

Spring 2022

Volume 119, Issue 2

United States Coast Guard Auxiliary

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



topside

80 Years of TOPSIDE

See page 16 for details.



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Leadership of 5NR

| | |
|---|--|
| Director of Auxiliary (DIRAUX) CDR Victoria Taylor-Davies | D-AD Jason C. Flynn |
| Operations Training Officer (OTO) CWO4 Diego Herrera | D-AD Donald W. Merrill |
| District Commodore (DCO) COMO Joseph J. Giannattasio | DSO-C Jason C. Flynn |
| District Chief Of Staff (DCOS) Kurt P. Sarac, Sr | DSO-C COMO Ken Brown, Janet Brown |
| District Captain Central (DCAPT-C) Cindi C. Chaimowitz | DSO-DV Ruth A. Bearce |
| District Captain East (DCAPT-E) Thomas Johnston Don | DSO-FN Mark F. Letavish |
| District Captain West (DCAPT-W) J. Douglas Willwerth | DSO-LP Francis P. Bigley |
| Immediate Past Commodore COMO Thomas J. Dever | DSO-SL Harry W. Otto |
| President Past Captains Association Alfred O. Grimminger | DFSO Thomas Callahan III |
| Division Commanders | DDC-Logistics Robert G. Vanderhook |
| DCDR 01 Reynolds A Giovannozzi Jr | DSO-CS Richard Taylor, II |
| DCDR 04 Scott G. Graham | DSO-FS Noreen Schifini |
| DCDR 07 Thomas H. Brouillard | DSO-HR Steven G. Trojanov |
| DCDR 08 Robert N. Babezki | DSO-IS Harry F. Dyer |
| DCDR 12 Timothy D. Precht | DSO-MA Jeffery Wilt |
| DCDR 15 Ivan Meixell | DSO-PB Timothy P Marks |
| DCDR 16 Basil Iwanyk | DSO-SR Noreen Schifini |
| DCDR 17 Charles Lorentz Jr. | DDC-Prevention Alfred O. Grimminger |
| DCDR 18 Paul Whitman Sr. | DSO-AS James Robert White |
| DCDR 19 Edwin W. Seda | DSO-MS Gregg R. Bollinger |
| DCDR 20 COMO KC Murphy | DSO-MT Theodore R. Hall |
| DCDR 21 Michael B. McElwee | 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-EM Gregory M. Stough |
| | DSO-CM Richard F. Lord |
| | DSO-AV William A. Fithian |
| | DSO-OP Donald W. Merrill |

Front Cover:

Savannah, GE - Bill Turner, ADSO-PE (paddlecraft) did his AUXPAD requalification at Savanna Canoe and Kayak in Savannah Georgia on March 3, 2022. It was a 3 1/2-hour session that required him to perform all the ACA level II skills. See more information on page 15.

USCG Auxiliary Photograph.

From the Desk of the Commodore

Living My Dream

Commodore Joseph Giannattasio

My family has been part of the maritime domain for over 100 years, starting with my grandfather who was a chief steward on ocean liners, my father served in the Navy during WW2 as a Gunner's Mate onboard a submarine chaser. I was born and raised in a small town at the New Jersey shore. At a young age I first experienced surfing, then learned to handle my own sails on a 14-foot Hobie Cat bought back in the early '70s by collecting and trading in coupon stamps from a catalogue to later carving local waters in a used Boston Whaler skiff. There weren't state mandatory boating classes in those days, so most of my knowledge of navigation rules was learned through earning my Seamanship Merit Badge in the Boy Scouts.

After college I did a short stint in government service and later was a suit-and-tie-guy in NYC. I missed the beach, so I went on a two-week vacation in the Virgin Islands ... and stayed twelve years starting and running small businesses. What better location to do more serious sailing and boating. I obtained my Captain's License and even participated in sail racing regattas in various roles: main and jib trimmer, helmsman, and of course - rail meat! While in the Virgin Islands I also met and worked with the officers of the homeport Coast Guard cutter and small-boat station and became good friends with many of them, a few still to this day.

After I returned to New Jersey I joined the Coast Guard Auxiliary following the terrorist attacks of September 11, 2001. I wanted to demonstrate my support of our service men and women by both words and deeds, I joined the Auxiliary's Cape May flotilla.

Though I was already an experienced boat captain and private pilot, through my Auxiliary training I greatly expanded my skillsets and learned the importance of working as a team. I also took advantage of training and qualifying in the wide variety of certifications offered. The Auxiliary is sort of like a choose-your-own adventure; you can make it anything you want it to be. You can provide the public exceptional boating safety education, ensure that boaters have the necessary safety equipment and the ability to summon help on their vessels or facilitate other Auxiliarists with their training for certifications and qualifications in the various Auxiliary disciplines. Whether it is in a classroom interacting with the public, doing vessel inspections, standing a radio watch or on patrol in the air or on the water, it gives greater satisfaction not only mastering these tasks, but putting them to use for a great cause.



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

Continued on the next page...

From the Desk of the Commodore, continued

Actively participating in the Coast Guard Auxiliary for the last 18 years has led to wonderful adventure and worthy accomplishment. I was honored to be selected as the Coast Guard's National Auxiliarist of the Year for 2017. I've been with the Auxiliary through a few government lapses in appropriations and during the COVID-19 pandemic, each one bringing challenges and new opportunities, but always the same commitment to devotion to duty in serving the Coast Guard and the boating public. I've held dozens of elected and appointed positions that have given me the chance to grow as a leader and travel the country to experience all types of Coast Guard and Auxiliary missions firsthand, plus the opportunity to meet and work with so many amazing members.

Together, the District's Executive Committee (EXCOM) and I have the honor of connecting nearly 1,600 5NR Auxiliarists to supporting the men and women of the United States Coast Guard and its mission of ensuring our Nation's maritime safety, security and stewardship.

As District Commodore, I'm living out my dream every day as I get to serve our shipmates on their personal voyages as Coast Guard Auxiliarists.

Most people regret the things they did not do more than anything they have ever done. Therefore, don't settle for anything that is less than your dream goals in the Auxiliary. Pursue them with effort, resolve and enjoyment.

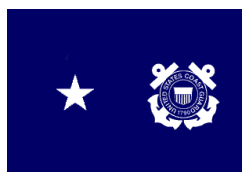
The Commodore's Memorial Day Message

Memorial Day is upon us. As we all prepare to enjoy the long weekend, let us not forget the reason behind it: to remember and honor those who gave the ultimate sacrifice, and commemorate their courage, commitment and service to our country.

In recognition of those who are no longer with us, please take a moment to pause and remember their loved ones and show appreciation through action and community service.

Gina and I want to wish you and your families a safe and happy Memorial Day weekend

-Commodore Joseph Giannattasio



A Message from the Chief of Staff

The operational 2022 is here, and the active-duty Coast Guard needs us more than ever. You are the tip of the sword, the boots on the ground for TEAM COAST GUARD's success. I can not be more excited about our future. If we can remain agile, focused, and emphasize teamwork, we will be the force multipliers the Coast Guard needs. Every day we are challenged to help more and more in the need areas and still work on RBS! Listed below are some statistics of our great work.

- In the 5th District, we have over 300 AUX members embedded in the commands.
- We have fulfilled the needs of commands over 1000 times for direct support
- We have embedded members in almost every area in the Coast Guard;
 - Culinary
 - Operations
 - Cutter, Station, and Command Center Watch Standers
 - Administrative Support
 - Instructors
 - Security Center
 - Station Support



Kurt P. Sarac Sr.
District Chief of Staff
U.S. Coast Guard Auxiliary
5th District-Northern Region

“MAKE IT HAPPEN” attitude for 2022

This is on top of our standard missions that we have been restarted in ALL vertices after COVID. Some thoughts to bring to your deck plate;

- There are NO areas shut down by COVID. Frankly put, we are FULLY open for business!
- Be safe! Please take RM (Risk Management) seriously! We are all responsible for safety! It is not a check box item but a cultural need to implement.
- HAVE FUN! This is supposed to be enjoyable.
- Take time to encourage everyone. Don't just think the worst about someone if you disagree, but take time to understand where they are coming from!
- Move forward and think outside the box

I believe we have the best staff, solid leadership, and the best members! I am excited to charge forward as a team
Kurt

Kurt P Sarac Sr.

District Chief of Staff - DCOS

District Fifth Northern



J. Douglas Willwerth, DCAPT-W

Greetings Shipmates!

I hope everyone is doing well and getting ready for a busy and successful operational season!

Most of the Flotillas have taken advantage of the time to get any necessary training completed during the winter and early spring months, getting ahead of the preparation curve. Virtual courses and some in-person workshops have taken place to “make-ready” for any training competencies. Consider that the workshop deadline is 30JUN22 to prevent compromising any qualifications.

Stop and think about the change we have seen as an organization over the last 12-24 months, during the height of the pandemic. While we aren’t completely back to an original “normal” yet, the more recent improvements have certainly given us a workable solution to perform any of the tasks needed to maintain our qualifications. It is also a perfect time and opportunity for members to complete their AUXOP qualification courses while you can do so without the need of a proctor. If you haven’t started taking any of the courses, set a goal with some timelines to make it happen!

Have you heard the term “leadership succession” in your flotilla yet? This is the time of year when each flotilla should be molding and preparing the next Flotilla Commander and Vice Commander to step up and meet the challenge for the upcoming November election. Becoming a leader is a wonderful experience! While it may seem a little intimidating and scary, there is always someone to help mentor and support you in learning the position. The same goes for appointed staff officer roles, with consideration to have assistant staff positions to learn the job so they would be able to hit the ground running once appointed.

With many of you transitioning to in-person activities, I wish you a safe and rewarding remainder of your spring while entering the beginning of our operational season. Please continue to be diligent and cautious in your activities, using your “situational awareness” in everything you do!

Take care, and thank you for everything you do in the Auxiliary!

Semper Paratus,

Doug

Douglas Willwerth, DCAPT-W
District Captain-Western Area
United States Coast Guard Auxiliary
Fifth District-Northern Region



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

Cindi Chaimowitz, DCAPT-C

Good Tidings from the Central Area!

I hope you are as excited as I am to get back out on the water, our boating season is just a few weeks away.

I know the Central Area is in full swing getting vessel safety check points set up, boater safety classes underway, public affair events, as well as training for ourselves to stay current in the program(s) we have chosen to invest our time. I'm looking forward to these in person activities.

Before you know it, it will be time to start looking for people to take on leadership roles as in our "succession" plan. Appointed staff officers all the way up to Vice and Flotilla Commanders need to start looking for members to take leadership positions that are rewarding and challenging. Mentoring is key! We need to start looking now so that we are ready to nominate these members at the November elections. Make sure you check the criteria for the elected position you are interested in so that when the screening committee accesses your information YOU are set to go.

Please remember to stay safe on land and in the water.

Thank you for all you do!

Cindi



**Cindi Chaimowitz
District Captain—Central
U.S. Coast Guard Auxiliary
5th District-Northern Region**



Message from the DIRAUX, Commander Taylor-Davies

My AUXSOME District Five Auxiliarists, I have thoroughly enjoyed my last five years with you. We have had amazing DTRAINS, as I still have my first place hula hoop trophy from the fifties Friday night event.... We had so much fun. Not only did we have fun, but also we accomplished so much together over the years.

I want to thank the three Commodores and their teams that I have worked with: Commodore Barry Kyper, Commodore Tom Dever, and Commodore Joe Giannattasio. I truly appreciate all the leaders that have stepped up and appreciate all of you who have given us your time and talent.

My next duty station is out West in Alameda, California. I look forward to experiencing the West Coast, as I have only lived on the East Coast.

Commander Chad Morgan will be taking my place. He is coming from Airstation Port Angeles, Washington State. We will be crossing the country about the same time, so there will be a short gap.

I am extremely fortunate that AUX Diego Herrera stepped into the Operations Training Officer (OTO) position until July when BOSN Mickey Price reports as the new OTO.

I am going to miss my incredible staff that care very much about your success and safety. I know you will be in great hands, as Mrs. Betty Kain has worked with all of you for 24 years this July 5th.

This district has superb everything because each of you take an important role such as the publication of TOPSIDE, our D5NR website, the investigation team, Sector ASC, I could list on forever. Without each of you doing a role, even if you think it is just a small part; it is a BIG part that keeps this organization AUXSOME. Always remember that we need each and every one of you.

Thank you very much for supporting the Coast Guard. Always stay AUXSOME!



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

A Focus on 5NR Departments



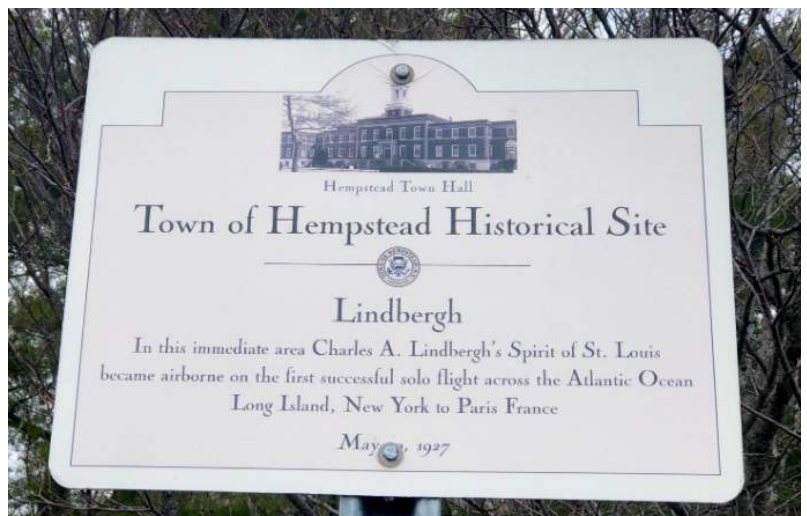
Aviation

During a spring aviation C-School (AUX-17) in Long Island, NY, District 5NR Auxiliarists Steve Trojanov and Bill Fithian (pictured left to right) scouted the location of the old Roosevelt airfield, the liftoff spot for Lindbergh's Spirit of St. Louis transatlantic flight on May 21, 1927. They discovered a monument in East Garden City, NY that marks the spot, with a dramatic carving of the airplane as it lifted off for Paris.

Coast Guard Auxiliary photos by COMO Joseph Giannattasio.



William "Bill" Fithian
District Staff Officer - AV



Information Services

Using Reports for Member Support

By Harry Dyer, DSO-IS

Many Coast Guard Auxiliary duties require members to be certified in various competencies. To remain certified in those competencies, various tasks, exams, etc. are required, some annually and others at different times. How can we keep track of all the different requirements? There are reports on the National website and in AUXDATA II that elected officers and appointed staff officers can use to help keep members certified in their competencies.

All AUXDATA II Reports are updated as soon as an activity log is approved by an Information Services Officer. The reports on the National Website are update periodically at different intervals.



**Harry Dyer
District Staff Officer - IS**

On the National Website, the Performance Measurement Directorate has many reports that are very useful in different areas. The Performance Measurement Directorate measures, analyzes and reports out on the U.S. Coast Guard Auxiliary's performance and resource data. Their products are designed to help leadership and staff, at all echelons, make informed decisions, both tactical and strategic.

The available reports are:

Election Eligibility Reports, Core Training Reports, LUCI (Local Unit Charted Information District Trends Reports), Flotilla Analysis, Unit Summary Data, Training Management Report (TMR).

For reports on the Performance Measurement website click on

<http://wow.uscgaux.info/content.php?unit=m-dept>

On the AUXDATA II Website, the Fifth Northern (053) Report Folder has 36 reports that can be used for tracking members competencies, workshops, tasks, etc. There are also unit reports for monthly statistics.

The Member Competency REYR, REWK Report includes the reason why members are in REYR, or REWK, status for a competency.

Continued on the next page...

Information Services, continued

Member Competency REYR, REWK Cur Month report contains the members placed in REYR, or REWK, in the current month. The REYR/REWK script is usually run on the 15th of the month. Note: This report is “blank” from the beginning of the month until the REYR script is run for the current month.

Some reports have been uploaded to Division and Flotilla Report Folders and formatted/filtered for those units. IMPORTANT! Unit officers, both elected and appointed, should “visit” the reports, related to their duties, at least once a month to assist the members in their units to stay current in their competencies and also to compile monthly reporting statistics.

Please contact me, harry.dyer@cgauxnet.us, if you have any requests for new reports or have any questions.



Marine Safety

Take Aim at Trash

The *Take Aim at Trash* game is the brainchild of Gregg Bollinger, DSO-MS, District 5 Northern. It is easily constructed of inexpensive, readily available materials and is great to use with children at Public Affairs events. The game works well with individuals, or as part of a team contest



Gregg Bollinger
DSO
Marine Safety

How to Play the Take Aim at Trash Game

- Shoot at the pieces of trash. Scoring:
- Hitting plastic bottle: 75 points
- Hitting aluminum can: 50 points
- Hitting plastic-coated carton: 25 points

Participants then check the “Do You Know Where Your Litter Is?” Poster to find the time needed for the three items to biodegrade in the environment. If available, award the participant a sticker.



Gregg Bollinger, Flotilla 053-19-04

Materials Needed

- A cardboard box. The box needs to be large enough to act as a base of the three pieces of trash below.
- A toy dart gun
- Clean trash:
- An aluminum can
- A plastic bottle
- A plastic-coated box, such as a juice box
- “Do You Know Where Your Litter Is?” 8 x 11 poster available from ANSC (ANSC- 4107) for participants to check out the time it takes for the three items to break down.
- Some stickers to award to participants. ANSC-4079 Sea Partners logo and ANSC-4079A
- Sammy the Sea Otter are great for this purpose.

Operations

Are You Semper Paratus?

This question is directed mainly to members who are qualified in Surface Operations (coxswains and crew members). By the time you read this article we will have begun the 2022 surface operational season. Hopefully, by now you have already taken care of the following:

- Gained a working familiarity with AUXDATA II (see below)
- Completed the Blood Born Pathogen Course (and verified it is entered in AUXDATA II)
- Completed the 2022 National Surface Operations Workshop (and verified it is entered in AUXDATA II)
- Completed the Initial Risk Management/Team Coordination Training (IRM/TCT) Course (and verified it is entered in AUXDATA II)
- Completed the 2022 National Risk Management/Team Coordination Training (RM/TCT) Update (and verified it is in AUXDATA II).
- Ensured your Operational Facility (for boat owners and radio owners) is currently inspected (and verified it is “Operational” in AUXDATA II).
- Ensured you are not in REYR or REWK status (by verifying your status in AUXDATA II).
- Checked to see if you need to complete your five-year Navigation Rules examination (coxswains) (by verifying in AUXDATA II).
- Checked to see if you require a three-year check ride with a Qualification Examiner (QE) (coxswains and crew members) (by verifying in AUXDATA II).
- Coxswains - ensured your crew members are not in REYR or REWK status (by verifying in AUXDATA II).
- Ensured your Personal Protection Equipment (PPE) including your Personal Flotation Device (PFD, float coat, SAR vest) have been inspected and in good order. Also check your whistle and signaling mirror.
- Ensured your Personal Locator Beacon (PLB) is a McMurdo FastFind 200, is properly registered with NOAA, the battery is current and it tests OK.
- Ensured your Personal Marker Light (PML) has been inspected and has fresh batteries.

It is important to ensure all these steps are completed now. Otherwise, you will not be in a position to work under orders this season.

If you require assistance with any of the above, contact your Member Training officer, your Operations officer, your IS officer or your Flotilla Commander.

We anticipate this will be a very busy season. We always need training. Our Active Duty team members will be looking for us to support them as much as we can. We will have many special events to support. We will have many members who require check rides. We have fewer coxswains and fewer crew members. And we have fewer Operational Facilities. Therefore, we all need to be Semper Paratus not only as we begin the season, but also throughout the year.

Donald Merrill, DSO-OP

Public Education

Bill Turner, ADSO-PE (paddlecraft) was asked to give a brief paddling class for high school students at Holidaysburg High School. There were six 40-minute classes of 6 to 8 students during an activity day February 2022.



Bill Turner, ADSO-PE (paddlecraft) did his AUXPAD requalification at Savanna Canoe and Kayak in Savannah Georgia on March 3, 2022. It was a 3 1/2-hour session that required him to perform all the ACA level II skills. Bill is currently the only person with the qualification in Fifth Northern (053). As the AUXPAD program is in a restart mode, it is his task to do the "outreach" responsibilities and to grow the program within the district.



Publications

TOPSIDE Anniversary March 1943-Present

We wanted to remind the district that an important milestone is coming.

Our research indicates that this newsletter, TOPSIDE, is the oldest continuously published Auxiliary newsletter. TOPSIDE has been regularly published since March 1943. 2022 begins the 80th year of the newsletter, with March 2023 being the official 80th Anniversary of TOPSIDE.

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

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

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

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



Timothy Marks
District Staff Officer -
Publications



Information from Around the District



Message from 5th District Commander

Team D5,

Later today, I will complete my assignment at D5 and be relieved by RDML Shannon Gilreath. It has been a true honor and privilege to serve as the Commander of the Fifth District for the past 20 months. I have particularly enjoyed the opportunity to visit our 75 units and meet so many of you. Thank you to each and every member of D5 - Active Duty, Reserve, Civilian, and Auxiliary - for the dedication and hard work you each put into serving our Nation and Coast Guard. You have met my Commander's Intent and watchwords of "People, Performance, and Professionalism." Thank you to your families for supporting you and enabling you to serve, and the sacrifices they make as well. We are the World's Best Coast Guard because of you.

Over the past 20 months, Team D5 has risen to the challenge to continue operations despite the challenges of COVID. You have:

- conducted more SAR cases than ever and saved hundreds of lives,
- serviced thousands of aids to navigation,
- conducted thousands of boardings,
- responded to pollution incidents and investigated marine casualties,
- protected the President of the United States and our National Capital Region airspace,
- conducted Port Access Route Studies and facilitated bridge permits to ensure our Marine Transportation System works safely,
- used our Intel capabilities to maximize operational effectiveness,
- improved our ability to handle cyber incidents,
- protected fisheries, and
- supported our DOD and Interagency Partners.

And you worked beyond the D5 AOR boundaries...

- conducting exercises with international partners in Greenland and Canada (including the first FRC to cross the Arctic Circle),
- partnered with Bermuda to patrol against Illegal Unregulated and Unreported foreign fishing,
- supported D1/D7/D8 operations,
- conducted International Ice Patrol missions,
- provided space launch security
- and conducted Active and Reserve surge deployments in support of the Southwest Border, FEMA Vaccine sites, Op Allies Welcome, hurricanes, and others



**Rear Admiral Laura M. Dickey
Fifth District Commander (D5)
U.S. Coast Guard**

Continued on the next page...

Message from 5th District Commander, Continued

None of this would have been possible without the great support provided by our administrative, financial, and health specialists (particularly impressive considering the massive change brought on by FSMS, ETS, and MHS Genesis). Likewise our legal professionals provided support to members and their families through legal assistance, pursued criminal and civil penalties for environmental crimes, and helped ensure good order and discipline. Our culinary specialists kept everyone well fed and were ably assisted by Coast Guard Auxiliary chefs. Our chaplains were critical to facilitating ceremonies, providing counseling, assisting with religious accommodation requests, and were very capably augmented by Auxiliary Clergy. Our engineers kept things running and repaired our infrastructure. And our Public and Governmental Affairs teams were always there to tell our story and ensure our elected representatives understood our operations and people.

The everyday business of the Coast Guard continued uninterrupted despite a global pandemic. You not only did those missions well, but rose to the challenge of major events like the M/V EVER FORWARD grounding in the Chesapeake Bay, the Broadkill Beach oil spill in Delaware, downed aircraft and grounded fishing vessels on the beaches in North Carolina, and the crash of a Navy E-2D aircraft in Virginia, amongst many others.

If you've read this far, you'll see that it's been BUSY. We answered the call and we're preparing for the future - wind farms, autonomous vessels, anticipating changes in assets, major port projects, and remaining Semper Paratus. I'm confident that you will continue your great service and support under RDML Gilreath as he takes the helm. I head off to be Deputy Commander of Atlantic Area knowing that the Fifth District is leading the way.

V/r,
RADM Laura Dickey

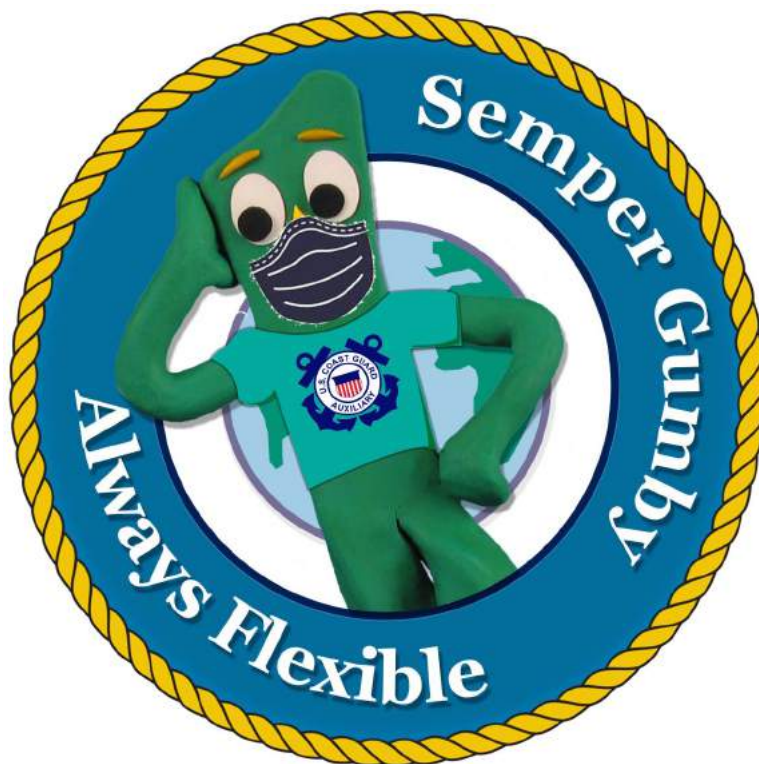
Laura M. Dickey
Rear Admiral, USCG
Commander, Fifth Coast Guard District



Latest COVID Guidance

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

<https://5nr.org/diraux-covid-19-directives/>



Memories of MLB 44310 and UTB 41451

By Donald Merrill

“It is with sadness that I sold her last July,” Don Merrill said as he reflected on the long history of USCG Motor Life Boat 44310. “We are also sad about no longer having USCG UTB 41451 as part of our fleet.” Following is the story of the long service to the USCG and the USCG Auxiliary of both our Operational facilities.

The story of MLB 44310 and her service with the USCG Auxiliary Fifth Northern District began in November of 2009 with Don Merrill, a long-time member of the Auxiliary.

“What is that?” his friend Dennis asked as he and Don were riding through the Lewes Harbor Marina in Lewes, Delaware on that cold, damp November afternoon. “That,” Don replied, “is an old retired Coast Guard Motor Lifeboat. Boy, would I like to restore her to service for Auxiliary work!” Thus, began the resurrection of MLB 44310.

Don and Dennis found the “old girl” in a field on blocks in Lewes, Delaware. She was rusty, beat up and the rub rails were half-way ripped off the hull. The owner had painted the bottom with black enamel (not anti-fouling) and the hull and super structure were painted with white commercial building paint. But overall, she was in pretty good shape.

Don spent that winter researching the vessel, her ownership and her history. He learned that she was designed and built at the Coast Guard base in Curtis Bay, MD. She was launched in 1963. Her first duty station was in Cape May, NJ. She was moved to Lake Erie and spent most of her Coast Guard service at Ashtabula, OH. The Coast Guard retired her in 1999 and sold her to the National Park Service in Fire Island, NY. Two years later the Park Service sold her to a marine construction company for use as a tug boat to move their dredge. The construction company won a contract to dredge Indian River Inlet, so she was moved from Long Island to Delaware. Shortly thereafter, the company took delivery on a new self-propelled dredge and no longer needed the MLB. So, she was placed on blocks in Lewes. That’s where Don found her.

When he found the owner, Don began to negotiate to purchase her. However, closer inspection revealed some necessary repair work that would require some significant funding. He decided to forego the purchase and began to investigate the purchase of a retired Coast Guard 41’ UTB. He found one near Detroit, MI and prepared and submitted a sales agreement for the boat. However, the owner decided to sell it for scrap. So, after all the research and negotiations, there was no retired Coast Guard boat in Don’s future.



Coast Guard Motor Life Boat (MLB) 44310 (Retired)



Coast Guard Utility Boat (UTB) 41451 (Retired)

Continued on the next page...

Memories of MLB 44310 and UTB 41451

Continued

Meanwhile, he shared his vision with some of the members of his flotilla. One of members, Kurt Sarac, became intrigued with the idea of restoring an retired USCG boat for Auxiliary service. He visited the MLB Don had found and became more interested. So much so that on June 3, he closed the purchase and took ownership of the boat. He and his marina crew began to prepare the boat for travel on June 6. She was launched on June 10.

Kurt planned to take her to his new marina at the Perryville Yacht Club. However, he was unfamiliar with the waters of the Delaware Bay. So he asked Don to accompany him on her long voyage to her new home. On June 13, Kurt and Don went to Lewes to take her for a shake-down cruise and sea trial to prepare for the trip. On the way to Lewes, they shared their vision, thoughts and ideas about the future of the boat. They were in perfect alignment. However, Kurt struggled with the amount of time required to accomplish the work to get the boat ready for Auxiliary service. So Kurt appointed Don as the restoration project manager and the captain of the boat. On June 15 they departed Lewes, travelled up the Delaware Bay, through the C&D Canal, down the Elk River, up the Susquehanna River to her new home at Perryville. The trip took twelve hours! But, she “purred like a kitten.”

Then the restoration work began. The plan included restoring CG 44310 completely. The pilot house, cabin, survival cabin, decks, hull and bottom all needed to be sand-blasted, primed and painted. The interior required the same. The engine room needed to be cleaned and all systems sanded, primed and painted. Sounds like a lot of work? It sure was. However, it was a labor of love on a vessel that would continue to serve her country as a patrol boat and training platform under the auspices of a group of Auxiliarists who wanted to do the same. When completed she also became a memorial to those who served on the MLBs and a tribute to the many lives they saved. And she would continue to be a legacy to those who loved her enough to volunteer their time to restore her and continued to serve on her.

The restoration work completed, frequently OPFAC 443310 was seen on the northern Chesapeake Bay involved in Boat Crew Qualification Program (BCQP) training exercises, providing Marine Observation Mission (MOM) patrol support, providing support for poker runs, triathlons, fireworks displays and other marine events.



The way MLB 44310 looked before restoration



The way MLB 44310 looked after restoration

Continued on the next page...

Memories of MLB 44310 and UTB 41451

Continued

In 2012 OPFAC 443310 provided support for the War of 1812 Bi-Centennial celebration in Baltimore. While there the OPFAC and crew members provided a platform for USCG PA representatives, escorted the USCGC EAGLE in and out of Baltimore Harbor, transported the ground crew for the Navy Blue Angels, established and maintained the “air box” for the air show, provided safety patrol support for eleven days and provided transportation for USCG officers.

April of 2014 was a banner month for Division 053-01. Not only did we have the OPFAC 44310 but we also acquired USCG UTB 41451 (retired).

While Kurt Sarac, the owner of OPFAC 44310, shared Don’s dream and made it a reality, he had a dream of his own. He wanted a 41’ UTB to do the same work. And he was successful in locating one in Wrightsville Beach, NC. So in March of 2014 he and Don went to Wrightsville Beach to prepare the newly acquired UTB for transport to Perryville. Upon arrival the restoration work began again. More sand blasting, more painting and more outfitting.

The work was completed just in time for both the MLB and the UTB to go to Baltimore in September to provide support for the celebration to commemorate the end of the War of 1812.

In 2015 UTB 41451 provided support for the “Tall Ships” Festival in Philadelphia, provided safety support for the Bass Master’s Tournament in Northeast Maryland and security zone support for the Papal visit to Philadelphia.

In 2016 the OPFAC and crew members provided escort for the USS Barry as she was moved from Washington, DC to Philadelphia Navy Yard to be dismantled. In July the crew provided security zone support for the Democratic National Convention in Philadelphia on some of the hottest days on record.

In May of 2017, OPFAC 41451 travelled to New York Harbor for the Navy Fleet Week event, escorted 26 war ships into the Harbor, provided Harbor security for them and a transportation platform for the Naval Criminal Investigative Service (NCIS) Team.

OPFAC 41451 and crews returned to Philadelphia in May of 2018 to provide escort and support for the revisit of the Tall Ships. They returned to Philadelphia in August to provide escort for the new USCGC Hamilton while that crew hosted a helicopter demonstration for the Congressional Day participants. And in October they returned to Baltimore to provide support for the Fleet Week event.



The way UTB 41451 looked before restoration



The way OPFAC 41451 looked after restoration

Continued on the next page...

Memories of MLB 44310 and UTB 41451

Continued

By comparison to the previous years, 2019 was a fairly easy year because the crew only went to Philadelphia to provide the platform again for another helicopter demonstration for Congressional Day, and to provide escort and security for the USCGC EAGLE again.

These were some of the significant events we have been called upon to support. Most weekends and holidays, the boats and their crews provided BCQP training, supported poker runs, supported triathlons and fireworks events on the northern Chesapeake Bay.

Needless to say, our crews and OPFACs were very busy.

In April 2019, Kurt decided two boats were too many to maintain. As a result, he placed OPFAC 44310 up for sale. After all the work and memories, Don could not let her go and purchased “his old girl.”

However, while COVID-19 was taking its toll across our nation and the Auxiliary programs in 2020, it also took its toll on our boats. As a result, it became necessary to take both boats out of service. MLB 44310 was sold in July of 2021. “It was a sad day to watch her sail off to Smith Island,” said Don. “But you may still see her on the lower Chesapeake Bay,” he continued.

And, UTB 41451? Unfortunately, she suffered irreparable damage while being lifted out of the water for the winter at a marina and had to be scrapped.

Thus, ends the legacy of MLB 44310 and UTB 41451. They both served our country proudly, the USCG and the USCG Auxiliary. We will miss them.



OPFAC 44310 patrolling the northern Chesapeake Bay



OPFAC 41451 patrolling the northern Chesapeake Bay

Topside Puzzlers

Spot the Difference

By Barbara Sama

Can you spot the 10 differences in these 2 pictures?



A True Act of Patriotism by an Auxiliarist for a True Hero

Article and Photos by Scott Sigman

When people think of a “hero in the sky” most people think of a comic book hero. However, in real life there are heroes in the sky everyday through the aviation units of local and state police departments, the Coast Guard, and EMS.

In Philadelphia, one of those heroes is Sergeant Chris Clemens, a 35-year veteran of the Philadelphia Police Department, who rose through the ranks with assignments in the Patrol Bureau, SWAT, and the Aviation Unit. Once assigned to the Aviation Unit, Sgt. Clemens was designated the Chief Pilot and responsible for the safe operation of four police helicopters that routinely fly over the Philadelphia metropolitan area.

During Covid, Sgt. Clemens developed a cough and went to see his flight physician. After ruling out Covid and conducting a chest x-ray, the doctor did not like what he saw. After further testing, it was discovered that Sgt. Clemens, a non-smoker who is routinely evaluated pursuant to FAA regulations, had cancer throughout his lungs. Once they tested his lungs, the doctors realized it was a GI cancer that had metastasized from a small tumor in the duodenum to infect both lungs.

Unfortunately, the prognosis is not good. This type of cancer is stage IV, incurable, and is very difficult to treat. They gave Sgt. Clemens about a year to live. So far, the first two chemotherapy treatments were ineffective and the third (and final available chemotherapy) is having little to no impact on the cancer in his lungs.

After receiving this diagnosis, Sgt. Clemens, a devout Catholic, had a wish to visit with the Holy Father in Vatican City and receive his blessings. In fact, Sgt. Clemens was on police duty when Pope Francis arrived in Philadelphia in September of 2015. During the Papal visit to Philadelphia, Sgt. Clemens was responsible for all motorcade and helicopter aerial security for the Holy Father. He personally mapped out all egress landing zones to facilitate the evacuation of the Holy Father if called upon to do so.

The visit of the Holy Father to Philadelphia was a most memorable one for the entire Clemens family. Sgt. Clemens and his wife Colleen are the proud parents of three teenage boys: Jude (19) Patrick (17) and Andrew (14). Each member of the Clemens family has attended Philadelphia Parochial schools from kindergarten on. Colleen currently serves as a Church vocalist during Mass at two Catholic Churches, St. Albert The Great and St. Timothy's.

Continued on the next page...

A True Act of Patriotism by an Auxiliarist for a True Hero

Continued



Ever since the Pope was in Philadelphia, Sgt. Clemens had discussed traveling to Italy with his friend **Scott Sigman (Flotilla Commander of Flotilla 053-04-76)** for a vacation. Sigman, who actually grew up in the same neighborhood as Sgt. Clemens in Northeast Philadelphia, became a close friend of Sgt. Clemens after Sigman was assigned to the East Police Division as an Assistant District Attorney over 20 years ago.

When Sigman heard his friend had cancer and wanted to get blessed by the Pope, he knew he had to make it happen. Sigman started the process by reaching out to a core group of mutual friends from the

Union League, the Union League's American Legion Post (Post 405), and members of his USCG Auxiliary Flotilla. The planning for this pilgrimage began in November of 2021.

In December of 2021, Sigman and Clemens were both supposed to be at the Army Navy Game at Met Life Stadium, but Clemens was not feeling up to it. As if by some divine intervention, Sigman went to the game and was introduced to Cass Forkin who runs the Twilight Wish Foundation. Once Forkin heard the story of Sgt. Clemens and his wish for the blessings of the Holy Father, she told Sigman to apply for this wish which she called the "Vatican Wish."

Through the generosity of members of Flotilla 4-76, LCDR John DiLeonardo (USCG), the Honorable Amato Berardi (former member of the Italian Parliament - Deputato della Repubblica Italiana), Maj. Andre McCoy (USA), George Turak, Capt. Lou Cavaliere (USN), Andy Waskie, Garrett Smith, Dr. Cathy Greenberg, Ivan Tancredi, Kevin Cauley, Dr. Zeff Lazinger, Capt. Jack Lieberman (USN), David Stockman, John Capizzi, Kristie Bergey, Dr. Benedict Bachstein, Staff Inspector Joseph Bologna (PPD), Capt. Lou Campione (PPD), Chief Inspector Tony Boyle (PPD), Inspector Dave Jardine (PPD), Sgt. Nancy Quinn (PPD), Lisette Tarragano, Bob Daniels, Dr. Michael Cirigliano, Carl David, Gen. Randy Marchi (USA), , the Honorable Jimmy Lynn (CCP), Estenier Casana, Jawad Salah, Anthony Mirarchi, Saverio (Sam) Mirarchi, Joseph Stivala, American Legion Post 405, The Chapel of Four Chaplains, Mt America Foundation, Marine Corps - Law Enforcement Foundation (MCLEF), Ben Franklin Global Forum, Custodes Pacis, the Philadelphia Police Department, the Fraternal Order Of Police, and Father Steven Wetzel (PPD) the wish was able to be granted.

Clemens and Sigman began their religious pilgrimage on February 22, 2022, traveling from Philadelphia to Rome. They spent their first day in Rome as a special guest of the Honorable Amato Berardi, a former member of the Italian Parliament. Deputato Berardi presented Clemens and Sigman with two tickets to see the Pope. These special tickets with the Papal Seal were stamped ticket 0001 and 0002.

Continued on the next page...

A True Act of Patriotism by an Auxiliarist for a True Hero

Continued

On Wednesday, February 23, 2022, Clemens and Sigman attended an audience with Pope Francis in Vatican City where they had approximately three minutes to talk directly with His Holiness. Sigman explained to the Pope (in Italian) that Clemens was a Philadelphia Police Officer, a helicopter pilot, helped with security during the 2015 papal visit to Philadelphia, and was dying of stage IV cancer to his lungs. At this moment the Pope moved his hands around the chest of Clemens. Then the Pope put his hand on the head of Clemens. Finally, the Pope made a cross on the forehead of Clemens with his finger. Clemens then handed the Pope yellow (Vatican color) rosaries that he made himself. In return, His Holiness handed Clemens a set of papal rosaries. Clemens wish to be blessed by His Holiness Pope Francis in Vatican City had been granted and his health and life were truly in God's hands.



After receiving the Pope's blessing, Clemens and Sigman spent the rest of the day touring the Vatican, St. Peter's Basilica, the Vatican Museum, and the Sistine Chapel.

On the following day, Thursday, February 24, 2022, they continued their pilgrimage, traveling from Rome to Puglia where they went to visit the City of San Giovanni Rotondo to offer prayers to Saint Padre Pio, for whom Clemens has a special devotion. (In fact, Clemens often travels to the largest shrine to Saint Pio outside of Italy which happens to be in Barto, Montgomery County, Pennsylvania).

In San Giovanni Rotondo, Clemens and Sigman went to the resting place of Saint Pio, saw the balcony location of where Saint Pio first had the stigmata, toured the original church of Saint Pio where his body is visible in a glass casket in the crypt, and were given a special tour (by the head physician) of the 900-bed hospital where Saint Pio used to walk the halls and offer blessings to the sick and dying. This hospital, called the "Casa Sollievo della Sofferenza," was founded 65 years ago in 1956 by Saint Pio and is still in full operation today.

Continued on the next page...

A True Act of Patriotism by an Auxiliarist for a True Hero

Continued



The pilgrimage continued with a visit to Sicily where Sigman and Clemens visited Greek ruins including the Temple of Segesta (built in 420 BC), the Sanctuary of Saint Calogero (built in the 1500's) which includes the Antiquarium and various natural caves which emit geothermal gas atop Monte Kronio (these geothermal/volcanic steam vapors are believed to aid healing and cure many ailments), a piazza dedicated to Saint Pio in Sciacca, numerous churches, and even a monastery in Palermo where Clemens received the blessings of a monk of the same order of Saint Pio.

The pilgrimage ended back in Rome with visits to the Spanish Steps, Trevi Fountain, Pantheon, Piazza Navona, Piazza Venezia, and Piazza Barberini.

Clemens and Sigman returned home to Philadelphia on February 28, 2022.

Sgt. Clemens continues to protect and serve the Philadelphia community as a Philadelphia Police Sergeant although he is grounded from helicopter flight pursuant to FAA Regulations and assigned to desk duty. He continues to support his wife and three boys. He also continues to fight for his life each and every day through prayer and through the help of doctors. Chris Clemens is a true hero.



USCG Help for Ukraine

Gregg R. Bollinger, Th.D., DSO-MS, D 5NR, BC-PWS

The U.S. Coast Guard has provided two former patrol boats (the USCGC Ocracoke and the USCGC Washington) to the Ukrainian Navy for use in the war with Russia. In January, 2021, multiple Ukrainian crews came to the Port of Baltimore (where the vessels had been re-fitted) for 10 weeks of training consisting of both classroom instruction by Coast Guard instructors and hands-on practice of essential tasks such as basic seamanship, maintenance and firefighting. The Ukrainian Navy has been hard-hit by Russia ever since 2014 with many of their vessels falling into the hands of the Russians; many of which were seized when the Russians took over the former Ukrainian Fleet Headquarters at Sevastopol in the Crimea region annexed by Russia.

The United States designates vessels that otherwise would be scrapped and refurbishes them to add additional capabilities thus extending their useful service life which benefits U.S. partners such as Ukraine as well as Georgia, Vietnam and Sri Lanka. Nations such as these need help in meeting threats such as piracy, illegal fishing and narcotics/human trafficking as well as national security threats from powers such as Russia and China. The two recent contributions of vessels from the USCG are the third and fourth such under the Excess Defense Articles (EDA) program run largely by the State Department's Bureau of International Security and Nonproliferation. The U.S. has a long history of providing older, ready-to-be-scrapped military equipment such as ships to friends and allies such as what took place during World War II when the Lend-Lease Act provided older naval vessels and aircraft to both Great Britain and the former Soviet Union in their fight against the Axis. The fast patrol boats are part of what is being termed a "mosquito fleet" to counteract Russian aggression in Ukraine's waters.

The Ocracoke was re-christened the Sumy and the Washington is now known as the Fastiv. Both are now deployed in the struggle to counter the Russian invasion.

Nota Bene: Information was drawn from the U.S. State Department's Bureau of Political-Military Affairs website in writing the above.



Ukrainian naval personnel and their American trainers pose in front of Sumy on graduation day.

Photo courtesy of
the U.S. Coast Guard

History of the District



All's Quiet Along the Delaware

by 5NR Historian Steve Marthouse

During the past year, I have been spending a great deal of time reviewing all the records that make up the Fifth NR Historical Collection. As I have mentioned in previous articles the difficulty one runs into when attempting to tell the story of the USCG Auxiliary in the early days. The best source I've found is the early issues of TOPSIDE Magazine. Although we have digitized all the issues we have in the collection, it is most definitely not complete. Recently I have uncovered 25 issues that are in the National Auxiliary Archive located in the Joyner Library at Eastern Carolina University. I hope to have digital copies of those magazines added to our website this summer. If you haven't looked through these magazines, you're missing a great opportunity to understand the roots of our history.



Steve Marthouse
5NR Historian
ADSO-PB History

The following article I found as a xerox copy in a folder. Likely it appeared in an issue of TOPSIDE that I do not currently have. It was written by Robert Roth, a Feature Writer with the Philadelphia Record newspaper. A check of the internet shows the Philadelphia Record was a daily newspaper published in Philadelphia from 1887 to 1947. I believe this article was written around 1944. I also assume Mr. Roth was an invited guest on the described patrol. The original xerox copy was in very poor condition so I have tried to re-type the article in the same format and style as the original.

A special note for Auxiliary History fans. There is a photo in this article of two Auxiliarists using a ship to shore radio. If you look closely you will see on the uniform a shield shaped patch with "II 22" embroidered on it. According to the earliest Auxiliary Manual I have dated 1942, that is the insignia representing a member of Division 2 Flotilla 22. Each District was assigned a distinct color for their patch to tell what District the member was from. The Philadelphia or 4th District shield color was specified as Autumn Brown or 70107, from the "Standard Color Card of America". The roman numeral and the numbers were to be of a contrasting color. This photograph is of two members of Flotilla 22 Essington, PA.

Continued on the next page...

All's Quiet Along the Delaware

Continued

All's Quiet Along the Delaware

By Robert Roth

Feature Writer

Philadelphia Record



The Sabotage Patrol casts off to begin Its Nightly Vigilance

Dusk was falling, and a baby blizzard was howling out of the northeast as a sleek, streamlined cutter of the U.S.C.G. Auxiliary, pointed her bow down the Delaware River and disappeared in the blinding snow.

The cutter, wearing her dark gray war paint, was one of 18 flotillas in the Fourth Naval District starting out on her nightly sabotage patrol of the river and bay.

She carried a crew of six. All week long they work, like everyone else, at earning a living. But once a week they touch adventure. Once a week they forget their responsibilities as family men, as doctors, clergymen, engineers, welders, clothing salesmen and clerks, and become sea detectives.

They cruise the harbor, the inlets, the bays, the rivers, guarding against sabotage. They look for trouble-and often they find it, sometimes in the form of a floating body, sometimes a ship in distress, and sometimes an unauthorized water prowler.

Continued on the next page...

All's Quiet Along the Delaware

Continued

They are the Coast Guard Auxiliary sabotage patrol, composed of more than 1000 men in this district. They differ one from the other as much as any 1000 men picked at random, but they have two things in common: they are at present either draft-deferred as individual citizens or ineligible for regular military duty, and they love the water.

The boats they sail-more than 700 of them-are mostly converted pleasure craft. Their gleaming white hulls of yesterday are giving way to dull gray war paint. Many of them have been taken over by the government. Often these volunteers find themselves aboard the launches they owned before the war. Each man, prepared for his task by weeks of training in navigation, seamanship, gunnery, boat handling and first aid, serves without pay, wears the uniform of the U.S. Coast Guard, which he bought himself.

Take a typical six-man crew on a typical winter night, aboard their 38-foot cabin cruiser which has been equipped with special sheathing against the hazards of river ice and jetsam. They go aboard at their base at 8 p.m. The standby watch leaves as they arrive. They have just finished checking the fuel supply and find that everything is shipshape. The crew takes over under the commanding officer and they cast off. The first watch is set, and we find it is composed of a heating contractor, a clothing salesman and a research engineer.

Tonight, however, we find that the heating contractor is also a Motor Machinist, first class; the clothing salesman a Motor Machinist, second class and the research engineer the Commanding officer. He is keeping the log and scanning the water for anything that doesn't belong there. The balance of the crew stays below, practicing Morse signals or busy in the galley.

The lookout seems interested in something ahead as he peers through the glass. "Suspicious object, two points off port bow", he reports to the skipper. The ship's searchlight is turned to the spot. There is something there, and it looks like a small overturned boat. Slowly the object is approached. It is a large log-a hazard to navigation and is towed to shore and disposed of.

Down past the big shipyards and other defense plants working the 4 o'clock to midnight shift are ablaze with light. The busy hum of industry comes out over the water. It is a hymn of hate against the Axis.

"Someone is blinking a flashlight on that pier ahead", the helmsman reports. The motors are stepped up and the ship slips in close. A watchman on the pier is blinking out an SOS. A workman has gone berserk and had knifed several other workers and had taken refuge on the end of the pier and defied anyone to come get him. The ship's searchlight picks him up. The bow of the boat is only 20 feet from him. He is covered with a tommy gun. "Throw that knife away and keep your hands up", commands the skipper. The man does so and the plant police rush in and overpower him.



Communication with Headquarters via Ship-to-Shore Radio

Continued on the next page...

All's Quiet Along the Delaware

Continued

The cutter resumes its patrol. A big tanker passes, its signal light blinks. Up and down the area continues the patrol. At midnight the watch changes and chow is stowed. The second watch includes a doctor who is a Boatswain's Mate first class, a defense plant welder is a Coxswain, and the owner of a chain of gasoline filling stations who is a Seaman first class. The helmsman points upstream.

Those off watch climb into comfortable bunks. Here comes another big ship. Then another and another. The propellers of the big freighters turn over slowly. The early morning fog now cuts visibility almost to zero, but the patrol goes on. Speed is reduced to two knots or less and the watch relies on compass and knowledge of the channel to take the boat by all obstacles.

Shortly before 6 a.m. the helmsman threads the boat through the maze of other craft to the wharf. The log is put into order. The guns are covered and put away in lockers. There are dishes to be washed and decks to be swabbed before the crew can use its rationed gas to drive home in the daylight. The cutter pulls in and wharfs.



Emergency Repairs are made to a Navigation Buoy

The Fourth Naval District which includes Eastern Pennsylvania, Southern New Jersey, and Delaware, has in eight months of offshore patrol covered 73,980 miles, equal to three times around the world. In three months, the Delaware river patrol has covered 11,422 miles.

With the Waterfront Security Patrol taking over protection of the land side, the Port of Philadelphia is the first in the country to be fully protected by volunteers.

But the Coast Guard Auxiliary Keeps Ceaseless Vigil

5NR Obscura



Museum of New Jersey Maritime History



Want to explore the most extensive collection of maritime (and Auxiliary) history and artifacts in New Jersey? Grab your camera and head to the Museum of New Jersey Maritime History on the southern end of Long Beach Island, dedicated to preserving the incredible history found beneath the surface of our Jersey Shore. A boatload of treasures, artifacts and curiosities call this interesting place home — including shipwreck artifacts, prehistoric marine fossils, navigation equipment, diving gear and former District Historian "Jake" Lincoln's amazing collection of period Auxiliary uniforms, devices, photos and ephemera.



Photos from Across the District





New York, NY: The gravesite of Alexander Hamilton, who is considered the father of the United States Coast Guard. The gravesite is located at Trinity Church in New York City.

*U.S. Coast Guard
Auxiliary Photo by
Leon Christopher DeFulgentis*

SAINT LOUIS, MO — U.S. Coast Guard Auxiliary 5th District—Northern Region Commodore Joe Giannattasio met with AUX Michael Barth, during N-TRAIN. Both Auxiliarists have earned the title of Auxiliarist of the Year (Giannattasio in 2017 and Barth in 2019). Giannattasio and Barth gathered to discuss a variety of topics and look forward to continuing to push the U.S. Coast Guard Auxiliary towards its highest potential.

Coast Guard photo.



Bowers Beach, DE: On April 30, 2022 a team will be setting up antenna and office equipment on SARDET Bowers Beach to prepare for the summer boaters. These upgrades are very much needed, as this location launches 300-400 boats a day!

Coast Guard AUX photo by Barbara Sama



Reading, PA: Several Auxiliarists from 5th Northern participating in the LAMS course at a pre-COVID D-Train in Pennsylvania.

Coast Guard AUX photo by Barbara Sama

Captain Jonathan Theel Presents at the Union League's American Legion Post 405

Photos by Scott Sigman



5NR Members at N-Train



ST. LOUIS - (pictured L to R) District Fifth Northern members COMO Joe Giannattasio DCO and Kurt Sarac DCOS attend a National Leadership meeting at the Auxiliary's 2022 National Training Convention (N-TRAIN). N-TRAIN offers a variety of training opportunities for selected district staff officers and national leadership. Each year, N-TRAIN provides Auxiliarists an excellent forum for education and discussion in targeted program areas.

Coast Guard Auxiliary photo.



ST. LOUIS - (pictured L to R) District Fifth Northern members Christopher Wilson and COMO Joe Giannattasio DCO attend the Auxiliary's 2022 National Training Convention (N-TRAIN). N-TRAIN offers a variety of training opportunities for selected district staff officers and national leadership, and Christopher serves in the Auxiliary's National Staff as Director of the Recreational Boating Safety Directorate. Each year, N-TRAIN provides Auxiliarists an excellent forum for education and discussion in targeted program areas.

Coast Guard Auxiliary photo.



ST. LOUIS - District Fifth Northern member Kurt Sarac DCOS attend a National Leadership meeting at the Auxiliary's 2022 National Training Convention (N-TRAIN). Here, Kurt Sarac is standing with two models who are modeling the new uniforms. To the left is the new Coast Guard Work Uniform (CGU) which will be made available to Auxiliarists during Fiscal Year 2024. To the right is the new Alternate Working Uniform (AWU) which is authorized to be purchased and worn by all Auxiliarists.

Coast Guard Auxiliary photo.

CG Cutters at TRACEN Cape May

TRACEN, Cape May - Leon C. DeFulgentis, AUXPA3, was at TRACEN on April 3, 2022 as a trainee cutter watch stander. During his stay, he was able to photograph various Coast Guard Cutters at the station. All photographs were taken by Leon C. DeFulgentis, AUXPA3.



USCGC Angela McShan at Station Cape May. .



USCGC Rollin A. Fritch at Station Cape May.



USCGC Lawrence O. Lawson at Station Cape May. .



USCGC Mako at Station Cape May.

COMMS Center

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

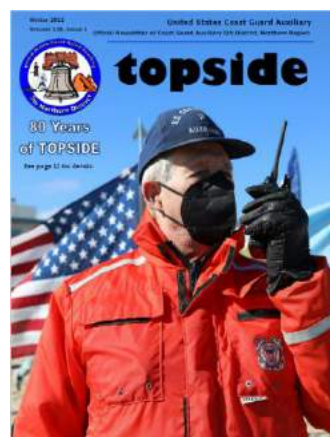


Spring 2022 Issue – notices from March 2022

COMMS CENTER

NEWS FROM FIFTH DISTRICT-NORTHERN SECTION

NOGI 15MAR22—Topside—Winter 2022 Edition



Read All About It!
The Winter 2022 Edition is now online

Topside is the Fifth District-Northern Region's premier magazine/newsletter that is celebrating its 80th year. After you check out the [latest edition](#), read the

interesting stories from over the last 80 years. The [latest Topside](#) includes information from around the district highlighting members and member activities.

Be sure to check out the entire 80 years of this great Auxiliary history found in District Publications in the [Topside Archives](#) found on the [5nr.org](#) website.

NOGI 02APR22-COMO Harold "Robby" Robinson Memorial Service
District-wide Distribution to ALL Members



COMO HAROLD "Robby" Robinson A Celebration of Life

Commodore Harold T. "Robby" Robinson, Jr. Crossed Over the Bar on 14 February 2022. A Celebration of Life for Robby will be held on Saturday, 9 April at SS Simon & Jude Roman Catholic Church, West Chester, Pennsylvania starting with visitation at 10 am, Mass at 11 am. A luncheon and reception will follow at the Church. Our hosts are Robby's son and daughter Robbie and Kimberly Robinson.

Please Come Help Us Pay Our Respect Celebration of Life

[SS Simon & Jude Roman Catholic Church8 Cavanaugh Ct.](#)

[West Chester, Pennsylvania 19382](#)

Calling Hour — 10 -11 am

Mass —11 am

The Celebration of Life, luncheon and reception will follow at the church.

Hosts are son and daughter Robbie and Kimberly Robinson

[Register for the event on Facebook here](#)

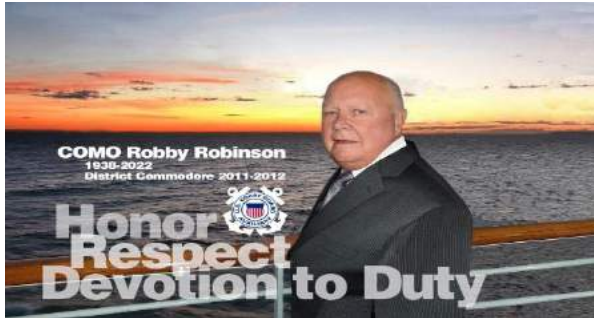
Your Help Is Requested

We are seeking anecdotes, memories and photographs to share during Robby's Celebration. If you are interested in being in the honor guard, have memories or photographs to share or have any further questions, please contact Andy Crowley, Flotilla Commander, Flotilla 053-04-09 at 610-547-3697, crowley.andy@gmail.com



Uniform of the Day

Let's show the family our appreciation for a life lived for the Coast Guard and the Auxiliary. **The Uniform of the Day is Service Dress Blue with Combination Cap** preferred or appropriate civilian attire. If you choose to wear a mask black or dark blue is requested.



Excerpts from Obituary

Commodore Harold Thomas Robinson Jr (Robby), 83, died peacefully on February 14, 2022, at his home in Gordonville, Pennsylvania. He was born May 18, 1938, at Lankenau Hospital in Philadelphia, Pennsylvania, the son of Harold Thomas Robinson, Sr. and Mary Corcoran Robinson and brother to Veronica Patricia Robinson.

Harold graduated from West Catholic Boys, Class of 1956. Following graduation, he attended Villanova University where he earned a Bachelor of Science degree in Economics. Harold enlisted in the Army National Guard in 1959 where he was a tank commander, qualified sharpshooter, and served his country until his Honorable discharge in 1966.

High School Sweethearts

In May 1960 he married his high school sweetheart Charlotte Marie Brennecke who attended West Catholic Girls High School. Harold and Charlotte were both members.

In May 1960 he married his high school sweetheart Charlotte Marie Brennecke who attended West Catholic Girls High School. Harold and Charlotte were both members of the Tri Community Cadets Drum and Bugle corps from Newtown Square, Pennsylvania. In June 1961 Harold and Charlotte had their first child, a son, Harold Thomas Robinson III (Robbie) and in November 1963 their second child was born, a daughter, Kimberly Ann Robinson. The family lived in Havertown, Pennsylvania before moving to West Chester, Pennsylvania in 1967 where they stayed until 2016.

Drums and Bugles

Through the 1960s Harold continued his involvement in drum and bugle corps as an instructor and a contest judge. His professional

career began at Whiting Patterson paper and envelope company as a sales representative. The same company that his father Harold Sr worked for.

During the latter part of the 1960s, Harold (Robby), reunited with longtime friend Denny White as the two would resurrect the Tri Community Cadets drum and bugle corps to begin a new chapter in its history. The corps grew quickly and by 1974 a new and more competitive drum corps was formed, The Crossmen.

Non-Retirement

Following Robby's retirement from drum corps in 1985, he started his own printing company RO Envelope. Once again it became a family business as Charlotte, young Robbie and Kim all worked at the company. Big Robby even hired some former Crossmen members and other family members to work at the company. He was a family man in every sense of the term.

It All Started with a Boating Safety Class

By the turn of the new millennium, Robby had entered into a new hobby and that was boating. Not taking it lightly, he enrolled in classes given by The U.S. Coast Guard Auxiliary and before long was persuaded to join the organization. He worked his way up through the ranks and he eventually became District Commodore for the Fifth District-Northern Region (2011-2012). His commitment to the Auxiliary was nothing short of extraordinary. Robby frequently logged the most patrol hours annually in the District and was an active mentor to many in the boat crew program—even while Commodore! During his tenure, a new era of camaraderie and cooperation between the Fifth District Northern and Southern Regions was established and lasts to this day. As Commodore, Robby and his wife Charlotte constantly traveled throughout the District visiting as many units as possible—establishing visitation records that may never be exceeded. While he well-earned the title Commodore, to everyone he was always "Robby"—shipmate and mentor. Along the way, Robby received many awards but the one of which he was most proud is one of the highest honors possible when he led a rescue mission along the Delaware River. He earned the Association for Rescue at Sea (AFRAS) award which was presented to him in our nation's capital. This award is presented annually to individuals that save human life by their actions.

As Robby entered retirement, he and Charlotte began to travel more and finally enjoy the fruits of their dedication to others. They continued their

yearly trips to Disney and also other destinations around the world. Robby would make appearances to support the Crossmen organization that he founded. He was honored for his years of dedication to Drum Corps with inductions into the Crossmen Hall of Fame, The World Drum Corps Hall of Fame, and recently the **Drum Corps International (DCI) Hall of Fame.**

[The Crossman Tribute here](#)

Trains!

As father time began to limit his mobility his new hobby became *model trains*. He often attended train auctions and acquired quite a train collection along the way.

Love Lost and Reunited

Never fully bouncing back from the loss of his Charlotte in 2019, Robby's own health began to decline. His wishes were to remain at home through his illness which his children honored. He died peacefully on February 14 surrounded by his family. He was reunited with his sweetheart on Valentine's Day.

Harold Thomas Robinson Jr (Robby) is survived by his sister Veronica Patricia Robinson, his son Harold Thomas Robinson III, his daughter Kimberly Ann Robinson (Jeff Standring), grandchildren Sean Thomas Robinson, Paul Joseph Menta and Zachary Stephen Standring and great-grandchild Jack Thomas Robinson.

A Catholic Mass will be held on April 9, 2022, at SS Simon & Jude Church, Route 3 and 352 in West

Chester, PA. A greeting line will start at 10 am with a mass at 11 am. Reception and Celebration of Life will follow downstairs in the activity center beginning at 12 noon.

In lieu of flowers, please send donations to:
the [Robby and Charlotte Robinson Scholarship Fund](#).

[COMO Robinson's complete obituary—Click Here](#)



AUXILIARY LEADERSHIP LINK

From: *L2* Auxiliary Leadership Link
The digest of US Coast Guard Auxiliary Activity

17 March 2022



The Commandant Will Address NTRAIN 2022
Attendees

Admiral Karl L. Schultz, the 26th Commandant of the United States Coast Guard will address the attendees at NACON 2022 on Saturday, 26 March 2022 from 0800 to 0845.

Members who have obtained the Alternative Working Uniform (AWU) are authorized and encouraged to wear it when attending the Commandant's briefing. The black shoes authorized for wear with Trops are authorized to wear with the AWU for this occasion to avoid the need to travel with additional shoes or boots.

Very respectfully,
Alex Malewski
National Commodore
U.S. Coast Guard Auxiliary



From: *L2* Auxiliary Leadership Link
The digest of US Coast Guard Auxiliary Activity

Distribution:
All Auxiliarists
26 March 2022



View the Recorded Action on YouTube

If you missed the live streaming of the NTRAIN 2022 meetings, the sessions were recorded and can be viewed on the [US Coast Guard Auxiliary National Events](#) channel.

Sessions include

- ADM Schultz - Commandant of the Coast Guard Briefing - recorded 26 March
- Meeting of the National Board of the United States Coast Guard Auxiliary - recorded 25 March
- Meeting and Reports from the Members of the National Staff Operating Committee (OPCOM) - recorded 24 March
- Q&A with CHDIRAUX & BSX - recorded 23 March
- Meeting of the Committee of the Whole - recorded 23 March

Use either the link above or the following QR code to jump to the National Events channel:



If you are interested in viewing photos from the event, follow [click here](#).



From: *L2* Auxiliary Leadership Link
The digest of US Coast Guard Auxiliary Activity

1 April

To: All Auxiliarists



If you go to Ukraine for whatever reason, leave your Auxiliary uniform and ID card at home along with anything else that could identify you as a member of the U.S. Coast Guard Auxiliary. For your own safety **DO NOT, UNDER ANY CIRCUMSTANCES**, disclose your membership in the Auxiliary to anyone while abroad.

If you choose to travel to Ukraine in your civilian capacity to provide humanitarian aid or for any other reason, your membership in the Coast Guard Auxiliary does not prevent you from such travel. That said, no member of the Coast Guard Auxiliary is authorized to travel to Ukraine on behalf of the United States, the Coast Guard or the Coast Guard Auxiliary for any reason. Nor may any Auxiliary member while traveling in Ukraine suggest that they represent the United States of America, the United States Coast Guard, or the Coast Guard Auxiliary. The wisest and safest course to follow

while abroad is simply not to mention your membership in the Auxiliary to anyone for any reason. There could be very serious ramifications for you, the Coast Guard, the Auxiliary, and the United States should anyone, Ukrainian, Russian, or a member of the press, mistakenly believe or report that the United States has officially sanctioned you to enter the war zone, regardless of how innocent your intentions or activities may be. All of Ukraine is a war zone.

Your Auxiliary ID card identifies you as a member of the “Department of Homeland Security-United States Coast Guard Auxiliary,” and was “...issued for official purposes by the Commandant of the U.S. Coast Guard.” The public often does not understand the difference between members of the Auxiliary and the active duty, it is best not to bet your life or your freedom on the understanding of an armed hostile combatant.

Very respectfully,
Alex Malewski, National Commodore
U.S. Coast Guard Auxiliary



NATIONAL NOTICES



United States Coast Guard
U.S. Department of Homeland Security

04 MAR 22

FM: CHDIRAUX

TO: ALAUX

ALAUX 008/22

**Subj: AUXILIARY AVIATION POLICY
LETTERS RELEASED**

1. The Chief Director of the Auxiliary signed several CG-BSX Policy Letters effecting Auxiliary Aviation. Below is a list and brief description of the signed Policy Letters.

2. BSX Policy Letter 22-02, AUXILIARY AVIATION CALL SIGNS UPDATE. The purpose of this policy letter is to update the Call Sign policies listed in Auxiliary Operations Policy Manual, COMDTINST M16798.3 (series), Annex 1, section F.

3. BSX Policy Letter 22-03, AUXILIARY AVIATION AIRCRAFT MAINTENANCE UPDATE. The purpose of this policy letter is to update the Auxiliary Facility Maintenance Policy in the Update to Auxiliary Aviation Facility Maintenance Policy, (Jan 2015)

4. BSX Policy Letter 22-04, AUXILIARY AVIATION AIRCRAFT FACILITY INSPECTION AND RETURN TO SERVICE UPDATE. The purpose of this policy letter is to update the Aircraft Facility Annual Inspection policies in Auxiliary Operations Policy Manual, COMDTINST M16798.3 (series), Annex 2, section D and to specify a Return to Service policy after a Major Repair and Alteration.

5. BSX Policy Letter 22-05, AUXILIARY AVIATION AIRCRAFT VHF-FM ANTENNA UPDATE. The purpose of this policy letter is to update the Communication Equipment policies listed in Auxiliary Operations Policy Manual, COMDTINST M16798.3 (series), Annex 1, section C.

6. BSX Policy Letter 22-06, AUXILIARY AVIATION FUEL MANAGEMENT AND FLIGHT PLANNING UPDATE. The purpose of this policy letter is to update the Fuel Reserve and Flight Planning policies listed in Auxiliary Operations Policy Manual, COMDTINST M16798.3 (series), Annex 1, sections F and H.

7. BSX Policy Letter 22-07, AUXILIARY AVIATION OPERATIONS AT UNCONTROLLED AIRFIELDS UPDATE. The purpose of this policy letter is to update the policies in Auxiliary Operations Policy Manual, COMDTINST M16798.3 (series), Annex 1, sections G and H.

8. BSX Policy Letter 22-08, AUXILIARY AVIATION PRECAUTIONARY LANDING AND CLEARANCE FOR FURTHER FLIGHT UPDATE. The purpose of this policy letter is to specify a Precautionary Landing policy in Auxiliary Operations Policy Manual, COMDTINST M16798.3 (series), Annex 1, section H.

9. All District Directors of Auxiliary (DIRAUX), Operations Training Officers (OTO), and Auxiliarists must comply with the provisions in these Policy Letter.

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

11. Internet release is authorized.





07 MAR 22

FM: CHDIRAUX

TO: ALAUX

ALAUX 009/22

Subj: **AUXILIARY**

**AVIATION QUALIFICATION SYLLABI
UPDATE - CG-BSX POLICY LETTER 22-01**

1. On 28 February 2022, the Chief Director of the Auxiliary signed CG-BSX Policy Letter 22- 01, Auxiliary Aviation Qualification Syllabi update. The purpose of this policy letter is to update the Air Qualification Syllabi listed in paragraph 2.

2. Auxiliary Air Observer Qualification Syllabus, AV-06-1, Auxiliary Air Crew Qualification Syllabus, AV-06-2, Auxiliary Pilot Qualification Syllabus, AV-04-6, Auxiliary Instructor Pilot / Flight Examiner Syllabus, AV-05-03.

3. Aircrew Qualification Process, COMDTINST 16798.2 (series) is cancelled and replaced with Auxiliary Air Crew Qualification Syllabus, AV-06-2.

4. With updated changes in Risk Management (RM) tools, technology, and procedures, the Auxiliary Air Qualification syllabi has been updated for qualification requirements.

5. All Aircrew qualification syllabus have been converted from a Commandant Instruction to a syllabus.

6. Auxiliary members currently using any of the previous Auxiliary Aviation Qualification Syllabus may continue to do so until certified, but no later than 01 September 2022. If previous version of Auxiliary Aviation Qualification Syllabus is not completed by 01 September 2022, member will be required to start the new Auxiliary Aviation Qualification Syllabus. Any Auxiliary member starting a new Auxiliary Aviation Qualification after 01 March 2022, shall use the new Auxiliary Aviation Qualification Syllabi for the appropriate qualification.

7. All District Directors of Auxiliary (DIRAUX), Operations Training Officers (OTO), and Auxiliarists must comply with the provisions in this Policy Letter.

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

9. Internet release is authorized.



07 MAR 22

FM: CHDIRAUX

TO: ALAUX

ALAUX 010/22

Subj: **UPDATE TO PROHIBITION OF
UNMANNED AERIAL SYSTEMS (UAS)**

1. This is a follow-up to ALAUX 011/16 which prohibited Auxiliarists from operating UAS in the performance of any authorized Auxiliary activity under any circumstance, including prohibition from operating UAS for testing or prototyping purposes.

2. The Office Of Aviation Forces' (CG-711) Unmanned Aircraft Systems Division (CG-7114) has established a Short-Range Unmanned Aircraft Systems (SR-UAS) Flight Operations Standard Operating Procedures (SOP). This SOP designates that Auxiliary members are authorized to qualify as a Short-Range Unmanned Aircraft System Remote Pilot (AUXUAS-SRRP) or Short-Range Unmanned Aircraft System Visual Observer (AUXUAS-SRIP).

3. Use of personal UAS by Auxiliarists in the performance of any authorized Auxiliary activity under any circumstances, is prohibited.

4. The current UAS program expansion is halted until further notice while CG-7114 works through Department of Homeland Security (DHS) policy changes related to UAS cyber security concerns, and

the only current opportunities that may be available for Auxiliary members, are those co-located or closely located to a Designated SR-UAS Unit and purely based on unit needs. A map of current SR-UAS units can be found at: [UAS Map](#).

5. Auxiliary members interested in more information on the UAS program should work with their Chain of Leadership and Management (COLM) to their DIRAUX office to obtain more information from the CG-7114 Portal Page.

6. Auxiliarists that are interested in pursuing qualification as a Remote Pilot (AUXUAS-SRRP) or Visual Observer (AUXUAS-SRIP), after reviewing the information on the CG-7114 Portal page, should work with their COLM to contact SR-UAS units directly.

7. If approved, all UAS pilots must maintain Federal Aviation Administration (FAA) Part 107 license and coordinate unit-level training with CG-7114 or a designated UAS Flight Examiner or Instructor Pilot.

8. Internet release is authorized.



10 MAR 22
FM: CHDIRAUX
TO: ALAUX
ALAUX 011/22

**Subj: AUXILIARY AVIATION POLICY
LETTER 22-02 - SUSPENSION**

1. ALAUX 008/02 recently placed Policy Letter 22-02, AUXILIARY AVIATION CALL SIGNS UPDATE, in effect. This Policy Letter is now suspended.

2. The need to change Auxiliary aviation facility call signs is being revisited. Until the need to make such changes is resolved, the provisions of Policy Letter 22-02 are suspended. No changes to Auxiliary aviation facility call signs will be made in AUXDATA II, and Auxiliary aviators must continue

to use their traditional aviation facility call signs using their "CGX" three-letter designator convention until further notice.

3. Internet release is authorized.



11 MAR 2022
FM: CHDIRAUX
TO: ALAUX
ALAUX 012/22

Subj: AUXDATA II SECURITY UPDATES

1. Beginning March 14, 2022, AUXDATA II will undergo updates to its security measures. Most notably, users will see the following impact:

a. Upon entering their current username and password, users will receive a prompt to update to a new password and should follow the prompts accordingly.

b. If the FIRST ATTEMPT to enter the current username and password is NOT successful, the user MUST select the "Forgot your password" link, check their email and follow the guidance.

c. If the user is temporarily locked out due to too many failed attempts, they will receive a notification with further instructions.

d. Users are advised to sign in at least once a month to avoid an inactivity lockout. If this occurs, a user should request that their account be reset by sending an email to: Auxdata@acumensolutions.com.

2. If you have login/password reset issues, and you have checked your spam or junk folder, contact Auxdata@acumensolutions.com.

3. If there are additional questions, please use your Chain of Leadership and Management (COLM) or Chain of Command as appropriate.

4. Internet release is authorized.



19 APR 2022
FM: CHDIRAUX
TO: ALAUX
ALAUX 013/22

**Subj: AUXILIARY NAVIGATION RULES
EXAM UPDATE - CG POLICY LETTER 22-09**

1. On 14 April 2022, the Chief Director of the Auxiliary signed CG-BSX Policy Letter 22-09, Auxiliary Navigation Rules Exam update. The purpose of this policy letter is to update the Navigation Rules Exam requirements in the Auxiliary Operations Policy Manual, COMDTINST M16798.3 (series), Chapter 5.A.6.

2. All District Directors of Auxiliary (DIRAUX), Operations Training Officers (OTO), and Auxiliarists must comply with the provisions in this policy letter.

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

4. Internet release is authorized.



19 APR 2022
FM: CHDIRAUX
TO: ALAUX
ALAUX 014/22

**Subj: 2021 CAPTAIN NIELS P. THOMSEN
INNOVATION AWARDS RECIPIENTS**

1. On April 13, 2022 the Coast Guard announced the winners of the 2021 Captain Niels P. Thomsen Innovation Award. Congratulations to Auxiliarist Clint O'Connor of District Seven (D7) for being selected as winner of the Coast Guard Auxiliary Achievement category for his development of the Aid Verifier Assistant App (AVA). AVA is a mobile app that lets Auxiliarists and qualified Aid Verifiers report aids-to-navigation verifications and discrepancies quickly, accurately and easily, with photo tagging possibilities. The Auxiliarists below also earned special recognition for being part of their respective innovation projects that were honorable mentions in the same category. Congratulations and Bravo Zulu to all!

a. Transforming Search and Rescue with Artificial Intelligence-Enabled Computer Vision.

- (1) CDR Benjamin Perman, Joint Artificial Intelligence Center (JAIC)
- (2) CDR Edgardo Cruz, Sector Delaware Bay
- (3) LCDR Raven Holm, JAIC
- (4) AUX Vincent Bocchimuzzo, Flotilla 014-07-05
- (5) AUX David Clark, Flotilla 081-06-03
- (6) AUX Glenn Colaco, Flotilla 081-06-08
- (7) AUX Sam Dawood, Flotilla 081-06-10
- (8) AUX Norman Freed, Flotilla 014-07-05
- (9) AUX Daniel Grammel, Flotilla 013-10-03
- (10) AUX Michael Gregory, Flotilla 054-06-06
- (11) AUX John Kane, Flotilla 095-39-08
- (12) AUX Linda Lakin, Flotilla 014-07-02

- (13) AUX David Pierce, Flotilla 014-07-02
- (14) AUX Ray Rivera, Flotilla 082-04-03
- (15) AUX Roy Savoca, Flotilla 070-04-04
- (16) AUX John Stewart, Flotilla 014-07-02
- (17) AUX Anthony Wong, Flotilla 070-17-10
- (18) AUX Nikolai Zerkle, Flotilla 095-31-07

b. Culinary School Students and Graduates are the Ideal Auxiliary Culinary Assistants.

- (1) CAPT William Woityra, USCGC POLAR STAR
- (2) SCPO Michael Langin, USCGC POLAR STAR
- (3) PO1 Cynthia Friend, USCGC POLAR STAR
- (4) ENS Aidan Uvanni, USCGC POLAR STAR
- (4) AUX Miranda Henry, AUX Flotilla 130-02-04
- (5) AUX Lisa Hickman, AUX Flotilla 170-01-01
- (6) AUX Samantha Logue, AUX Flotilla 08-05-02
- (7) AUX James Ehnborn, AUX Flotilla 130-02-04

2. Internet release is authorized.



A Message from the Editor

I would like to thank everyone for contributing to this newsletter. If you are someone who has been thinking about contributing, but for whatever reason has not yet, please go ahead and submit. We are always on the lookout for new material.

As I mentioned on last edition and on page 16 of this edition, this year begins the 80th year of TOPSIDE!

I am excited for this 80th year and cannot wait until the official 80th Anniversary issue.

I would like to thank the Topside staff for all their hard work helping to produce this newsletter:

Steve Marthouse

Christopher Orlando

Barbara Sama

Ellen Voorhees

Have a safe summer 5NR,

Tim Marks

DSO-PB



Timothy Marks
District Staff Officer -
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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

SARDET AT BOWERS BEACH, DE: On May 1, the SARDET at Bowers Beach got a new radio tower with the help of its own members. Located at an extremely busy dock, somewhere between 300-400 boaters go out into the waters daily. This SARDET's new radio antenna will help relieve some of the radio communication between Sector Indian River and Sector Delaware Bay.

US Coast Guard Auxiliary photograph by Barbara Sama

