

# THE JETTIES



Vol. 23 Issue 2, A publication of Flotilla 38, 1NR, Newburyport, Mass. April 04

## CGC RELIANCE MUSEUM OF SCIENCE FAMILY OUTING

Once again, Flotilla 38 sponsored an outing for families of the RELIANCE, our adopted vessel, while the cutter is away on its late winter patrol. This year the family morale event was at the Museum of Science in Boston. We had about 30 folks loaded on the bus, which picked up everyone at the Portsmouth Navy Shipyard. Special thanks to our bus driver, Flotilla 38 member Jim Cate and the US Veterans Administration Hospital, which loaned him the bus.



*(Photo, upper right)* Some of our "scientists" gather for a photo outside of the museum.



*(Photo, lower right)* Seeing how astronauts live; checking out a model of the interior of a space shuttle inside the museum.



## UPCOMING FLOTILLA MEETINGS

**Thursday 1 April 04  
&  
Thursday 6 May 04**

**Plum Island Boathouse at 1930**



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## CALENDAR OF EVENTS

### Regularly Scheduled Meetings

*Unless noted otherwise, at right*

3rd Friday of the month - District 1NR Board & Staff Meetings.

Last Thursday of the month - DIV 3 Board & Staff Meetings.

### Regularly Scheduled Training Sessions

**Boatcrew & Coxswain Training** - Saturdays 0900-1100;  
ongoing until the boating season starts in the spring  
at USCG Station Merrimack River, Newburyport.



## APRIL

4 Apr	Daylight Savings Time Begins
5 Apr	Passover begins at sundown
11 Apr	Easter Sunday
17-18 Apr	District Conference and Annual Awards Ceremonies Marriott Hotel, Burlington, Mass.
24 Apr	DIV 3 Operations workshop Plum Island Boathouse 0900

## MAY

9 May	Mother's Day
15 May	Armed Forces Day
22-28 May	National Safe Boating Week
31 May	Memorial Day (observed)

## JUNE

14 Jun	Flag Day
20 Jun	Father's Day

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## FLOTILLA COMMANDER'S REPORT

*Charlie Grossimon, FC 38*

It's amazing. Not too long ago, we were all watching the thermometer during some unusually cold winter months. Spring has finally arrived and with that, the boating season is not too far away. Now is the time to check your gear such as PFDs and safety equipment. It's also a good time to make sure you have the proper uniforms. A very important thing to keep your eye on is your qualification currencies. Its always best to check all this early on, because opportunities can be lost if put off to the last minute.

Our monthly flotilla meeting was held on Saturday, March 6, 2004. It was a return to the days when a corned beef and cabbage dinner was served to celebrate St. Patrick's Day. There were many comments on how good the corned beef was and it appeared that a good time was had by all. Congratulations to Phil and Pearl Sirois who put on a wonderful repast.

It was a good way to cap off a virtual season of dinner meetings. Now, in April, we must get back to our basic format, and get back to work. On a yet to be determined date in July, we will once again have our annual cookout at the boathouse on Plum Island. Secret intelligence tells me that Chef Phil has something special up his culinary sleeve.

For the past couple of years, Flotilla 38 has taken a group of dependants from our adopted, USCGC RELIANCE, by bus to a museum in Boston while the ship is on its winter patrol.

This year, on March 13, we took a group of 24 of them to the Museum of Science in Boston. Our member, Jim Cate made arrangements with the Veterans' Administration to supply the bus and he donated his services as the driver. It was a full day as many of the kids slept on the ride back to the shipyard.

Dolly Thomas graduated another class of students from our Public Education program. The next class begins on April 6 at Pentucket Middle School in West Newbury. Charlie Pencinger, VFC is in the process of developing a GPS course, which, by press time will be well underway.

Don't forget the April District Conference, being held at the Marriott in Burlington, Massachusetts from April 16-18. Conferences are great places to learn, take tests, buy some supplies at the materials center, and enjoy district wide fellowship.

In late July, Boston will be the host city for the Democratic National Convention. For those who are qualified in the boat crew program, there will be opportunities as Auxiliary vessels will be on the water to augment security in the waters near the Fleet Center.

There are many opportunities in the Auxiliary. I encourage each one of you to get involved and be a part of it. If you want to get involved and are not quite sure how to get started, please let me, Ron Booth or Charlie Pencinger know. We'll get you started. In the mean time, lets look forward to a safe and exciting boating season.

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# HOMELAND SECURITY SUPPORT MISSION DEMOCRATIC NATIONAL CONVENTION

*COMO Robert Johnson, DCO 1NR*

As you should all know by now, the Coast Guard Auxiliary is being tasked to support the Coast Guard for security missions relative to the Democratic National Convention in Boston this summer. As of this date the response has been very slow. It is required that we have boats and crews scheduled with complete lists to the Coast Guard by 30 April. This means that Paul Roderick, the District Staff Officer-Operations, should have the information around the 20th of April in order to compile it and submit it.

We are looking for 12 boats plus 2 for backup at CG Station Point Allerton and Gloucester. Due to over crowding at the CG Base in Boston and lack of dock space we are requesting that only boats of thirty feet or under be scheduled. They can be either piloted in or come by trailer. We will be trying to fill the requirements from the more local divisions, 3, 4, 5 and 12. Just before this event in Boston will be Sail Rhode Island where they will need to round up at least 30 AUXFACS.

The dates requested are from July 21 to August 1, a total of 12 days. It is not expected or required that all boats should remain for that entire period. We will bring boats in and out as necessary but need to maintain the 12 required.

The district commander, Admiral Crea, indicated that this would be a very highly visible event and that all participants must act professional and look professional (in correct uniform). Because of the national notoriety of the event there will be media galore. It is important and necessary for us to participate. Boats and boat crews are needed; also there will be a need for dockmasters, line handlers and other support people at the command center.

There will be training required for all participants, dates and details for this are being worked out. We need Auxiliarists who can help out in this very important mission. For further information, speak with your flotilla commander. A key member of the team planning this operation is Joe Antanavich, who is the Captain of Division 3, of which Flotilla 38 is a part, so he's your local information resource.

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The USS Constitution berth will be one of many areas requiring additional security during the convention period.



Following are the most frequently asked questions at the planning sessions.

How many boats?

12 to be docked at the base in Boston, 1 each possible for standby at Point Allerton and Gloucester. (Need to be 30 feet or under due to limited dock space).

Dockside power, water?

Will be available

Length of mission?

Starts 21 July, ends 1 August. Auxiliarists can sign on for the duration, or for blocks of time, minimum one full day at a time.

Meals?

No meals will be served or box lunches provided. However, Auxiliarists will be paid \$51 per day per diem to purchase meals or bring food to stock on boats.

Accommodations?

Auxiliarists that are staying over will be provided with rooms at the Hyatt Regency Hotel paid for in advance by the Coast Guard. There will be a shuttle bus between the hotel and the CG base.

Uniforms?

Working blue for boatcrews (to be determined for support personnel).

Vehicle parking?

No parking at the base itself and it will cost at the hotel. There will be a designated free parking area near the waterfront. The shuttle bus will operate from this area as well.



A Coast Guard Auxiliary Operational Facility on patrol off the downtown waterfront during Sail Boston. This was another major event where the Auxiliary was tasked to support the Coast Guard for harbor security.

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## REPORT FROM THE COAST GUARD CUTTER RELIANCE

*CDR Sandra Stosz, USCG  
Commanding Officer*

I hope all is well with all of our Auxiliary teammates. The Museum trip must have been fun and I'm eager to hear how it went. I hope it was a good day for the drive down.

We're doing well here; it's a busy operating area. It has been sunny and warm, but unusually windy (we brought it with us). We've had nearly a week where the winds have been 25-30 knots steady. At least the strong winds keep the migrants on shore. We came upon an abandoned yola today and destroyed it with oily rags, diesel fuel and flares. The crew enjoyed that show!

We've had port calls in Aruba and San Juan thus far. Aruba was cut short almost as soon as it started due to being recalled. However, most of the crew at least got to see the island. San Juan was two days (an extra day to make up for Aruba) and the crew had fun there. The Coast Guard Base is right in Old San Juan and the crew enjoyed the fort, El Morro and other attractions.

I've requested 15 July, a Thursday, at 10:30 for my Change of Command. I will be relieved by CDR Graham Stowe, who is currently XO on the Coast Guard Cutter GALLATIN. The Atlantic Area Commander has not yet approved the date, but we should hear soon.

Well, that's about it for the news clip. Thanks for all your help while we're deployed, amazing how fast time flies. We'll try to bring spring with us when we come back up!

Fair Winds,  
*Sandy.*



*(EDITOR'S NOTE: In her message, CDR Stosz referred to coming upon an abandoned "yola." We assumed it was some type of boat, but we wrote back to check and received the following).*

Here's one definition of a yola (they vary depending on geographic location). A yola is a small open boat (no cabin), fiberglass or wood; normally with a high bow and one small engine... various sizes but normally 20-30 feet. They are used to ferry migrants from places like the Dominican Republic to Puerto Rico via the Mona Pass. They are also used to ferry Haitian migrants and sometimes the Haitian yolas have a sail instead of a motor; so, those yolas are more like sailboats than motorboats. They normally travel at night and they load the boat down with migrants. The one we found was abandoned and maybe the migrants were caught and the boat left adrift as it was not opportune to destroy it at the time. We burned the one we found so that it would not pose a hazard to navigation.

While underway, the RELIANCE takes on helicopter assets; seen here is an underway refueling operation.



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## COMMUNICATIONS NOTES

*Fred Beaulieu, FSO-CM 38; ADSO-CM 1NR*

An AUXCOM class will be offered on Saturday 17, April, at the spring conference. The time is 0915 to 1700. This is intended to prepare you to take the exam at the testing center on Sunday. It is recommended that persons interested in AUXCOM study the manual prior to the class; I have copies on hand if anyone would like one. Of course one can prepare by self-study and take the exam on either day.

Division 3 is also operating on the 2-meter amateur repeater in Ipswich. This is during our radio net drills on Sunday mornings from 0930 to 1000 and all licensed hams are welcome to check in. Communication on the 2-meter band is not part of the formal Coast Guard Auxiliary radio net. And you must hold an amateur radio license to use this repeater as it is not a Coast Guard or maritime frequency. For you serious radio buffs, the Ipswich repeater is 145.490 MHz negative off set pl-131.8. Of course the regular net operates on Coast Guard working Channel 83-alpha.

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## WINTER BLUES

*Charlie Pencinger, VFC 38*

There she sits on a cold winter day all wrapped up waiting for spring. The *Lois Jean* Auxiliary Facility number 201293 looks lonely and anticipating better times ahead. I don't even want to break the shrink-wrap, climb up and play "dry land captain," it's too cold and the protection the shrink-wrap affords will be broken. All I can do is hope spring gets here soon and go teach public education classes and go to Auxiliary meetings until the thaw.

So, what has to be done to get her ready when the time comes? First on the list is the bottom. Since I keep my boat in the water all season, the bottom has to be coated with antifouling paint to retard marine growth. I will do this sometime in April weather permitting. This is a messy job sanding the bottom and applying the paint with a roller. But I look forward to doing this labor of love with glee and cracking a cold one while yucking it up with the guys at the boat yard afterwards. Next, replace the zincs. Zinc is the sacrificial anode that prevents electrolysis from eating away at the metal parts of the engine. There are only two mounted on the engine mount and the lower unit of the outboard. At this point the shrink-wrap can partially be removed for access to the boat and engine.

The engine maintenance comes next. Every year, the spark plugs and fuel/water separator are replaced. In addition every other year, add the water pump and oxygen sensor. Lucky me, this is the year for the two extra items. This basically completes the major items. A general inspection of hoses and fuel lines needs to happen to see if anything else has to be replaced. The batteries are now installed from winter storage in my basement where they have been trickle charged

once per month during the winter. The electronics can now be installed and operationally checked along with navigation and other lights, bilge pump, fresh and salt water pumps.

Once the checks are completed, the safety gear can be placed on board (PFDs lines and fenders, towing gear etc. and not to forget, the fishing tackle!) The facility is now ready for inspection by a qualified Coast Guard Auxiliary vessel examiner. Once the paperwork is in to DIRAUX, she is good to go for splash in, one of the happiest days of the season (the saddest is haul out).

Just before putting the boat on the hydraulic trailer, Master Mechanic Steve Noyes (FL 38's operations officer) advises to "burp" the engine to make sure it will start. This means starting the engine dry and as soon as it catches, shut it down. If it were allowed to run out of the water, it would quickly overheat. On splash in day the engine is warmed up while still on the trailer until she is ready to go. Then the trailer is moved back slightly and the driver hits the brakes while I simultaneously reverse the engine and we are on our way to another boating season. It's a beautiful thing! — See you on the water!



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## PUBLIC EDUCATION UPDATE

*Dolly Thomas, FSO-PE 38*

The winter 04 BS&S class ended on 9 March with 22 students successfully completing the course. Thanks to: Fran Hunt, Charlie Grossimon, Charlie Pencinger, Fred Beaulieu, Jim Maranto, Ron Booth, Terry Kalil, Rick Kilborn, Frank Swain, Lew Burrige, Dave Stickney, Phil and Pearl Sirois, and Wayne Cedres for their help as aides and instructors.

The spring 2004 BS&S class is set to start 6 April and will run from 1900 to 2130 for eight weeks. A Youth Boating

Course is also scheduled to run for six weeks beginning on 6 April. This course, which incorporates the State of Massachusetts training course for youths, is limited to twenty students and will run from 1900 to 2100.

On 13 April there will be a course offered on Global Positioning System (GPS), which will run for three weeks.

All of the above class offerings will be held at Pentucket Regional Middle School in West Newbury, which is on Route 113 at the West Newbury-Groveland Town line. Help is needed for all class offerings. If you can be of assistance please contact Ron Booth at 978-462-0275 or Dolly Thomas at 978-346-8408.

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## WEATHER NOTES

From your PB officer (& amateur weatherman)

*Matt McDonald, FSO-PB 38*

A weather note from your publications officer writing to you from up in Vermont; as it is March, we are now experiencing our notorious “mud season.” Actually, people often speak about Vermont’s climate as if it is the frozen tundra or even another planet. Let me attempt to separate fact from fiction when it comes to Vermont weather extremes and you can compare it to what kind of early spring you’re having down there along the Merrimack River.

Here are some of the facts. The highest temperature ever recorded in March was 84F on a previous March 29<sup>th</sup> in Burlington; the lowest temperature ever recorded in March was (minus) 36F in Bloomfield. The statewide average temperature for March is 29F. Rutland in Rutland County has the highest average temperature for March at 33.6F and West Burke in Caledonia County has the lowest average temperature for March at 24F. The annual snowfall average in Burlington is 78.5 inches. On

Tuesday 23 March we had a temperature of 2F at about 0700. But as I’m writing this today (Wednesday 24 March) the temperature is 48F and we had 2 inches of snow during the night. So, as you can plainly see, Vermont’s weather is not extreme at all. For Vermont that is.

Incidentally, comparing weather between the Green Mountain and the Merrimack River this winter, it was noteworthy that more bald eagles spent the winter with you. Because there were some extremely cold periods this winter, many of the northern waters froze over for long periods, eliminating fishing areas for the eagles. However, the swift moving waters of the Merrimack River stayed open and that attracted a lot more eagles to fish the waters Flotilla 38 patrols in the warmer months. According to reports by the Audubon Society, there may have been as many as 15 eagles taking up winter residence between the chain bridge and the Flotilla 38 boathouse on Plum Island. Hopefully you had a chance to see some of these winter visitors.



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