schifini

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

Immediate Past Commodore
COMO Barry M. Kyper

President Past Captains Association
Alfred O. Grimminger

Division Commanders

DCDR 01 David J. Clendening
DCDR 04 Peter A. Lacey
DCDR 07 Allan R. Cromheim Sr.
DCDR 08 James Edward Hans
DCDR 12 Peter C Branker
DCDR 15 Diego Herrera
DCDR 16 Terry F. Bearce
DCDR 17 Joseph R. Mathews
DCDR 18 Kathleen A. Kunyczka
DCDR 19 Richard B. Taylor, II
DCDR 20 Mark Eugene Lancaster
DCDR 21 Terry L. Hilbert

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

D-AA Phil Walmsley

DSO-C Vickie M. Tyler

DSO-C COMO Ken Brown, Janet Brown

DSO-DV Ruth A. Bearce

DSO-FN COMO Robert J. Perrone, Sr.

DSO-LP Martin C. Mooney Sr.

DSO-SL Harry W. Otto

DFSO Thomas Callahan III

DDC-Logistics Robert G. Vanderhook

DSO-CS Richard Taylor, II

DSO-FS Noreen Schifini

DSO-HR Steven G. Trojanov

DSO-IS COMO Jan Robert Munroe

DSO-MA Armand F. D'Auria

DSO-PB Timothy P Marks

DSO-SR Celia A. Crowley

DSO-AS William T. Skelly

DDC-Prevention Alfred O. Grimminger

DSO-MS Gregg R. Bollinger

DSO-MT Theodore R. Hall

DSO-NS Frank J. Williams

DSO-PA COMO Kevin C. Murphy

DSO-PE Pamela L. Thompson

DSO-PV Russell M. Galson

DSO-VE Edwin W. Seda

DDC-Response Douglas L. Smith

DSO-IM Gregory M. Stough

DSO-CM Richard F. Lord

DSO-AV William A. Fithian

DSO-OP Kurt P. Sarac, Sr

Front Cover: Collage of various activities of members of 5NR before the events of COVID-19.

Graphic created by Christopher Orlando

From the Desk of the Commodore

Thank you to the wonderful members of District 5NR for your service, dedication, and adaptability in the face of the Covid-19 pandemic. You adjusted to each course correction and change to our mission that we had to make in this unforgettable year. Throughout it all you have done whatever you could to serve the public and your fellow members while keeping everyone's safety foremost in your planning. Thank you, district, division, and flotilla leaders, for your leadership – your positive attitudes have inspired all of us and have led to high spirits and good morale despite the challenges we have all faced this year!

Please enjoy this issue of Topside. Tim Marks, DSO-PB has once again done a fantastic job. You will get to better know your District Captains (DCAPTs). You will learn about the great progress our new Aux Scout program has made under the leadership of Bill Skelly, DSO-AS, the Marine Safety Program under the direction of Gregg Bollinger, DSO-MS, about our District Materials staff led by Armand D'Auria, DSO-MA and Public Affairs, thanks to Sandy Dalton, FSO-PA 08-02. News, an entertaining quiz and much more from throughout our district rounds out the issue.

Thank you!

Here are some of the things I would like to be sure you know. Please visit our district website at www.5NR.org for the most current information on all these (and many other) topics.

District Board Meeting - In keeping with our national leadership's direction to avoid face to face contact when possible, we will be holding our **Fall District 5NR Board Meeting** and **district election** online on Sunday 27 September. Details will be posted on the website when they are available.

Elections - We have a great slate of candidates for our district offices for 2021. It is encouraging to see so many accomplished members offer their services. Our District 5NR Election Administrator, COMO KC Murphy will be available to assist you, directly or through his assistants, with setting up and holding division and flotilla elections. Leaders at all levels – please work with your Chain of Leadership and Management (COLM) to make sure that we have good candidates for each elected office. Please visit www.5NR.org for updates on holding virtual elections.

Flotilla and Division Online Training – Many thanks to the members who have stepped up throughout the district to present training to your flotillas and divisions. The AUXDATA II training has been especially helpful. Remember, you may now proctor tests – lets prepare for the future!

District Online Training – I have been impressed with the range and quality of the training presented online since the pandemic began. Thank you to our technical staff, the instructors and Ted Hall, DSO-MT. The district has plans to present several programs of training again beginning in September. We will be offering much of the training that was to have been available at our Fall D-Train (District Training) and a second program focused on the opportunities available in appointed offices.



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

Continued on page 5...

From the Desk of the Commodore, continued

New Member Enrollment – Thanks to our DIRAUX office we now have a practical, safer way to enroll new members. Once again, information is available on the District 5NR website and from your COLM.

DIRAUX – Our Director of Auxilliary's office continues to work hand in hand with your district's Auxiliary leadership. The recent provision of PPE (Personal Protective Equipment) is just the latest example. Please be sure to view LCDR Victoria Taylor's video in the Article titled *81st Anniversary*, celebrating the recent Auxiliary birthday.

NOGIs (Notes of General Interest) – I hope you have found the District NOGI's this year to be helpful in keeping you informed. We will continue to send these out or provide information through the COLM.

National Association of Commodores' (NAC) Memorial – Through the efforts of COMO Barry Kyper, IPD-CO and your DCOS Joe Giannattasio, our district is helping our NAC to obtain the approvals and construct a memorial for our nation's Commodores who have crossed the bar, at the USCG Training Center (TRACEN) Cape May.

HURREX - Our district recently participated in the USCG District 5 Hurricane Exercise with the major commands in the Coast Guard district. This exercise included an Everbridge accountability drill (thank you for responding) and considerable planning by Greg Stough, DSO-IM. When a hurricane visits us again, we will be ready to assist the Coast Guard.

SARDET Bowers Beach – As a district facility operated by division 12, the Search and Rescue Detachment Bowers Beach, Delaware provides a base for our operations on the Delaware Bay. Late last year, erosion and storms destroyed the adjacent, seaward building on the Murderkill River. We are currently in the process of repairing the SARDET so that it can provide another half century of service. The district has three SARDETs: Bowers Beach, DE, Marcus Hook, PA and Bordentown, NJ and one Station – Long Level in PA. These facilities not only support our recreational boating mission but are important to fellowship, recruiting and retention in areas that do not have nearby Coast Guard Stations.



Message from the Chief of Staff

Invincible Auxiliary

Joseph Giannattasio, District Chief of Staff

There's no way around it. These past five months in District Fifth Northern have been difficult in ways never imagined. The coronavirus pandemic has been both lasting and all encompassing, and there is no one in the entire Coast Guard Auxiliary who hasn't been affected by it in some way.

Auxiliarists have never faced a threat like COVID-19. The Coast Guard first mandated an Auxiliary wide stand-down of all face-to-face activities and now limited reopening of some functions as a protective measure for members, and our men and women have responded to this unprecedented challenge with ingenuity and resilience. We developed new training concepts, alternative meeting methods, and yet we still assisted the active duty by making protective facemasks for Coast Guard families and providing tutoring for their children among other worthy endeavors. We are proving, once again, that the Auxiliary is Invincible - possessing unyielding spirit and stubborn persistence in the face of opposition or difficulty.

During this unprecedented crisis, and with the knowledge the virus is spreading exponentially with each passing day, we must cope with underlying social and economic uncertainties within the district. We remain committed to the health and safety of our members and beyond, and will reevaluate as the situation continues to evolve. To-date COVID-19 has had very minimal effect on 5NR members; this is due in a large part to the sacrifices and diligence committed to safety by every member. But we must not let down our guard too soon, or lulled into overconfidence.

In the scheme of things, my hardships have not been hard at all. I feel lucky to have power, shelter, food, and work, for starters. I will also cherish this time spent with my family. It's far from seamless, but helping my goddaughter obtain her pilot's license, and teaching her how to drive a manual transmission car on an empty Cape May street (an impossible learning ground any other Spring!), have given us unexpected joy. That same young lady has helped me become proficient with the various video conferencing and virtual meeting services and software. I've participated in hours of online meetings and training sessions with many Auxiliary members I haven't seen for over a year now since many of our area training events and district conferences have been cancelled due to lapses in appropriations and now the coronavirus. I try to reach out and call a random member every week, especially those living alone, not necessarily to talk Auxiliary, just to say hi and ask how they are doing. My intention is to see if anyone needs cheering up - more often, I'm the one whose spirits are lifted after chatting with so many amazing individuals whose resolution and resiliency are inspiring.

As a Coast Guard Auxiliarist, I know no other mentality than teamwork. More than ever, we must work together as an organization and a nation. I believe that the Auxiliary's mission, and the men and women for whom built it, embody the standard of excellence called for in a time of crisis. The Coast Guard Auxiliary emerged from the crisis of World War II, a defining era for our country. Their mindset and labor on the home front helped contribute to win the war. Our mission is as critically imperative now as we come to terms with a new reality in the face of this new enemy. How we work together in this time of crisis will determine the outcome and forever define our generation.

Stay healthy, and be well.



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

Message from the DIRAUX, Lieutenant Commander Taylor

I hope all of you remembered your birthday, yes on June 23, our Auxiliary had its 81st birthday. If you watched the birthday video that myself (linked on page 32 of this newsletter), your Commodore, and Chief of Staff sent out, one of the comments I said, "Our District Five Northern Region AUX are Resilient". I am so grateful that you are resilient as we definitely need that character trait now.

We have opened up work for our AUX helping with administration functions only. During an Executive Committee meeting, we discussed opening all operations but your AUX leadership made the tough decision to keep AUX operations suspended for now as COVID cases are increasing and they do not want to put you on a roller coaster ride of opening and then closing, so we are going to readdress this again next month.

Your Aux leadership are amazing. They have to make tough and sometimes unpopular decisions and work very long hours. You have chosen a great group of leaders, please know that they care and are strong advocates for you.

When the time comes for you to do Auxiliary work face to face, please make sure you read my memo with all the new requirements for coming back, and the forms that you will need to fill out and have your OIA sign. The OIA must be an active duty Coast Guard member and if not, then your AUX OIA, must have me review and sign.

Again, I want you to know that we need you and could not function nearly as well as we do without you. Thank you for being Resilient!

Stay well, Keep safe, and stay Semper Paratus.



LCDR Victoria L. Taylor
U.S. Coast Guard
Director of Auxiliary
Fifth District - Northern Region



Getting to Know Our DCAPTs



Robert J. (Jeff) Kuhn, DCAPT-W

1. What are your roles in the Auxiliary?

DCAP, SO-MT, FSO-MT, Branch Chief--Natl. Staff--Advanced Training Directorate, Coxswain, Watchstander, cheerleader

2. What year did you join?

2002

3. What has the Auxiliary done for you?

This will be more than you are asking for, but here goes. I missed out on Viet Nam. I expected to go, was told I would go, and planned accordingly. By a twist of fate, I did not go. Of my 15 or so friends who served in SE Asia, some are just fine, more than half carry physical and/or emotional scars that have never healed, and some died young. I carry some guilt from that. The Coast Guard Auxiliary has provided a way for me to engage in National service, in a quasi-military environment. It is a far cry from carrying a rifle in the jungle, but it is something in which I take pride, and I have invested deeply.



Robert J. Kuhn
District Captain—West
U.S. Coast Guard Auxiliary
5th District-Northern Region

4. What is your best memory/proudest accomplishment as an Auxiliarist?

Of the operational members who work out of Station Long Level, I have trained all but a couple of them. I have been training new crew and coxswains for almost 10 years. I wrote the new Seamanship Specialty Course (AUXOP Course), and that took three years.

5. How did you learn about the Auxiliary?

My youngest son was interested in attending the CG Academy. We joined the Auxiliary together to learn about the Coast Guard.

6. What do you wish the general public knew about the Auxiliary they may not?

I wish the general public had a fuller understanding of the depth of commitment of very many auxiliarists. So many of us work a full-time job for the Coast Guard and do it for no pay.

7. What is a skill (Auxiliary related or not) you have learned during quarantine?

Meal planning and shopping. Organizing my shopping so I only need to go to the grocery store every three weeks or so. (One challenge of single living)

Continued on the next page...

Robert J. (Jeff) Kuhn, DCAPT-W

8. Do you have any TV show, movie or book suggestions that you indulged in during quarantine?

Other than news and weather, I do not watch much TV. Recently, I have enjoyed “Yellowstone” on Sunday evenings. I have read all of Mari Sandoz’ books and am working through Terry Johnston’s books (Indian and pioneer settlement of the Northern Plains). I enjoy Michener, but it takes an eternity to get through each one. I was into Viet Nam memoirs for a while and read a dozen of those.

9. What is your favorite meal to cook? What is your favorite meal to eat?

Spaghetti!! I make a rocking spaghetti sauce with venison, and I grow my own herbs. To eat? Spaghetti or pizza.

10. What are some fun facts about yourself you'd like to share with your shipmates? (do you own pets, what kind of jobs have you held, where you went to college etc.)

I am a serious philatelist, which was a great hobby for the quarantine. I am passionate about my salt-water aquarium. I own seven boats. I love gardening and produce most of my own vegetables. I have 13 years of post-high school education (6 were part time) culminating in my Ph.D. I taught 25 years of high school biology and ecology and 6 years as an adjunct (environmental science) at two of the Penn State satellite campuses. I started teaching for OLLI at Penn State York last year (Osher Lifetime Learning Institute) and found that to be very rewarding. Older students are great to work with (They pay attention, ask questions and are not always on their cell phones). Last year I taught courses on Western Indians and pioneer settlement. This fall it will be Alaska, Arctic ecology and climate change.

11. What is one message you wish to share with your shipmates?

Stay positive. The glass is half full, not half empty.



Kurt P. Sarac, Sr., DCAPT-C

1. What are your roles in the Auxiliary?

I have the honor of serving as District Captain Central, Division Commander and DSO-OPs

2. What year did you join?

2007

3. What has the Auxiliary done for you

The Auxiliary has allowed me to serve the public and Country in the advancement of RBS. I have had the opportunity to be trained and advance my knowledge in so many areas such as a Coxswain, QE, Emergency Management and Search and Rescue.

4. What is your best memory/proudest accomplishment as an Auxiliarist?

I have worked with some of the most dedicated people I have come across. I have been able to work special events such as the Pope's visit, Tall Ships, working with NCIS, Secret Service, Blue Angels, and other special events.

5. How did you learn about the Auxiliary?

I worked in Washington and was introduced to the many roles of the Coast Guard. I met exceptional long-term member Don Merrill suggested I look into serving in the Auxiliary.

6. What do you wish the general public knew about the Auxiliary they may not?

I wish the public knew how dedicated and vital the role of the Aux is as a force multiplier for the Coast Guard. I want the public could see how the Auxiliary training and missions we do builds resumes for civilian jobs, and employers look for this training.

7. What is a skill (Auxiliary related or not) you have learned during quarantine?

How all missions planning and training that we do is 75% of the actual Missions. It is the risk mitigation and life building skills.



**Kurt P. Sarac, Sr,
District Captain—Central
U.S. Coast Guard Auxiliary
5th District-Northern Region**

Continued on the next page...

Kurt P. Sarac, Sr., DCAPT-C

8. Do you have any TV show, movie or book suggestions that you indulged in during quarantine?

I suggest people read "Above The Line" by Urban Meyer. It is about building a champion team in life.

9. What is your favorite meal to cook? What is your favorite meal to eat?

Crab Cakes and seafood pasta

10. What is one fun fact about yourself you'd like to share with your shipmates? (do you own pets, what kind of jobs have you held, where you went to college etc.)

I have a passion for the education of kids! I have owned many businesses but have settled in my later years that passing the knowledge to the next generation is most rewarding.

11. What is one message you wish to share with your shipmates?

That our mission start with training and understanding Risk vs Gain. That these are life skills that can be used in our jobs and personal life. It is the essence of Semper Paratus. We are shipmates in life, not just missions.



Noreen Schifini, DCAPT-E

1. What are your roles in the Auxiliary?

I currently serve in the elected position of District Captain East and appointed District Staff Officer Food Services. My role in both positions is to oversee the Auxiliarists in the Eastern area as DCAPT and those qualified as Food Services Specialist that cook at various CG stations

2. What year did you join?

2003

3. What has the Auxiliary done for you?

The Auxiliary has provided a venue for me to continue to serve. I was a member of the NYCPD for 10 years until I retired in 1996. I moved to the Jersey Shore in 2000 and was looking for someplace to do volunteer work. I saw an ad for the Auxiliary and decided to check it out. Still here 17 years later and enjoying every moment of it. I've met some wonderful people that I consider friends as well as shipmates.



**Noreen Schifini
District Captain—East
U.S. Coast Guard Auxiliary
5th District-Northern Region**

4. What is your best memory/proudest accomplishment as an Auxiliarist?

I don't have one specific memory that stands out more than others. I'm proud of being a member of this organization. It's always special being recognized by the Gold side for the work that we do.

5. How did you learn about the Auxiliary?

Many years ago I was going to join the CG Reserves, but that didn't work out at that time. I saw an ad in the local newspaper for the Auxiliary and decided to check it out.

6. What do you wish the general public knew about the Auxiliary they may not?

That we're not just about boating. I admit that the crew program was very appealing to me, to be able to go out on the water on someone else's boat. There are so many areas that the Auxiliary can augment the Coast Guard and the list grows as their responsibilities grow.

7. What is a skill (Auxiliary related or not) you have learned during quarantine?

I've been working on Marine Safety training and some leadership courses.

Continue on the next page...

Noreen Schifini, DCAPT-E

8. Do you have any TV show, movie or book suggestions that you indulged in during quarantine?

I've been binge watching ER and a couple of other shows. I can't wait for the new episodes to start for my favorite shows: any NCIS, 911 and Grey's Anatomy to name a few.

9. What is your favorite meal to cook?

What is your favorite meal to eat? I make a mean lemon chicken and my favorites are Italian, Irish and lots of other food groups.

10. What is one fun fact about yourself you'd like to share with your shipmates? (do you own pets, what kind of jobs have you held, where you went to college etc.)

I was enshrined into my high school and college athletic halls of fame.

11. What is one message you wish to share with your shipmates?

Stay the course, we will get through this together. Take some online courses available on our AUXLMS training system. Keep in touch with your shipmates.



A Focus on 5NR Departments



Aux Scout

Checklist for AUXSCOUT Involvement

Required Auxiliary training for Sea Scout Involvement

All Auxiliary members who may come into direct contact with Sea Scout youth on a regular basis (excluding regular Flotilla member meetings, Public Education (PE) or Public Affairs (PA) events) are required to:

- A. Read and be thoroughly familiar with the Auxiliary/Boy Scouts of America/ Coast Guard Auxiliary Association Memorandum of Agreement (MOA) dated 25 Aug 18;
- B. Read and be thoroughly familiar with the AUXSCOUT Standard Operating Procedure (SOP);
- C. Be current in AUXCT;
- D. **Successfully complete the BSA Youth Protection Training (YPT) and provide proof of such completion to their Flotilla Commander. YPT expires and must be updated every twenty-four months.**

This requirement applies to:

- A. Any Auxiliarist who may have direct contact on a regular basis with Sea Scout youth under the age of 18 who are involved in joint Auxiliary/Sea Scout activities.
- B. Any Auxiliarist who may have direct contact on a regular basis with Sea Scouts under the age of 18 who are enrolled in the Auxiliary.
- C. Auxiliarists who train Sea Scout youth, including Auxiliarists who are also Sea Scouts and under 18 years of age, in any competency including, but not limited to, TCO, VE, PV, Boat Crew, shore-side and underway.

Regular basis is defined as the likelihood of direct contact (face-to-face or via phone/email/text) with youth BSA members more than once in each calendar year. However, if only contact with Sea Scout youth are at flotilla meetings, PE activities, and PA activities, no BSA training is required.

Two-Deep Leadership

BSA's principles of two-deep leadership (i.e., at least two adult person presence) and gender-specific requirements (at least one adult of the same gender as the Scout) always apply to Auxiliarists when engaging face to face with any member of the BSA younger than 18 years of age who is not a family member, whether enrolled in the Auxiliary or not (SOP section 1b5). Specific requirements include:

- A. No Auxiliarist shall ever put themselves in a one-on-one situation with such BSA youth members
- B. Every Auxiliarist is expected to prevent the possibility of singular presence and shall ensure that another adult is in their company whenever physically present with such BSA members
- C. If Sea Scout youth participating in or attending an Auxiliary activity are of both sexes, then two-deep leadership must also consist of at least one member of each sex. If the Sea Scout youth are of a single sex, then at least one of the two-deep leadership shall be of that sex

Continued on the next page...

Aux Scout, continued

Permitted Activities

Auxiliary Units Sponsoring a Sea Scout Ship

Sea Scout Ships are chartered by Coast Guard Auxiliary units (flotillas or divisions) through a two-part process. First, a BSA charter application package is submitted to the local Scout council. Second, an Auxiliary chartering package is submitted through the chain of leadership and management to the Auxiliary District's Director of Auxiliary (DIRAUX). Division requirements only apply if a division plans to sponsor the ship.

The BSA charter application package submitted to the local Scout council includes the following:

1. New-Unit Application (BSA document no. 524-402)
2. Charter Agreement (BSA document no. 524-182)
3. Adult Applications (BSA document no. 524-501) with YPT certificates attached for the following *required* positions:
 - A. Committee Chair
 - B. Member of Committee (at least 2)
 - C. Skipper (unit leader)
 - D. Charter Organization Representative – must be a member of the flotilla or division chartering the Ship
4. Adult applications (BSA document no. 524-501) with YPT certificates attached for the following *optional* positions:
 - A. Mates (assistant unit leaders)
 - B. Additional Members of Committee
5. Youth Applications (BSA document no. 524-406) with YPT certificates attached for youth age 18 and older.
6. Youth Applications (BSA document no. 524-406) for Sea Scouts who are under 18 years old
NOTE: Check with the BSA council under which the Ship will be chartered for the number of youth required when applying for a new unit charter. The BSA national standard is 5, but some councils have a different number.

The Auxiliary charter application package is forwarded through the Auxiliary Chain of Leadership and Management to DIRAUX and must include (AUXSCOUT SOP 1.c.(2) p. 8):

1. The Flotilla/Division Commander's attestation that all requisite leaders and staff officers have successfully completed BSA YPT: (AUXSCOUT SOP 1.b.(3), (4) pp. 4,5)
 - A. Flotilla/Division Commander;
 - B. Flotilla/Division Vice Commander;
 - C. Flotilla/Division Human Resources Staff Officer;
 - D. Flotilla/Division Member Training Staff Officer;
 - E. Flotilla/Division Operations Staff Officer;
 - F. Any other Flotilla/Division Staff Officer or Auxiliary member who will or possibly have contact with sea scout youth on a regular basis (e.g., VE, TCO, PV, Coxswain, boat crew);
2. The Flotilla/Division Commander's attestation that the local BSA council has indicated that they will approve the charter application
3. A roster of Ship's adult leaders
4. A roster of Ship's youth

If a member is assuming one of the above listed positions and has not completed YPT training, he/she cannot take office until the YPT training is successfully completed.

Continued on the next page...

Aux Scout, continued

Auxiliary members who take a leadership role in a Sea Scout Ship are required to complete:

1. **Sea Scout Adult Leader Basic Training.** This is available online or in classroom setting;
2. **Safety Afloat.** This is required by BSA for on the water activities and AUXSCOUT SOP for under-way training;
3. **Safe Swim Defense.** This is required by BSA for waterfront and swimming activities, as well as by the AUXSCOUT SOP for AUXPAD training;
4. **Weather Hazards.** This is required by BSA for outdoor activities;
5. **Charter Organization Representative training.** This is required training for the Charter Organization Representative from the flotilla or division sponsoring the ship.
6. Current CPR and first aid certifications are required of at least one adult leader whenever Sea Scouts participate in outdoor activity.
7. If Sea Scouts are on a facility, at least one participating Auxiliary member must have current CPR certification.
- 8.

Auxiliary chartered Ships

- May participate in Sea Scout activities outside of Auxiliary programs (e.g., marksmanship programs, whitewater paddling, etc.) as allowed by BSA policies. While doing so, leaders may not wear Auxiliary uniforms.
- May participate in Auxiliary-led programs as allowed by the AUXSCOUT SOP, the local Order Issuing Authority (OIA), and the on-scene Auxiliary leader (e.g., the coxswain).

Sea Scouts who are Auxiliary members:

- Sea Scouts who are age 14 or older may join the Auxiliary:
 - ◊ If the Sea Scout is under age 17, they may join and participate in training, but may not serve in a lead or independent role and may not qualify for lead positions including aircraft commander, coxswain, pilot, co-pilot, PWC operator or paddle craft operator;
 - ◊ If a Sea Scout leaves Sea Scouting more than 90 days before their 17th birthday, they will be disenrolled from the Auxiliary;
- Sea Scouts under age 17 are restricted in the number of elected offices they may hold.
 - ◊ Sea Scouts under age 17 are permitted to serve as Flotilla Secretary (FSO-SR) without obtaining a DIRAUX waiver.
 - ◊ Sea Scouts under age 17 may be appointed to Flotilla Communications Services (FSO-CS), Public Affairs (FSO-PA) and Publications (FSO-PB) with a waiver from DIRAUX.
 - ◊ Sea Scouts under age 17 may not serve in any other elected or appointed Auxiliary positions
- Sea Scouts who are under age 18 must be accompanied by a parent or other adult serving *in loco parentis*;
- No Auxiliarist under the age of 17 may board or move about a Coast Guard facility by themselves. At a minimum they shall be accompanied by another Auxiliarist of at least 17 years of age, a parent, a legal guardian, or another person authorized by the facility's command (per SOP section 1 paragraph b9).

Continued on the next page...

Aux Scout, continued

Auxiliarists who serve as leaders in Sea Scout Ships:

- Are bound by and must follow all Auxiliary policies and procedures when they are acting as Auxiliary members; and
- Are bound by and must follow Boy Scouts of America policies and procedures when they are acting as Sea Scout leaders.
- Auxiliarists may serve with Sea Scout units on their own time without following Auxiliary policies and procedures. It must be clear that they are not serving as Auxiliarists and they must not wear the Auxiliary uniform when doing so.

Sea Scout youth and adults who are not Auxiliary members:

- May participate in Auxiliary-led shoreside and on-water training upon approval of the appropriate OIA and the on-scene Auxiliary leader:
 - ◊ See MOA Section IV, section A2 “*The Auxiliary will provide shore-side, and underway, training to Sea Scouts and other members of the BSA at installations and on operational facilities belonging to, or utilized by, the Auxiliary or the Coast Guard in a manner consistent with all Coast Guard, Auxiliary, and BSA policies*”
 - ◊ See SOP Section 2 “Authorized Activities” section C4 “*The Auxiliary shall provide shore-side and underway training to Sea Scouts and other members of the BSA at Auxiliary installations and on operational facilities belonging to, or utilized by, the Auxiliary or the Coast Guard, as authorized, in a manner consistent with all Coast Guard, Auxiliary, and BSA policies.*”
- If the Sea Scout is under age 18, a parent or other adult serving *in loco parentis* must accompany the Sea Scout;
- If the Sea Scout is under age 18, Auxiliary personnel interacting with them more than once a year, outside of meetings, PA and PE events, must complete YPT;
- Sea Scouts and Sea Scout leaders who engage in Auxiliary activities pursuant to this SOP but who are not enrolled as Auxiliarists shall be recognized and treated as guests in the conduct of such Auxiliary activities (SOP section 1 paragraph a7).

Continued on the next page...

Aux Scout, continued

Flotilla / Division Sea Scout Ship Charter Guide

AUXSCOUT is the U.S. Coast Guard Auxiliary's initiative to implement the Boy Scouts of America's Sea Scout program as the Auxiliary's official youth program. This sheet provides a quick reference to Flotillas and Divisions interested in chartering a Sea Scout Ship.

- ◇ Has the AUXSCOUT Standard Operating Procedure (**SOP**) Briefing been presented at your Flotilla/Division meeting?
 - ◆ The Briefing provides a brief overview of the AUXSCOUT program and how your unit can get involved.
- ◇ Has the AUXSCOUT Flotilla/Division workshop been presented at your Flotilla/Division meeting?
 - ◆ The Workshop presents the steps needed to charter a Sea Scout Ship (unit), including what is expected of a Ship sponsor and what benefits you can expect from the program (what Sea Scouting is and is not).

Has your flotilla/division membership decided to:

- ⇒ Sponsor a new ship;
- ⇒ Assume sponsorship of an existing Ship;
- ⇒ Associate your Flotilla with existing Ship(s) in its AOR?

Your flotilla/division membership should decide how involved it wants to be with the AUXSCOUT program. The level of AUXSCOUT involvement will depend on how committed the elected and staff officers and members are willing to be. The flotilla/division should expect to have, at a minimum, two Ship membership meetings, a Quarterdeck (Ship youth leadership) meeting, and one weekend activity each month.

Assuming your flotilla/division decides it wants to charter a new Sea Scout Ship, the following steps need to be completed:

- Contact your Division or District Sea Scout Coordinator (DSSC) – he/she will help you contact the right people in your local BSA Council;
- Contact your local BSA council contact provided by the DSSC. You should be put in contact with a new unit organizer in the council;
- Your FC and VFC (if flotilla; DCDR and VCDR if division) will meet with council staff member and organizer;
- Organizer meets with your flotilla/division and reviews the Sea Scout program and its purpose;
- Organizational meeting – The FC and VFC (or DCDR and VCDR) will meet with flotilla/division members and adults who have volunteered to take leadership roles in the new Sea Scout Ship. Adult Sea Scout leadership training is scheduled. From this meeting at least 5 adults must commit to taking leadership roles in the new Ship. The minimum required adult positions for chartering are:
 - * Charter Organization Representative (**COR**)
 - * Committee Chair
 - * Committee Member (2)
 - * Skipper (unit leader)

The Charter Organization Representative must be a member of the flotilla/division. Ideally the Committee Chair will also be a member of the flotilla/division. The first group of adult leaders will most likely come primarily from the flotilla/division, but it is recommended that the Skipper position not be filled by the FC/VFC (DCDR/VCDR for divisions). On the other hand, it would be reasonable for FC or VFC to assume the COR position because the COR is the sponsoring organization's representative to the BSA council. The FSO for Auxscout (FSO-AS) would also be a reasonable choice for Charter Organization Representative.

Continued on the next page....

Aux Scout, continued

Next steps

- ◇ Complete a capability inventory – list of adults in the organization who can help instruction, resources and equipment for ship meetings and activities;
- ◇ Plan first 3 months of meetings;
- ◇ Recruit at least 5 youth members;
- ◇ Turn in paperwork to council for approval;
 - New Unit Application
 - Annual Charter Agreement
 - Adult Applications – note all adult applications submitted must be submitted with a copy of the adult's Youth Protection Training (YPT) certificate. In addition to the BSA requirement, AUXSCOUT SOP requires, at the minimum, the following flotilla/division positions to also have completed BSA YPT training: FC, VFC, FSO-HR, FSO-MT, FSO-OP, FSO-AS and DCDR, VCDR, SO-HR, SO-MT, SO-OP, SO-AS. In addition, any staff officer that oversees a program Sea Scout youth may participate in is required to pass the BSA YPT training.
 - Youth Applications – note, too, that any youth age 18 to 20 at the time of application submittal will be required to take and pass the BSA YPT training before they can be registered.
- ◇ Request DIRAUX authorization to charter a new Ship through the chain of leadership and management (COLM).
 - FC attestation that all requisite leaders and staff officers and members needing YPT have completed BSA YPT – provide copies of YPT completion certificates for Auxdata entry
 - Local BSA council approval has been requested
 - Include a roster of Ship's adult leaders
 - Include a roster of Ship's youth.

Once DIRAUX has approved the new Ship application, he/she will issue a Coast Guard Auxiliary Sea Scout Ship charter certificate. The BSA council will issue a BSA Sea Scout Ship charter once the BSA paperwork has been approved.

Keep in mind it is your flotilla/division's responsibility to recruit the new ship's adult leaders and youth members. The local council will not do it for you, though they have resources that may help you with the process.

Other options

If the flotilla/division is approached by the local BSA council to take over the sponsorship of an existing Sea Scout Ship, the new Charter steps will be adjusted accordingly. A request for DIRAUX charter authorization will still need to be made through the COLM. The BSA YPT requirement will still have to be met.

If the Flotilla/Division wants to associate itself with existing Sea Scout Ships in its AOR, work with your Division Staff Officer – Auxscout (SO-AS) to help you find existing ships in your AOR to team up with.

Materials

Meet the District Materials Staff



Armand D'Auria DSO-MA



Jeffrey Wilt ADSO-MA West



William Beattie ADSO-MA Central



James Carey ADSO-MA East

If you are in need of any materials such as stamps, supplies, and boating safety pamphlets contact your FSO-MA or SO-MA. If you have any questions that your FSO-MA or SO-MA cannot answer feel free to reach out to your ADSO-MA's or the DSO-MA.

Marine Safety

T.R.A.I.N.

It may seem during the COVID-19 stand down that there is no opportunity to train for our respective duties as MS officers and in the other departments in which many of you serve. This will be the reality until we get the order that the stand down is ended and we may resume our normal operational tempo. It must be noted that there have been and continue to be excellent online or virtual training opportunities to increase our knowledge and expertise of which many of you have availed yourself. Yet it is a fact that mission-specific training in conducting CFVEs, MS booths, road/beach clean-ups, etc. as well as recreational boating vessel exams, ABS classes, PA events, PV, and patrols has not been able to take place.

What I would propose as at least a partial solution to this state of affairs would be for all of us to T.R.A.I.N. or Think, Recall, Adapt, Improve, Numerate. This strategy was inspired by accounts of the experiences of some of our brave heroes of the Vietnam War who had the misfortune to be held as prisoners of war (P.O.W.) some, for many long years at a time. It is documented that some of them adopted a psychological coping mechanism to deal with their imprisonment and the torture that often accompanied it. That coping mechanism was to imagine something pleasant and enjoyable such as a day at the beach with a girlfriend or wife in as much detail as possible to remember it with gaps in the memories being filled-in so to speak, with something from their imagination. One P.O.W. said that he mentally "built" the house he and his wife would live in once he was repatriated. His visualization included hammering every nail and every other task of building the house. Engaging in this mental activity kept these men going despite living out the nightmarish experience of being a P.O.W.

You and I can implement the same mental techniques to conduct "virtual training" without a computer or phone while paying tribute to the brave men who sacrificed their freedom, health, and in some instances, their lives in the service of our country. Here's how we can T.R.A.I.N. and by no means are the following suggestions authoritative nor exhaustive of all the possibilities: **THINK** about a CFVE, MS booth, clean-up or patrol, PV or VE mission and establish in your mind -- or perhaps better still -- write down as you think, what that mission is to accomplish, where it will be conducted, who will be involved, etc. Start by doing an imaginary GAR to insure safety is being observed. This can be as detailed as you desire. **RECALL** previous missions and how they were conducted. Make mental or written note of what went well and what did not. **ADAPT** your current mental plan based upon what you want to change from the way the previous mission was conducted. **INVENT** new strategies for conducting your "mental mission." Who knows, there may be ideas you can actually implement once the stand down ends. Another way to look at this would be to "take those things I've always wanted to try out" in a mission situation or that you have thought would be



Gregg Bollinger
DSO
Marine Safety

Continued on the next page...

Marine Safety, continued

beneficial to try but have never done them. Doing this as a mental activity means that any repercussions are strictly "virtual" as is the whole mission. Lastly, **NUMERATE**, which was the only word I could come up with to get across the idea of the last step being to "record" or keep track of your mental mission that started with the letter "N," however, it would be a good idea as I indicated earlier, to write down everything you think about as you come up with it. This last step would probably lend itself to revision and polishing. It would be following this step that you would want to evaluate how well the "mission" went. Remember, it's your idea so you can make it turn out whatever way you want.

You may even want to "file" an imaginary 7029 or 7030 form for your mission -- we could all probably use some practice with the new AUXDATA II system.

Here's hoping you can T.R.A.I.N. soon. Have a successful mission!

Semper Paratus,

Gregg Bollinger, Th.D., DSO-MS D 5 NR

Meet the Marine Safety Staff



DSO-MS

Gregg Bollinger is the DSO-MS. Gregg currently lives in Peach Bottom, Lancaster Co., PA. He is a member of Susquehanna Valley Division 19, Flotilla 19-04. Other than being the DSO-MS, Gregg is also 19-04 VFC. He has been in the Auxiliary for 9 years. Gregg is a retired high school social studies teacher.



ADSO-MS-CFVE

Maurice Kiely is the ADSO-MS-CFVE. Maurice currently lives in Waretown NJ, one mile from Barnegat Bay. He is a member of Division 7 FL79 in Lacey Township, NJ. His current positions include ADSO-MS-CFVE and IMAST Team Lead. His former positions include FSO-MS, VFC, FC, VDCR. Qualifications: AX2, VE, IT, AUX-UPV, CFVE, MDV. He has been in the Auxiliary for 14 years and enjoys boating and golf.

Marine Safety, continued

The Recycling of Monofilament Fishing Line

By FSO-MS Hugh Mehorter 053-16-07

Monofilament fishing line (MFL) recovery and recycling is just one of many U.S. Coast Guard Auxiliary outreach opportunities designed to raise awareness of marine debris and pollution. During this time of COVID-19 limited shutdown I have constructed several of these recycling receptacles to be installed at various locations in an effort for anglers to properly dispose of their used lines.

Monofilament fishing line (MFL) is a single strand high density material and was the Dupont families motivation to develop another marketable use for nylon in the late 1930's. Their idea worked, but not without unforeseen consequences: It's the most common form of fishing line today and leads the way in manufacturing of most all fishing nets. It didn't take long to see the growing rate of serious marine life injuries, mortalities and disfigurements in the fish, mammals, birds and reptiles. Each year more than 100,000 marine mammals are killed when they ingest debris or become entangled in ropes, fishing line or nets, additionally as many as 2 million seabirds die. According to the National Oceanic And Atmospheric Administration (NOAA) marine debris threatens over 265 different species of marine and coastal wildlife through entanglement, smothering and interference with digestive systems. For these reasons, programs have been developed to recycle fishing line and keep it out of the environment. Specialized containers have been designed to collect these lines for that purpose.

Whether disposed of improperly or through neglect, MFL can be hazardous not only to marine life, but also swimmers, divers, boat propellers and more. Sadly, even when put into the trash it can still end up harming wildlife at the landfills- You can help, do your fellow boaters and wildlife a favor and recycle your used fishing line, ropes and netting; this product is the ocean's most persistent form of pollution and data indicates that it can take up to 600 years to biodegrade. Most people are aware of the need to recycle but generally do not know that MFL can be recycled or how it can be done. Our message should emphasize the need for avoiding harm to the environment and to remember that part of our mission involves protecting the wildlife.

Many tackle shops now offer recycling, and waterfront recovery bins are becoming more popular. Receptacles can be installed at fishing locations, landing ramps, and docks where anglers could be encouraged to dispose of their unwanted line in a responsible manner. The used line can then be collected by volunteers and shipped to parent companies where it is then melted down into raw plastic pellets and remolded into various fishing related products such as line spools, tackle boxes, fish habitat structures or even park benches.

Monofilament line collected by most all organizations and state agencies is sent to the Berkley Conservation institute which, with the help of anglers everywhere, has recycled more than 9 million miles worth of fishing line. Berkley has a long history of promoting and facilitating fishing line recycling and are in the process of building a new program to lead this effort world wide. For more information go to <http://berkleyfishing.com/recycling>.

Continued on the next page...

Marine Safety, continued

The “Reel in and Recycle” program of the Boat US Foundation is one of the MFL projects that are funded by both the National Fish and Wildlife foundation as well as NOAA’s Marine Debris program. Their website offers a YouTube video that goes step by step on how you can construct your own MFL recycling container. Visit them at :

[HTTP://www.boatus.com/foundation/monofilament/build.asap](http://www.boatus.com/foundation/monofilament/build.asap).



USCGAUX Photographs courtesy of Hugh Mehorter

Public Affairs

Boaters Beware of Road Flares being sold as Marine Flares by Online Retailer

Article and photos By Sandy Dalton

FSO-PA 08-02

Boaters must have current dated US Coast Guard-approved day and night signals for all boats operating on coastal and open bodies of water. Roadside flares or sportsman signal flares DO NOT meet this requirement and may be dangerous in marine use.

During a recent Vessel Safety Check performed by myself for the Cape May Coast Guard Auxiliary Flotilla 82 I detected that the boat owners flares were not the familiar marine safety flares. When I questioned the boat owner, He stated he had just purchased the flares online. According to the boat owner, the advertisement said they were up to date Marine Flares. This particular flare had a manufacture date of Oct. 2018. Marine flares known to be good for 42 months after the manufacture date, so as far as the dates were concerned, this flare would have passed inspection.

This flare was manufactured by the same manufacturer of marine flares. It had a paper wrapper which stated the burn time was 20 minutes. Marine Flares are in a plastic tube which is only 2/3 full so the boater can hold the flare to signal for help and not get burned, however flares can produce a liquid painful hot drip if misused. If you let that hot drip fall onto the deck of your boat near the bilge, it could cause a fire. The same hot drip could put a hole in a life raft and permit rapid escape of air. When using a flare it should be held overboard and down wind burn time on a marine flare is 3 minutes. Marine flares never really expire, however they can go bad and have a high probability of going off which could cause an onboard fire. When using a flare it should be held overboard and down wind. If you burn through your night end of your Day/night flares, don't give up. The "Day"



Handheld Marine Flare



Road Flare

Continued on the next page...

Public Affairs, continued

end works great at night. That's because the day flare does not just put out orange smoke; it puts out a very hot orange smoke. Search crews flying at night are equipped with NVG's (Night Vision Goggles). The long trail of hot smoke is highly visible with NVG's. The end of the flare stays hot long after the smoke has stopped, it emits a bright visible light so you should continue to wave the flare if you think an aircraft is looking for you. Expired flares should be kept separately in a plastic container marked expired flares.

I called my Staff Flotilla Officer of Vessel Examiners Don Sabo Sr. and asked for his opinion. He researched the photos I sent and found the flare sold to the boat owner as a marine flare was indeed a road flare. Having a road flare on a boat is a danger as it could cause serious burns to anyone trying to hold this type of flare and if dropped could result in the boat going up in flames. When purchasing Marine flares it is best to purchase flares from a local Marina so you are assured you are getting up to date Marine Flares.

Currently there is a growing popularity in the use of battery operated distress signal devices. The initial cost is more, however they last longer, are safer and eventually cost less than marine flares. Battery operated flares are sold in kits with a daytime stress flag and whistles which meet the Coast Guard requirements for vessel safety checks.

The Coast Guard Auxiliary is the uniformed volunteer component of team Coast Guard. The USCG Boating Safety Division is dedicated to reducing loss of life, injuries, and property damage that occurs on US Waterways by improving the knowledge, skill, and abilities of recreational boaters.



COVID-19 Guidance

Please see the latest workforce guidance on COVID-19 at www.uscg.mil/CoronaVirus/

Information from Around the District



Upcoming 5NR Events

*Taken from the calendar on the 5NR Website created by Linda Skvarla, ADSO-PB
For more detail go to the 5NR website and view the calendar*

- | | |
|-----------------------|--|
| • Fri Sep 4, 2020 | DIV 7 Meeting |
| • Tue Sep 8, 2020 | DIV 15 Meeting |
| • Wed Sep 9, 2020 | DIV 8 Meeting |
| • Thu Sep 10, 2020 | DIV 19 Meeting |
| • Thu Sep 10-13, 2020 | D-Train—CANCELLED |
| • Tue Sep 15, 2020 | DIV 4 Meeting |
| • Wed Sep 16, 2020 | DIV 1 Meeting |
| • Mon Sep 21, 2020 | DIV 18 Meeting |
| • Thu Sep 24, 2020 | DIV 12 Meeting |
| • Fri Sep 25, 2020 | Appoint Flotilla Screening & Aux. of the Year Committees |
| • Sat Sep 26, 2020 | Division Auxiliarist of the Year to DCO (60 days prior to CoW) |
| • Sun Sep 27, 2020 | online District Board Meeting and elections |
| | |
| • Fri Oct 2, 2020 | DIV 7 Meeting |
| • Mon Oct 5, 2020 | 7:30am - 8:30am EXCOM |
| • Tue Oct 6, 2020 | DIV 16 Meeting |
| • Thu Oct 8, 2020 | DIV 19 Meeting |
| • Sat Oct 10, 2020 | OPERATION SEASON ENDS |
| • Tue Oct 13, 2020 | DIV 15, 17, 20, 21 Meetings |
| • Mon Oct 19, 2020 | DIV 18 Meeting |
| • Tue Oct 20, 2020 | DIV 4 Meeting |
| • Thu Oct 22, 2020 | DIV 12 Meeting |
| | |
| • Sun Nov 1, 2020 | All disenrollments must be received by DSO-HR with postmark no later than Nov 15 |
| • Sun Nov 1, 2020 | Division Auxiliarist of the Year to DCO (60 days prior to CoW) |
| • Mon Nov 2, 2020 | DIRAUX to mail Audio/Visual Inventory Forms |
| • Mon Nov 2, 2020 | Review AUXDATA reports and compare to your unit's goals for 2019 |
| • Mon Nov 2, 2020 | 10am - 11am EXCOM |
| • Tue Nov 3, 2020 | DIV 16 Meeting |
| • Fri Nov 6, 2020 | DIV 7 Meeting |
| • Tue Nov 10, 2020 | DIV 18, 17, 20, 21 Meetings |
| • Wed Nov 11, 2020 | DIV 8 Meeting |
| • Thu Nov 12, 2020 | DIV 19 Meeting |
| • Mon Nov 16, 2020 | DIV 18 Meeting |
| • Tue Nov 17, 2020 | DIV 4 Meeting |
| • Wed Nov 18, 2020 | DIV 1 Meeting |
| • Thu Nov 26, 2020 | DIV 12 Meeting |

Wear Your Life Jacket to Work Day

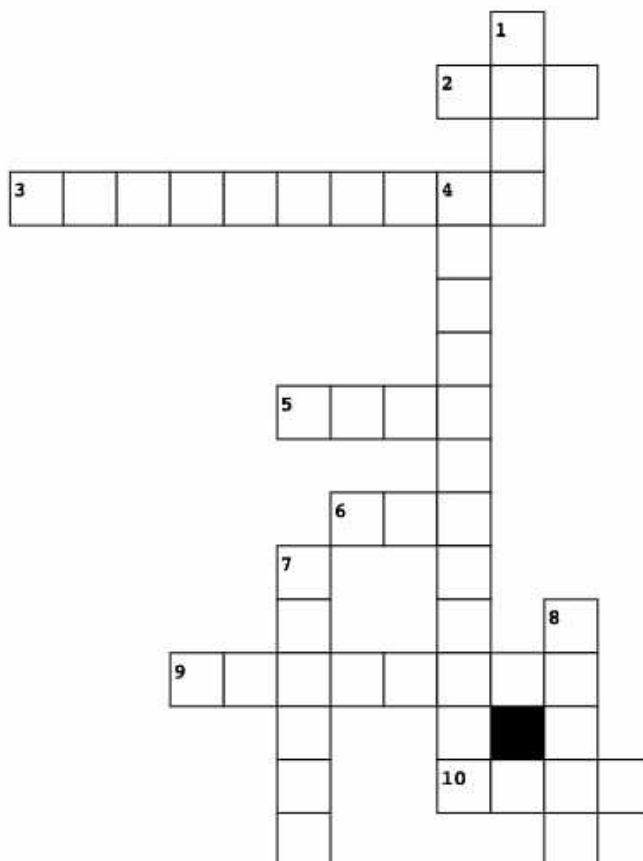


Wear Your Lifejacket to Work 2020

U.S. Coast Guard Auxiliary 5th District-Northern Region

Photo collage compiled by Christopher M. Orlando AUXPA3, ADSO-PB East

Crossword Puzzle



Across

- 2. front of vessel
- 3. personal floatation device
- 5. noise maker
- 6. program by the USCGAUX where Auxiliary members inspect boat for safety
- 9. right side of the vessel
- 10. extinguisher suppresses flames

Down

- 1. left side of vessel
- 4. shuts engine off in emergency
- 7. shot off in an emergency to be seen
- 8. rear of vessel

81st Anniversary

Taken from 5NR Notes of General Interest—6/23/20



All D5NR Auxiliarists,

Today we celebrate the U.S. Coast Guard Auxiliary 81st birthday. Unfortunately due to COVID-19, we are unable to celebrate in person but Director of the Auxiliary for the USCG 5th District-Northern Region LCDR Victoria L. Taylor had this video created in honor of your devotion to duty.

[\(Click here to see video—direct link\)](#) or [\(here from Facebook Link\)](#)



Quiz (to ease our boredom during this time)

Created by Peter Jensen

1. Retired Air Force General _____ was George Wallace's running mate in 1968.



2. _____ University in Washington D.C. has Jesuit traditions and fine Division I teams.



3. Northeastern U is in the Boston area. Northwestern U is in the _____ area.



Quiz Continued

4. The fall of Constantinople in 1453 marked the end of the _____ Empire.



5. The Madeira island group in the Atlantic is governed by which country? _____



Quiz Continued

6. President P.W. Botha's hard line policies kept the Republic of _____ isolated in the 1980s



7. The company logo shows the founder's initials. Her name was C _____ C _____



8. The _____s figured prominently in the Lord of the Rings saga.



Quiz *Continued*

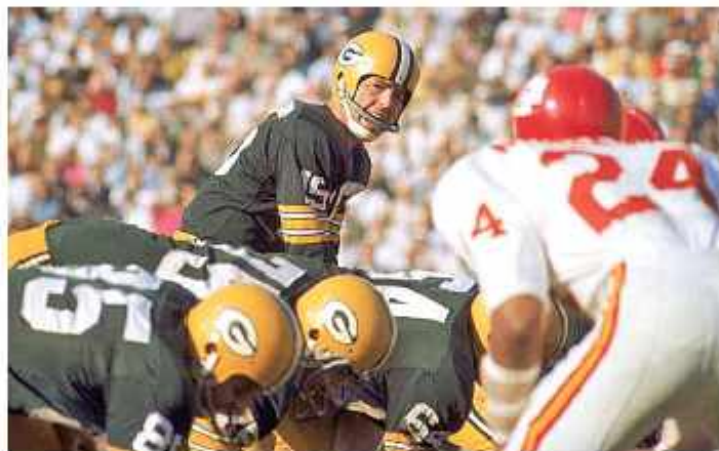
9. In a dive, the _____ falcon can exceed 200 mph – fastest animal on earth.



10. _____ has manufactured over 44,000 type 172s – more than any other aircraft in the world.



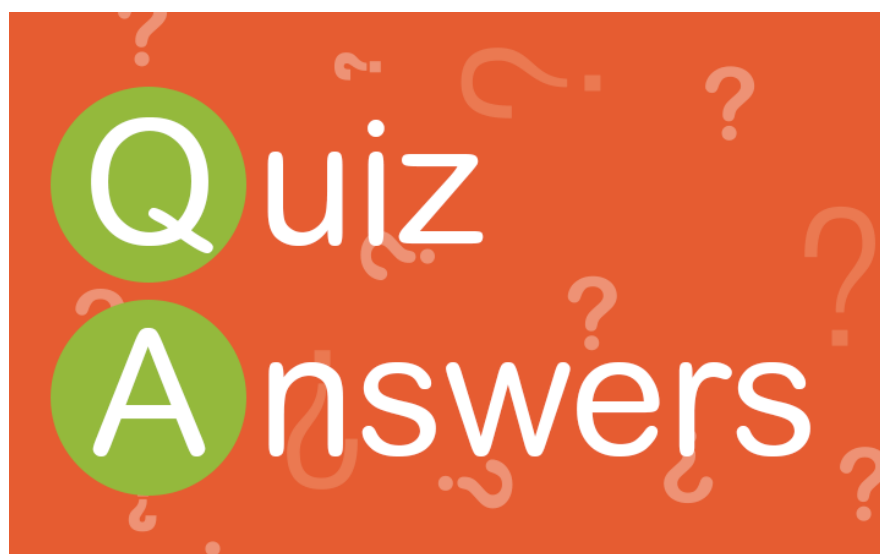
11. It's 1967. Quarterback _____ leads Green Bay to victory in Superbowl I.



Quiz continued

ANSWERS

1. Curtis LeMay
2. Georgetown University
3. Chicago
4. Byzantine
5. Portugal
6. South Africa
7. Coco Chanel
8. Elves
9. Peregrine
10. Cessna
11. Bart Starr



Meet 5NR Auxiliarists - Marek Wrobel

Marek Wrobel (01-09), has just recently received his Bachelor of Science Degree, from Strayer University, in the area of Information Systems and Homeland Security. Marek is an appointed Staff Officer for Diversity, in the USCG Auxiliary Flotilla, located in New Castle, Delaware. We congratulate Marek's dedication to achieve this college degree and wish him much success in his future. The USCG Auxiliary New Castle Flotilla focuses on Boating Safety and Education, Communications and Public Affairs for the local community. Marek supports the role of Diversity Staff Officer, to help navigate through the challenges represents Disabled Americans and advises our organization on initiatives appropriate for this area.



Marek arrived in the United States in 1988, to Wilmington, DE and graduated from Wilmington High School, in 1997. He went onto Strayer University, where he earned his Associates Degree in 2012, majoring in Arts and Information Systems. Marek recently completed his Bachelor of Science Degree in 2020 (also in Information Systems with a focus on Homeland Security Topics).

Marek's ambition to achieve his degree was inspired by his professors at Strayer University and he would like to study further to a Master's or Doctorate Level. His motivation strives from his "will to succeed" and desires to overcome all of the obstacles in his way, to fight for victims of disability and he "puts his mind to overcome adversity".

Marek feels that disabled Americans can achieve greater success through perseverance and rising to the challenges he meets. Marek doesn't like to sit still and has braved jumping from an airplane at 18,000 feet to prove his independence and will to show his peers what he is made of. He swims and exercises on a regular basis, in the hope to become a scuba diver, in the future. Marek believes there is no such thing as "can't" and would like to continue his service to the US Coast Guard Auxiliary. He would like to become Telecommunications Operator (TCO) and support Operations, when his boating training allows him to take the next step. He would like to continue his boating education, in support of the US Coast Guard.

Marek is fluent in English and Polish and somewhat proficient in Russian and Arabic languages. Marek feels his success in academics stems from his memorization skills and ability to identify and overcome obstacles. Marek would like to work for the Department of Homeland Security of Federal Bureau of Investigation, where he can use his academic credentials and support the US Federal Government, to contribute back to his community.

The History of the Coast Guard's Volunteer Port Security Force and the Coast Guard Auxiliary

Article written by Joseph Giannattasio

The original Port Security program of the Coast Guard began with the passage of the Espionage Act of 1917 in response to the Black Tom Island explosion in 1916, an act of sabotage by German saboteurs in New York Harbor. It was the largest act of terrorism on American soil prior to 9/11 and is little known about today. Coast Guard's Captain of the Port (COTP) were given responsibility for the security of port areas under this act.

In April 1942, after World War Two came to American soil, the Secretary of the Navy, Frank Knox visited the Port of Philadelphia, accompanied by Admiral Russell Waesche, the wartime Commandant of the United States Coast Guard over concern about the safety and security of vessels docking there. In response Messrs. D. Fedotoff White and Donald Jenks, two leading citizens connected with the transportation and shipping industries proposed a unique strategy enacted through a newly created volunteer auxiliary unit designed to supplement the work of the regular Coast Guard personnel in protecting Port Security in Philadelphia - the Volunteer Port Security Force (VPSF).

Called "The Philadelphia Plan" by its creators, the plan proposed the enlistment of 1,200 unpaid volunteers into the Coast Guard's Auxiliary and Temporary Reserve (TR) to provide various port security functions. The 4th District Coast Guard officer, Captain Eugene Coffin endorsed the plan and the Commandant of the Coast Guard gave the plan approval for trial at that port. By July 1942 the VPSF was formalized with an enlistment process and leadership structure. When the effectiveness of the VPSF became apparent the Commandant appointed a Special Assistant on Volunteer Port Security Forces to organize 'regiments' of the VPSF in major port cities throughout the country. On November 23, 1942, Congress enacted Public Law 773 establishing the Women Reserve as a branch of the Coast Guard. Members of this branch became known as SPARs, an acronym drawn from the Service motto, "Semper Paratus, Always Ready", women Auxiliarists could also enroll if they met same qualifications. The duties of the women members of the VPSF regiments included signals (communications), transportation, and attending to the tremendous logistical work that dispatched ships, cargo, and troops overseas; relieving men from office detail for patrol and guard duties. In 1943 it was decided that the volunteers required a uniform similar to their active duty peers and the Coast Guard issued a modified form of the Coast Guard Shore Establishment uniform.



SPAR RADIO: A petty officer 2nd class of the USCG Women's Reserve – the "SPARs" – operates a mores code telegraph key. Note the distinctive jacket collar.

(USCG Historians Office)

Continued on the next page...

The History of the Coast Guard's Volunteer Port Security Force and the Coast Guard Auxiliary Continued

As Volunteer Port Security Force regiments were established in various ports throughout the Nation one of the primary tasks was the establishment of standardized training for those who joined. The United States Coast Guard Volunteer Training Institute was established on the campus of the University of Pennsylvania, Philadelphia to coordinate the training of enrollees. During the three-year period of its existence, nearly 6,700 volunteers were qualified and protected 23 ports around the country where VPSF regiments were established. A recruiting advertisement in a San Francisco newspaper from the period reads in part, "Volunteer Port Security Force. Many war workers and businessmen of the Port of San Francisco are giving a minimum of 12 hours a week to assist the US Coast Guard in guarding the waterfront. ... Men who are 25 to 65 years old or handicapped physically are urged to devote some of their time each week while employers are earnestly requested to release men during the daytime so that they may carry out these duties one or more days a week."



Auxiliary and Temporary Reserve volunteers were instrumental in wartime port security.

(USCG Historians Office)

The Volunteer Port Security Force training manual provides fascinating insight on their training and duties: Routine port operations, safety and firefighting, security of piers, docks, and ships; to the more extraordinary skills of anti-sabotage and anti-espionage methods to unarmed combat and the handling of small arms. Some of the documented VPSF accomplishments include the discovery and successful extinguishing of 500 fires with little or no damage, some being suspected cases of arson or sabotage. A patrol unit discovered German stowaways on a neutral merchant ship from Spain, and another patrol discovered and reported a time bomb.

Continued on the next page...

The History of the Coast Guard's Volunteer Port Security Force and the Coast Guard Auxiliary Continued

A very intriguing aspect of the VPSF recently came to light from archived documents, many originally classified. LCDR Michael Bennett, USCG researched the Coast Guard's and the Auxiliary's involvement with the Office of Strategic Services (OSS), the predecessor to the CIA, during the war. In his report Bennett describes some of the clandestine activities, "What remains little known, however, is the relationship between OSS and the Coast Guard, including the formerly classified history of the use of Coast Guard signals intelligence ... using the Coast Guard's Captain of the Port authority for "protection zones"; and the secret "Philadelphia Plan" designed to use OSS personnel to train the newly formed Coast Guard Auxiliary for [antisabotage] operations at East coast ports."

The remarkable effectiveness and demonstrated proficiency of the VPSF's patrols and security functions contributed to the excellent port security record of the Coast Guard throughout the war. The original Volunteer Port Security Force is the forerunner to present-day Coast Guard Port Security Units (PSU); rapid deployable units organized for sustained force protection operations. They can deploy within 96 hours and establish operations within 24 hours. PSUs may operate in U.S. territorial waters under the direction of a Coast Guard or in foreign waters within the Navy Expeditionary Combat Command structure. PSUs are now a part of the Deployable Specialized Forces.



A young Coast Guard Auxiliarist in khakis demonstrates his skills with signal flags. Note the dark blue USCG shield just visible on the forearms of his shirt, and the brown leather boat shoes.

(USCG Historians Office)

On September 30, 1945, the Volunteer Port Security Force was formally decommissioned, but the spirit of American volunteerism is still maintained within the Coast Guard Auxiliary.

Continued on the next page...

The History of the Coast Guard's Volunteer Port Security Force and the Coast Guard Auxiliary Continued

UMM QASR, Iraq (May 3, 2003)-- The crew of a U.S. Coast Guard 25-foot transportable port security boat pauses during a patrol of the Khawr 'Abd Allah above Umm Qasr.

USCG photo by PA1 John Gaffney



UMM QASR, Iraq (May 3, 2003)-- A U.S. Coast Guard 25-foot transportable port security boat assigned to PSU 311 skims the glassy surface of the Khawr 'Abd Allah as it heads upriver above Umm Qasr

USCG photo by PA1 John Gaffney

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- "Get Acquainted with the Volunteer Port Security Force." - Coast Guard Magazine (Dec 1943)
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A Community Assists an Auxiliary Flotilla's Tradition

Article by Joseph Giannattasio

CAPE MAY, NJ - It is a Coast Guard Auxiliary ceremony that has been performed on the beach every Memorial Day for the past five decades. A local tradition. During Memorial Day ceremonies held on Cape May Beach, a Coast Guard boat tows a small boat adorned with fresh flowers out to sea in honor of the military service members who served and died for our freedom. The Flower Boat Ceremony was originated by the Cape May Flotilla and has been conducted every Memorial Day for nearly 54 years.



The Cape May flotilla's Memorial Day Flower Boat Ceremony as it has been performed in previous years.

*Coast Guard Auxiliary photo
by Joseph Giannattasio*

This year, due to the COVID pandemic, the ceremony was going to be cancelled because of the Auxiliary stand-down precautions enacted to protect members and prevent exposure. Fortunately, when local community residents and businesses learned of the situation, they stepped in to help continue this time-honored tradition.

- The family owners of DVFLORA Florists in Sewell, NJ continued their two-decade tradition of donating and delivering the flowers for this ceremony.
- A local hotel manager donated his boat trailer for transporting the flower boat.
- Local residents decorated the boat.
- Cape May Beach Patrol members volunteered to tow the boat to a prominently visited location near the beach.

Continued on the next page...



The 2020 Flower Boat placed in "The Cove" section of Cape May Beach, a popular section frequented by beachgoers and pedestrians alike.

Coast Guard Auxiliary photo by Joseph Giannattasio

A Community Assists an Auxiliary Flotilla's Tradition *Continued*

Although much different from previous years, this year's modified ceremony resulted in success; for the Auxiliary, for the community, and for the all men and women who have served in the United States Armed Forces.

Traditions are meant to be dependable; an anchor amid the changing currents of daily life. Tradition is to the community what memory is to the individual. But as changes occur, traditions remain a constant; the tradition itself may look a little different at times, and that's okay.

"The flower boat tradition is reassurance that we haven't forgotten the sacrifices made by our armed forces members for our freedom." Offered Marty Sannino, Flotilla Commander of the Cape May Flotilla. "We had to keep in mind that flexibility is important to ensure continuity of tradition."

The bottom line is; traditions anchor us to what is most important. Maintaining a tradition allows us to celebrate life's special moments and make memories that will last a lifetime. And if your flotilla or division doesn't currently participate in a tradition, it's never too late to start your own.



The 2020 Flower Boat flanked by members of the Cape May Beach Patrol.

Coast Guard Auxiliary photo by Joseph Giannattasio



The 2020 Flower Boat placed in "The Cove" section of Cape May Beach, a popular section frequented by beachgoers and pedestrians alike.

*Coast Guard Auxiliary photo
by Joseph Giannattasio*



The Auxiliary & My Love Affair with the Sea

By Larry Horan, 01-08

Photographs by Barbara Sama, 01-04

I LOVE THE WATER! Did I mention I love the water?

As a child, I remember standing looking at the ships dreaming of sailing to exotic ports of call, spending weeks out upon the ocean, enjoying the solitude and being one with the sea. The ocean is the seat of life, it is beauty, it is poetry, it is my life. Each and every time my eyes gaze upon the sea, I feel a sense of awe, peace and joy, a meditative state characterized by the calm, peacefulness, unity, a sense of general happiness and satisfaction with life in the moment. I often find myself subconsciously matching breathing with the rise and fall of the swells sweeping the surface of the sea's face.



My earliest memories as a child, were of my dad and I fishing in the tidal waters of New Jersey. The rich arteries teamed with a multitude of aquatic animals that ultimately brought the sea to life. While vacationing at the beach, my dad always let me be captain of the boat. At the tender age of 6 the sea took control of my very being.

After I graduated high school, I attended college majoring in Marine Transportation. The goal was to make the sea my home and profession. After graduation, I spent 8 years in the Merchant Marines sailing as a Quarter Master and Navigator on tankers and container ships, still not sure if I wanted to be a Captain or Chief Engineer. During this time, I became good friends with a Chief Engineer who sailed for over 30 years. He convinced me to take the engineering path and helped me apply to the Calhoun of Marine Engineering. I was accepted. My path in life was set. The excitement of becoming Chief Engineer aboard an ocean vessel was overwhelming, then the unthinkable happened, I was stricken with an illness only one week before reporting to school. I was devastated, my career had ended before it had begun forcing me to re-evaluate my career.

I stated working for a Marine Engineering Company who designed docks and piers servicing the large ships that I should have been on. I worked hard and made the best of my new career. I spent the next 30 years in this field forever wondering what my life would have been like if things had turned out differently. One night after work, a friend, after hearing about my love for the sea and desire to do something productive on the water, mentioned he was the flotilla commander of a local Auxiliary Unit and invited me to attend one of their meetings. It was just what I was looking for, so I signed up and entered the crew program. I increased my level of participation by becoming an instructor and vessel examiner, eventually becoming Flotilla Commander.

What an adrenalin rush being on the water, helping others and being part of Team Coast Guard. I looked forward to every weekend being out with my fellow shipmates. My only regret, I wished I had found the Auxiliary earlier. Since I had retired and had more time on my hands, I wanted to spend more time on the water. One morning, while having coffee and reading my boating magazine, knowing how much the water meant to me, my wife encouraged me to pursue my passion.

Continued on the next page...

The Auxiliary & My Love Affair with the Sea *Continued*

I went back to school to obtain my 100-ton captains license. I took the United States Coast Guard test and passed. Four weeks later I was issued my 100 ton Near Coastal Master's license. However, I still needed to find a job on the water. It just so happened my daughter was working for the Delaware River and Bay Authority, as a deckhand on one of their ferries. The previous Captain had retired, so the Port Captain was filling in. My daughter, knowing they were looking for a Captain mentioned me. I interviewed the very next day and was immediately hired as Captain. However, the ferry operation is seasonal. One day, I was talking with one of the passengers who worked for a local tug company. It turns out they were looking for additional people to staff their tugs. It sounded like a good opportunity for me. I interviewed and got the job. I now operate a crew launch for the company ferrying personnel and supplies to ships and other vessels along the Delaware River and Bay. I am in the process of obtaining my 500-ton captains (Masters) license for towing (tugs) vessels. My goal is to become a Tug Captain.



Just for fun during the summer weekends, I still captain the ferry, together with my ever-proficient deckhand (daughter) by my side. Life father like daughter, saltwater runs through her veins. Finally, as a direct result of my involvement in the auxiliary my dream of becoming a captain came to fruition. I have set new goals, to mentor and impart all the knowledge gained over the years to the next generation of Auxiliarist. I have learned that only through determination and hard work can you finally fulfil your dreams. For now, I think I will just KEEP ON SAILING!



Crossing the Bar

Auxiliarist Crossing the Bar - Jan 27, 2020 until August 7

FEB

none

MARCH

3/14 Anthony "Tony" DiMauro

APR

4/16 Maurice "Butch" Simpkins (18-08)

4/17 Eugene Gomolka (070-09-03) (retired)

MAY

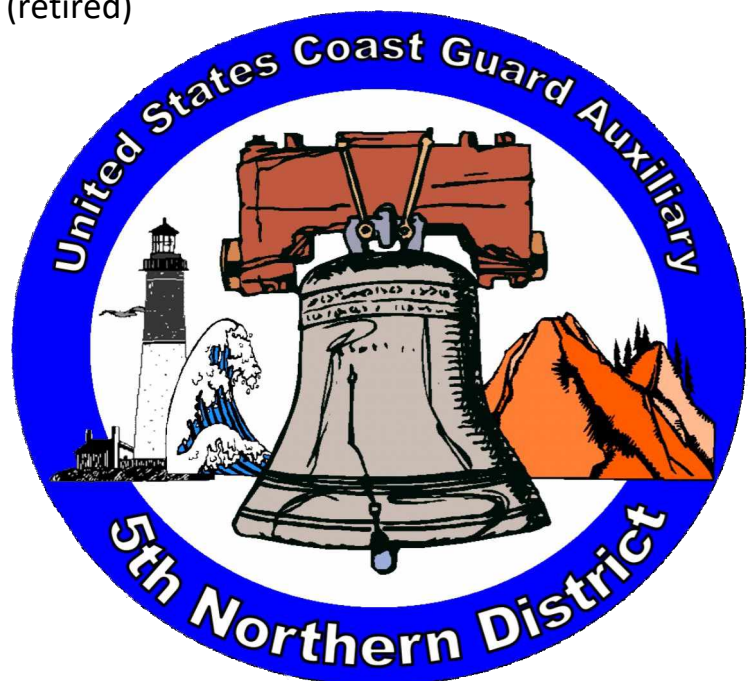
5/11 Glenn M. Oldak (04-76)

5/12 William Weibrecht, Commodore (19-01) (retired)

5/29 Kevin Tyler (19-06)

JUNE

6/24 James H.E. Imler (19-01)



COVID-19 Information



Notice of General Information (NOGI)

Sent 7/27/2020

Fellow 5NR Members,

Thank you for your "Semper Gumby," surprisingly cheerful attitudes toward this ever changing Covid-19 pandemic situation. I continue to be honored to serve as your Commodore - you are all truly amazing.

All updates on the activities we can do and the requirements to do them will now be posted on the District 5NR website. Please go to www.5nr.org. Under the "Member Links" tab, go to DIRAUX COVID-19 Directives. You may also go directly to: <https://5nr.org/diraux-covid-19-directives/>.

At this time, we may NOT do any operational missions, either surface or air. Public Affairs (PA) missions are also NOT authorized at this time.

We MAY do the following Auxiliary support missions IF we adhere to the requirements posted at <https://5nr.org/diraux-covid-19-directives/> including filling out and submitting the Auxiliary COVID-19 High-Risk Assessment Form and, recognizing our own risk factors and the impact we may have on those around us, receive permission from an Active Duty Order Issuing Authority (OIA). The following Auxiliary support missions commenced on 06 July 2020 with adherence to all requirements at <https://5nr.org/diraux-covid-19-directives/> and federal and state regulations:

- (1) Watch standing / Medical / Food Service
- (2) Administrative support within Sector and units
- (3) Vessel Exams / Marine Dealer Visits
- (4) Meetings/Conferences
- (5) Boating Safety Classes & All other instruction (including proctoring of tests) Remember, all members' safety and wellness is paramount.

Assignment to Duty/Orders

(1) If an Auxiliarist is assigned to duty by another Auxiliarist, Auxiliary COVID-19 High-Risk Assessment Form Emails must be sent for approval, via the Chain of Leadership and Management (COLM). Send it to your Flotilla Commander (FC) who will forward it to your Division Commander (DCDR) who will send it to DIRAUX at D5NRDIRAUX@uscg.mil. DIRAUX (as the Active Duty Order Issuing Authority) will then either approve or deny.

(2) If an Auxiliarist is working with or for USCG Units such as stations or sectors, the OIA at that unit must approve the orders. It should then be sent to DIRAUX for their records.

How to Do It

(1) When submitting a form via email — in the email's SUBJECT LINE type "COVID-19 FORM - (activity)". Example: "COVID-19 FORM - VE", or "COVID-19 FORM - IN-PERSON MEETING"

- This immediately clarifies the purpose of the email. If it is for DIRAUX records only (previously approved by an Active Duty OIA) add note: For DIRAUX Records Only.

(2) IMPORTANT - In the BODY of the email include:

a. Your Name.

b. Type of Mission. (Ex: VE, PV, Meeting, Training, etc. - NOTE: NO SURFACE/AIR OPERATIONS AS YET or GROUP GATHERINGS (PA Events, VE Group Checks) c. Range of dates you are requesting. (cannot be more than three weeks).

- This will expedite the review process.

d. Your RISK vs. GAIN assessment.

Notice of General Information (NOGI)

Sent 7/27/2020

ADDITIONAL NOTES:

- (1) You may fill out one form for multiple VE and PV activities for multiple locations and you can indicate a period of time no longer than three weeks UNLESS COVID RISK CHANGES OR YOUR RISK ASSESSMENT FACTOR CHANGES. EXAMPLE: (For PV & VE) "Will perform checks at three Cape Cabo marinas on weekdays from August 1 to August 10, adhering to CG safety guidelines."
- (2) For weekend work, the Aux members need to plan and prepare, because these will not be approved overnight.
- (3) Also posted on the website is the risk assessment for Enclosed Space Mass Gatherings that must be completed for any proposed events when attendees cannot maintain social distancing (6 feet). Please do not plan such gatherings unless there are extraordinary circumstances requiring it - this will most likely be denied.
- (4) This memo and the information posted on the website supersede my 8 July clarification of procedures which are no longer to be followed. The goal of that memo was to handle approvals through our own, District 5NR Auxiliary Chain of Leadership and Management (COLM). That is no longer possible and all missions must now be approved by an Active Duty US Coast Guard Order Issuing Authority (USCG OIA) per the procedures outlined above.
- (5) I recommend that Flotilla and Division meetings continue to be held online when possible. If there are in person meetings, make sure that you can maintain social distancing and the safety measures required by LCDR Taylor's 29 June NOVEL CORONAVIRUS (COVID-19)-D5NR AUXILIARY UPDATED GUIDANCE FOR SUPPORT AND MISSIONS posted on the D5NR website.
- (6) Please take this opportunity to continue recruiting, training and qualifying for certifications. Please encourage good candidates to join the Auxiliary and please mentor newer members. With the surge in Personal Watercraft (PWC) and boat sales and this year's increase in injury and death on the water, we're needed now more than ever! We will soon be issuing guidelines for enrolling new members during this Covid-19 pandemic.

Most Important Note:

Personally participating in Auxiliary Missions during COVID-19 is strictly voluntary. Members SHOULD NOT perform Auxiliary activities if they feel at risk or may endanger others. Each member is ultimately responsible for their own safety and wellbeing. The primary purpose of these forms and procedures is to protect your health and safety during this pandemic.

Joe Giannattasio, DCOS and I are strenuously working with Auxiliary National Leadership and the Coast Guard on measures to help members retain qualifications and not fall into REYR status due to COVID safety restrictions. Concern about REYR must not dictate your actions.

Our priority is ensuring the safety and well-being of our members, members' families, and all within the Coast Guard Family.

This is a very fluid time in the Auxiliary, please remain up to speed on updates concerning Auxiliary Activities by frequently visiting www.5nr.org.

Please direct questions and clarification requests through your COLM.

COMO Thomas J. Dever
District Commodore
District 5 Northern Region
US Coast Guard Auxiliary

Photos from Across the District





Original painting
by Barbara Sama, 01-04



USCGC Shearwater coming into Cold Spring inlet on July 22, 2020.

Coast Guard Auxiliary photo by Alexander Ernst, 08-06.



The Coast Guard Memorial Fountain at Valley Forge honors James E. Staudinger and Medal of Honor Recipient Douglas A. Munro. Munro was a signalman who was honored “for extraordinary heroism and conspicuous gallantry in action ... as petty officer in charge of a group of 24 Higgins boats, engaged in the evacuation of a battalion of Marines trapped by enemy Japanese forces at Point Cruz, Guadalcanal, on Sept. 27, 1942.”

Munro is the only member of the Coast Guard to receive the Medal of Honor.

The fountain was restored by volunteer Coast Guard cadets.

Photograph by Barbara Sama, 01-04



“NATIONAL AVIATION DAY” - National Aviation Day is August 19th. National Aviation Day is a United States national observation that celebrates the development of aviation. The holiday was established in 1939 by Franklin Delano Roosevelt, who issued a presidential proclamation which designated the anniversary of Orville Wright's birthday to be National Aviation Day.

Coast Guard Auxiliary photo by Joseph Giannattasio

A Message from the Editor

Good day 5NR,

I trust everyone is doing well and keeping safe. I know we are all frustrated by the restrictions this summer. I, for one, certainly am. I was hoping and planning to get requalified in boat crew after a hiatus. But, sadly, those plans will have to be pushed to the next season.

Just remember, it is a good thing that the Coast Guard is worried about our safety. That should be our consolation for a difficult summer of inactivity.

As always, please send me articles and photographs of any activities that are happening. The newsletter is only as good as the submissions from the members. I do thank everyone who has submitted recently. It is appreciated.

Have a nice end of your summer. I will talk with everyone again in November.

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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Come Visit us on the Web

Coast Guard Auxiliary homepage:

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

5NR Website:

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



Parting Shot



VILLAS, NJ - Cadets from the US Coast Guard Academy spend their downtime from summer training at USCG STA CAPE MAY, NJ enjoying fellowship and cool treats at a nearby Ice Cream Stand owned by Auxiliarist Joe Giannattasio.

Coast Guard Auxiliary photo by Chris Tuttle