

# THE JETTIES



**U.S. COAST GUARD AUXILIARY**

Vol. 21 Issue 2, A publication of Flotilla 38, 1-NR, Newburyport, Mass. April – May 2002



## ***WELCOME ABOARD!***

Four new members are administered the Coast Guard Auxiliary membership pledge at the March flotilla meeting. *(Pictured from left to right)* The newest members are: James S. Crocker, Carol Barron, Lewis Burr ridge, Robert Labadini.

*(Photo by John McDonald, DSO-SR INR)*

## **NEXT FLOTILLA MEETINGS**

**THUR 4 April 02 at 1930**

**Plum Island Boathouse**

**NOTE: Member Training session  
on the new AUXDATA system**

**THUR 2 May 02 at 1930**

**Plum Island Boathouse**

## **OTHER UPCOMING EVENTS**

**Spring District Conference**

**19, 20, 21 April 2002**

**Marriott Hotel - Nashua, New Hampshire**

**AUXMIN commences 22 April 02**

**Administration specialty course**

**See flotilla commander's column for details**

---

## FLOTILLA COMMANDER'S REPORT

*Ron Booth, FC*

The schedule for the district spring conference has been distributed by mail and e-mail. As you know it will be close by in Nashua, New Hampshire from 19-21 April. No matter what workshops you are considering, the conference builds on all the cornerstones of the Auxiliary and there is something for everyone who attends. In addition to training, there is fun and fellowship, especially during the Saturday night dinner which has a 1950's theme. The evening dress is either casual or an optional 1950's "costume." Bring out the leather jackets and the poodle skirts!

Team coordination training (TCT) will be held Saturday 6 April, at the Plum Island boathouse. By December 2002, TCT training is mandatory for all members of the Auxiliary who are connected in any way with the operations program. Additionally this is a course that is highly recommended for everyone. There is an operations workshop Saturday 27 April, which is also scheduled at the boathouse. Please let me know as soon as possible if you plan to attend one or both of these sessions.

If there is an Auxiliary specialty course that you would like to take, let me know so I can put your name on the list for that course. On Monday 22 April COMO Gene Bernstein is offering the Auxiliary Specialty course AUXMIN. This course will run for six weeks and is being held at the Lawrence Community Police Substation on Rt. 114 in Lawrence Ma. The text is AUXMAN and it plus the Student Study Guide can be downloaded from the AUXWEB. If you would like to attend please let the Commodore know by e-mail at [comogene@yahoo.com](mailto:comogene@yahoo.com) or by phoning him at home 978-392-9900 or work at 978-458-6339.

The 4 April flotilla meeting will be an extremely informative one. Joe Antanavich, the division information systems officer will be there. Joe will give us a briefing on the new "AUXDATA" system and the forms we need to fill out so that individual members and the flotilla receive proper credit for our mission activity. See you at the boat house.

---

### FLOTILLA 38 FOLKS AT THE LAST DISTRICT CONFERENCE



Flotilla 38 member LCDR Fran Hunt, USCG Retired, meets up with an old colleague, CAPT Daniel May, USCG, Commander USCG Group Boston.



At the Commodore's banquet (*left to right*) Flotilla 38 members Eric Grossimon, Charlie Grossimon, Charlie Pencinger.

(*At right, from left to right*) Ron Booth, FC 38; COMO Gene Bernstein, SO-MT 3; Al Eggleston, DSO-PE 1NR; Betsy Eggleston; Sheila McDonald; Matt McDonald, FSO-PB 38



(*Photos by Frank Keslof, DSO-PB 1NR*)

---

## MEMBER PROFILES: DOLLY THOMAS & JIM THOMAS

*Interview by Matt McDonald, FSO-PB*



Jim & Dolly Thomas each receiving one of many awards for outstanding and distinguished service to the Auxiliary

This month's member profiles features a husband and wife team, Jim and Dolly Thomas. Jim and Dolly attended a Boating Skills and Seamanship class over twenty years ago and have been valued members of the Auxiliary ever since. At the time the Thomas's had just purchased a boat and were considering joining the Power Squadron. However, that organization did not allow women to become full-fledged members, a situation that has since been corrected, and they joined the Auxiliary.

Dolly who has over thirty years teaching experience was drawn quite naturally into public education and Jim, an organic chemist, followed her. Jim also served in the Coast Guard Reserve from 1951 to 1960 as an MK3 stationed in Boston as part of the port security team. Jim stated that one of his more interesting yearly training duties occurred on Ellis Island. He was also trained in small arms at the Camp Curtis Guild military installation in Wakefield, Massachusetts.

During their Auxiliary careers Jim and Dolly have also been active in the operations program. They recalled patrolling along with Carl Finley early in their careers before they had their own OPFAC, the DOLLY II. One memorable event they recalled was participating in a major search and rescue exercise together with Flotilla 38 members RADM Ray Wood, USCG retired and Frank Keslof, DSO-PB. Frank recalled the exercise in the waters east of Plum Island some 15 or 16 years ago. Early in the day, a UTB from USCGSTA Merrimack River dropped off two datum markers in the area somewhere between Boar's Head in Hampton and Halibut Point in Gloucester. A fleet of Division 3 Auxiliary facilities were tasked with setting up search patterns and finding the markers, which were 30-gallon white plastic barrels with an orange stripe.

This was Frank's first experience with any type of SAR, real or exercise. He remembers how Jim Thomas said you will learn by doing and put him at the helm to pilot through the search patterns using LORAN. Frank said he explained to Jim that he was not familiar with LORAN and Jim said don't worry, you will be when we're finished. Of course backing up this effort was RADM Ray Wood planning out the search patterns. Ray was using an old rusty set of dividers, but he said they had served him well since the first time he'd used them navigating a Coast Guard Cutter across the South China Sea. Needless to say, the OPFAC DOLLY II found the first datum marker north of Halibut Point and then requested permission to move up the coast and assist the other units searching for the second. About an hour after arriving off Seabrook, Jim spotted the second datum marker as well, to the consternation of all the other vessels in the exercise.

Jim was also active in publications and published the flotilla and division newsletters as well as the District 1 newsletter *Nor'Easter*. He served as COMO Gene Bernstein's Vice Captain for Division 3 and went on to become Division 3 Captain himself. Dolly has held many offices over the years as well. Interestingly the Thomas's recalled transferring to Flotilla 35 for short time. It seems that Flotilla 35 was having problems attracting members and was in danger of dissolving. Dropping to less than five flotillas in the division could also mean the dissolution of Division 3, so Dolly and Jim transferred to rebuild that flotilla. Dolly served as 35's Flotilla Commander and both worked diligently on a serious recruiting campaign that drew heavily on an active public education program. The recruiting effort was successful and they returned to Flotilla 38 after a two-year stay.

Dolly has served in a variety of offices over the years at both the flotilla and division levels. These have included public education, finance and career councilor, usually holding 2 or 3 offices simultaneously. She also continues to serve on the district staff as assistant division staff officer for public education (youth). In particular, Dolly likes working with young people; after all, she was an elementary school teacher for her whole professional career. One tradition that resulted from this is the annual boating safety poster/coloring contest.

Both of these members continue to be very active and Flotilla 38 relies heavily on their efforts. I know I speak for everyone when I say Bravo Zulu Jim and Dolly and thanks for your first twenty years of participation.

---

## SAILING THE GREAT LAKES

### *A Presentation Given by Dave Stickney at the March Flotilla Meeting*

If you missed the March flotilla meeting, you missed a great “member training” session. Actually, it was not so much training; rather it was a very enjoyable presentation on a summer-long sailing excursion on the Great Lakes. The members of Flotilla 38 would like to thank one of our newer members, Dave Stickney, for his presentation at our meeting on 7 March. This past summer Dave had the opportunity to sail down the coast from New England, up the Hudson River, through the Erie Canal system and into the Great Lakes. Dave was serving as captain of the sailing vessel *Cape Rose*, which was participating, in an international sail-training event. Most of the hundreds of vessels in the summer event were providing a summer of sail training for children and young adults from all over the US and Canada. Some of the vessels provided this opportunity for underprivileged children for inner cities.

Some of you may remember Dave as the former captain/owner of *Heart's Desire*, which home ported in Newburyport when he was the owner. Many of us have seen demonstrations of his sailing abilities on that vessel. I recall seeing him pick up his mooring while undersail and sail onto and off of the public docks. Many of us also experienced fits of jealousy watching someone handle a vessel like that!

Dave's adventure covered approximately 1,324 nautical miles through the Erie Canal, into the Great Lakes and back again. As mentioned, the *Cape Rose* was just part of a huge fleet of tall ships that toured many ports in the United States and Canada. Dave recalled the wonderful receptions they had at every port of call. Every time the fleet of ships approached a Great Lakes community, a major waterfront festival began. There were bands, dancing, parties and banquets at every stop. Dave noted that all the crews involved were volunteers or sailors in training but were treated like visiting royalty in every port.

One interesting note to the journey concerned the mast on the boat. Bridge clearance on the canal system is about 15.5 feet and obviously masts are much higher than that. This requires the mast being “unstepped” or removed from the boat. *Cape Rose* had its mast unstepped in Albany, New York and shipped overland to Oswego, New York on Lake Ontario where it was “stepped” back on the boat. For the return trip the mast was once again unstepped, but this time Dave built a cradle for it so that it might be carried onboard. A final sobering note was the passage through New York Harbor on the return voyage. *Cape Rose* arrived shortly after the terrible events of September 11<sup>th</sup>. Dave said it was very strange indeed to see the same skyline but with the World Trade Towers missing. After such a wonderful summer adventure, it was a very sad passage through the harbor; the boat even acquired a covering of ash, which was still settling from the destruction.

For the final leg of the voyage, Dave had to turn south out of New York Harbor and head for the Carolinas, where the boat was wintering over. Quite a cruise and quite an adventure. We hope Dave isn't “partied out” and can deal with the more mundane duties of running his bed & breakfast establishment in Newbury and teaching BS&S in the classroom as opposed to on the water.



Captain Dave Stickney illustrated a great presentation with charts and overhead transparency photos.



The *Cape Rose* at the dock in one of many Great Lakes ports of call.



Sail-ho, off to starboard! One of the many tall ships that the *Cape Rose* was in company with.



A "forest of masts" filled the harbors as the fleet of tall ships made port.

---

## A PILOTING TIP, DON'T FORGET DAYLIGHT SAVINGS TIME THIS MONTH

*Matt McDonald, FSO-PB*

The origins of Daylight Savings Time are rooted in efforts to conserve fuel used for generating electric power during WWI. In 1918 the United States was placed on Daylight Savings Time and remained on the system for seven months in 1918 and 1919. The unpopular law was repealed over President Wilson's veto in 1919, but a few states (Massachusetts and Rhode Island) and several cities continued to use it.

During WWII the United States observed year-round Daylight Savings Time from 2 February 1942 until 30 September 1945 again, to conserve fuel. Then until 1966 there was no federal law concerning Daylight Savings Time. States and localities decided when and if to implement the system at their own discretion. This caused a great deal of confusion especially for radio, television and transportation industries. Due to variations in local laws, radio and TV stations, bus, rail, and airline companies had to publish new schedules every time a state or town began or ended Daylight Savings Time.

In the early to mid 1960's observance of Daylight Savings Time was an inconsistent hodgepodge with no standardized agreement among the states. The Interstate Commerce Commission, the official timekeeper, was paralyzed and the matter of adopting a uniform standard was deadlocked. Many business interests supported standardization, although a bitter fight between theaters and drive-ins raged, while farmers were opposed to it and local governments bent with the political winds.

Efforts at standardization were backed by the transportation industry, which created The Committee for Time Uniformity,

to lobby for standardization. They surveyed the entire nation, using telephone operators, as to local time observances and found a quite confusing conglomeration practices. The results of this study were presented to the American public in a favorable front-page article in the New York Times. Now with public opinion rallied to the cause of standardization the case was presented to Congress.

By 1966 over 100 million Americans were observing Daylight Savings Time based on their own laws. Congress seized the bull by the horns and established one pattern across the country. The Uniform Time Act of 1966 was signed into law by President Lyndon Johnson on 13 April 1966. According to this act, Daylight Savings Time was to begin on the last Sunday of April and end the last Sunday of October. Any state that wished to exempt itself could do so by passing a law to that effect.

In 1972 Congress revised The Uniform Time Act of 1966 to provide that if a state was in two or more time zones, the state could exempt one or both parts from participation. In 1986 legislation further amended the Uniform Time Act of 1966 to establish the dates of Daylight Savings Time to begin at 0200 on the first Sunday in April and end at 0200 on the last Sunday of October.

Material for this article was drawn from the Old Farmers Almanac, The Weather Handbook, and the Internet site of the Library of Congress.

Authors' note: several years ago (1994?) my family and I drove across the state of Arizona where we passed through several different time zones some of which observed Daylight Savings Time and some which did not. It seems the various Native American Nations are exempt from the Uniform Time Act of 1966 and may chose to observe Daylight Savings Time or not according to their customs.

---

## ONE OF THE TOUGHER COAST GUARD JOBS, ARCTIC ICEBREAKING

*Matt McDonald, FSO-PB*

Some of you may remember an article I wrote about the USCGC HEALY just after it was delivered to the Coast Guard on 10 November 1999. The article appeared in *The Jetties* Volume 18 Issue 10, December 1999. Now with the HEALY having just completed her first deployment into the ice of the Arctic it seems like an appropriate time to do a follow up.

One of HEALY's major objectives on this trip was to assist the German vessel *Polarstern* in charting the Gakkel Ridge. HEALY assisted the *Polarstern* by clearing a path through the ice so charting equipment could have a clear shot through the water to the Ridge. The second phase of this mission would involve the testing of an Autonomous Underwater Vehicle (AUV). As is usual in boating, half the work and fun is in getting there. The ship's first stop was in Puntarenas, Costa Rica and the journey from Seattle to Costa Rica gave the crew a good opportunity to conduct some training. Once in Puntarenas, the crew was greeted by a group of dolphins (considered by the more superstitious to be a good omen), which put on quite a show that made for a great photo opportunity. The HEALY was warmly received by the Costa Ricans, and the crew would spend the rest of their time here as tourists before proceeding with their transit of the Panama Canal.

After filling out some paperwork (yes even the United States Coast Guard is required to fulfill the bureaucratic requirements) HEALY took on two Canal pilots to assist the vessel with the transit. Arriving at the first flight of three locks the cutter was carefully maneuvered into place by electrically powered camels, which helped to maintain station in the lock as the water level is raised or lowered. It would take HEALY about 8 hours to make its first of what is sure to be many trips through the Canal. HEALY's next project was to meet up with the aviation detachment off the coast of Puerto Rico, however this was delayed a day due to heavy seas (18 to 20 feet) off the bow, and occasional gale force winds. But the next day they were able to take on their helicopters which is important because it gives them the ability to do ice reconnaissance so they know what they are sailing into and the helicopters also enable the vessel to conduct small-scale scientific experiments away from the ship.

HEALY's next stop would be Dover England and this would obviously necessitate a crossing of the Atlantic Ocean. The trip from Puerto Rico to Dover England was largely uneventful and fortunately the crew had good weather which



USCGC HEALY in Arctic latitudes

enabled them to focus on preparing for the arrival of the science teams and to do still more training. The weather was so good that the crew saw several spectacular sunsets. One of the first views they got of Dover was the Dover Light on the famous white Cliffs. This port call provided a group from the cutter with an interesting look at WWII history through a tour of the tunnels on the grounds of Dover Castle, which were used by the Allies during World War II. This in combination with the outstanding views of the English countryside made for an interesting and fun time in England. HEALY's final port before entering the Arctic ice was Tromso, Norway, a small fishing community above the Arctic Circle. In addition to preparing for their long trip through the ice some of the crew took advantage of their last harbor to do some fishing, shopping or mountain biking and the entire crew had a great look at some spectacular geography and the mountains were certainly something to see.

After four days in Norway HEALY finally embarked their science team and got underway for the Arctic at 2300 on the evening of 31 July 2001. The cutter would spend the next 65 days in the deep freeze of the Arctic ice. With HEALY now finally in the Arctic she began the first phase of her mission, clearing a path through the ice for the *Polarstern* as the German vessel mapped the Gakkel Ridge. For those of you who wonder where the Gakkel Ridge is and why you should care, here are some ridge basics. The structure lies deep in the ocean (5000 meters 16,000 feet). It is located at the north end of the Atlantic Ocean, above the Arctic Circle 100 miles from north of Greenland to Siberia, all of it beneath the Arctic ice cap. The Ridge is the world's slowest growing mid-ocean Ridge. It is thought, from the results of HEALY's survey that the Ridge could be more volcanically active than previously thought. Additionally, the volcanic activity was not where the scientists expected to find it. This is because the southern part

---

of the Ridge is expanding faster than the northern portion and scientists expected to see less activity as the expedition progressed north. In reality what they found were pockets of volcanic activity on the way north. It is also believed that conditions in undersea vents known as black smokers may be home to previously unknown marine life, which would have evolved far differently from life on the earth's surface.

The crew of the HEALY works extremely hard to manage the vessel and collect valuable scientific data. This is while deployed in an Arctic environment for three to six months, which is very isolating, so the crew must find things to do as a community to help make the time go by. These activities include an on-board coffee shop "Java Hut" which is a popular gathering place for both science teams and the crew. Movies, which are shown daily, are also a popular pastime. Besides the day-to-day recreational activities HEALY's crew broke up the deployment with several large functions with plenty of good food and fellowship, the fact that HEALY has to bring all supplies for the functions with her months in advance make these activities quite an undertaking.

Congratulations to USCGC HEALY and her crew on a successful deployment may this be the first of many. The vessel's homeport is Seattle Washington and the crew is now preparing for the next deployment. Special thanks to Ensign Daniel J. Everett, USCG, for his help with this article.



The USCGC CUTTER HEALY makes way through Arctic ice in company with the German scientific research vessel *Polarstern*.



The famous white cliffs and the Dover light sighted by the USCGC HEALY from the English Channel.

*(Official USCGC photos.)*

---

## COMMUNICATIONS UPDATE

*Fred Beaulieu, FSO-CM*

The Sunday morning Division 3 radio net continues to be active and we continue with our new tradition of having a quarterly "Brunch at the Boathouse" in conjunction with the net. The last one was held on 3 March and eleven Auxiliarists and one guest were present including the division captain. The next quarterly brunch is being planned for June. If you are in the area, drop-in at the Plum Island boathouse the net is on the air from 0930 to 1000 but the coffee and conversation lasts longer. You may find it interesting; you will definitely find some fellowship. The coffee is on every Sunday, but you'll only get brunch once a quarter.

What is the "net" you may ask. Well its mostly the continuation of a tradition and it does provide training. Prior to the days of cell phones, satellite communications and high tech radios, Auxiliary radio networks were a vital back-up to

regular Coast Guard communication networks. Before all the high tech, there were many more gaps in radio coverage, and Auxiliary radio facilities filled those gaps. This was especially important during heavy weather and natural disasters. To make sure Auxiliary radio facilities were functional, a weekly "net" or test of all radios on the network was conducted.

Because of all the advancements in communication technology, the need is not like it once was, but the tradition of operating the weekly nets continues. By maintaining the nets, we also maintain the ability to provide on the air experience for Auxiliarists. Participating in the net provides the opportunity to become accustomed to the military procedures to be followed on official Coast Guard frequencies. This is especially important for members who plan to become involved with on the water operations or watch standing at Coast Guard stations or vessels. Anyhow, stop in on a Sunday morning, the coffee is always hot and the conversation is at least lukewarm.



**Power Point Projection has become the latest improvement to Flotilla 38's public education programs. Here, Fran Hunt utilizes Power Point to deliver a piloting lecture at the Middle School in West Newbury.**

*(Photo by Frank Keslof, DSO-PB 1NR)*



---

*The Jetties* is the official publication of the United States Coast Guard Auxiliary, Flotilla 38, 1NR, Newburyport, Massachusetts.

*The Jetties* is published by Matthew McDonald, FSO-PB, 90 Kirk Meadow Rd., Chester, VT 01543.

Articles or letters to the editor may be submitted by mail or via e-mail: [mcd@vermontel.net](mailto:mcd@vermontel.net).

Members are protected from the dissemination of personal information by the Privacy Act of 1974.

**Submission deadline for the next issue is 15 May 2002**

**NOTE: Starting with this issue, *The Jetties* will be distributed by e-mail only to those members with e-mail addresses (unless you request a hard copy from the editor).**