

THE JETTIES



U.S. COAST GUARD AUXILIARY

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FLOTILLA 38 MEMBER STUDENT AT U.S. COAST GUARD ACADEMY



Well not as a cadet! Actually, Jim Critchlow attended a program at the Coast Guard Academy for career candidate staff officers. The so-called "C-school" program was offered to prepare staff officers for their job supporting AIM (Academy Introduction Mission) and other Coast Guard recruiting missions. The AIM program provides the opportunity for high school juniors to attend a 2-week session at the academy to determine if a career as a Coast Guard officer is for them. Patty Critchlow went along and sat through some of the sessions, read the full story on page 4 of this issue.

UPCOMING FLOTILLA MEETINGS

THUR 6 February at 1830
dinner meeting at the

Starboard Galley Restaurant
THUR 6 March 03 at 1930
at the Plum Island Boathouse

United States Coast Guard Auxiliary



CALENDAR OF EVENTS

FEBRUARY

- ⚓ 5 Feb Start of Communications specialty course
- ⚓ 6 Feb Flotilla Meeting
Dinner Meeting 1 hour earlier
Starboard Galley, Newburyport
- ⚓ 17 Feb Presidents Day
- ⚓ 18 Feb NO PE class this week,
building closed for school vacation

MARCH

- ⚓ 5 Mar Final Exam - Communications course
- ⚓ 6 Mar Flotilla Meeting
- ⚓ 11 Mar Final session of Winter Public Education
- ⚓ 17 Mar St. Patrick's Day

APRIL

- ⚓ 3 Apr Flotilla meeting
- ⚓ 6 Apr Navigators check your chronometers
Daylight Savings Time begins
- ⚓ 8 Apr Start of Spring Public Education Courses
BS&S and Youth Program
- ⚓ 11-13 Apr District Conference - Marriott Hotel
Burlington, Mass.
- ⚓ 16 Apr Passover begins
- ⚓ 20 Apr Easter

MAY

- ⚓ 1 May Flotilla meeting
- ⚓ 11 May Mother's Day
- ⚓ 26 May Memorial Day observed

Regularly Scheduled Training Sessions & Division or District Meetings

(Unless Otherwise Noted)

- ⚓ Saturdays; **coxswain & boatcrew training** 0900-1200 at USCGSTA Merrimack River, tentatively will re-start in February; training will be ongoing during the winter months for shoreside tasks.
- ⚓ Wednesdays (in February); **AUXCOM, specialty course in communications** 01900-2100 at the City of Newburyport Emergency Management Agency (Civil Defense), Low Street.
- ⚓ 3rd Friday of the month - District 1NR Board & Staff Meetings.
- ⚓ Last Thursday of the month - DIV 3 Board & Staff Meetings.



Photo by
BMC Ron Batchelor
Command Chief
CGC RELIANCE



During the ship's holiday party, HS2 Kevin "Doc" Cronin, medical corpsman of the CGC RELIANCE is presented with a Certificate of Appreciation and a gift certificate recognizing his role in coordinating Flotilla 38's mission on the cutter. Doc's tour of duty ends soon on RELIANCE and he moves on to a new CG Headquarters assignment in Washington. *(Left to right)* Frank Keslof, DSO-PB 1NR; Charlie Grossimon, VFC 38; Ron Booth, FC 38; HS2 Kevin Cronin, USCG.

FLOTILLA COMMANDER'S REPORT

Ron Booth, FC

As we go into the new year, its good to note that 2002 was a very good year for Flotilla 38. We added a total of 17 new members. In addition, Flotilla 38 became involved in a new program called "Adopt-A-Cutter." On 1 August 2002, Flotilla 38 and USCG Cutter RELIANCE (WMEC-615) signed a Memorandum-of-Understanding to formalize our commitment to assist the cutter. I would encourage all members of the flotilla to become involved in this training and support the program in one way or another. Take the opportunity to meet, work, serve and socialize with the crew of USCGC Reliance. For more information contact, Ron Booth, Charlie Grossimon or Frank Keslof.

Speaking of the RELIANCE, the crew held a belated holiday party in January. It was put together on very short notice before they sailed, so we had to put the word out as best we could via word of mouth and e-mail. The party was held at the VFW hall in Portsmouth, New Hampshire and despite the short notice, eight flotilla members attended. During the party, we presented a certificate of appreciation and gift certificate to HS2 Kevin "Doc" Cronin, USCG, the ship corpsman. Doc was our greatest supporter and was the primary coordinator and liaison for our activities on the RELIANCE. His assignment on RELIANCE comes to an end halfway through the ship's current deployment. He will leave the ship when it makes a port call in New Orleans and move on to a new headquarters assignment with the Coast Guard in the Washington, DC area. We wish Doc, his wife Elizabeth and daughter Kelsey all the best, "fair winds and following seas."

For RELIANCE family members, Flotilla 38 will be sponsoring a trip to the New England Aquarium on 1 March 2003. This is a special "morale booster" event for the families while the cutter is at sea. Special thanks to Flotilla 38 member Jim Cate

who has arranged the loan of a bus from the US Veteran's Administration. Jim will also be the bus driver, taking the families from Portsmouth to Boston and back.

And here's something really special to report. Flotilla 38 member Christina Cate (Jim Cate's daughter) has recently become engaged to FS3 Larry Dagen, USCG, one of the food service personnel on the USCG Cutter RELIANCE. We have encouraged flotilla members to take an active part in our mission with the Cutter RELIANCE; Christina has indeed taken the mission very seriously.

For member training, the only thing going on with a firm date is the AUXOP specialty course in Communications (AUXCOM). The Instructor is Fred Beaulieu, who is the flotilla and division staff officer for communications. The course starts Wednesday 5 February at 1900 and is scheduled to run for four consecutive Wednesdays with a test once the participants are ready. If anyone is thinking about working as a communications watch stander at Coast Guard Station Merrimack River, this course is a prerequisite. If interested contact Fred or myself. And speaking of watchstanding, what is it you may ask? This is another opportunity to take part in a program where you are working along side the active duty Coast Guard in a real-time mission. Coast Guard Station Merrimack River is looking for Auxiliarists to work in their communications center, basically doing the same job as active duty personnel. There is some studying and on-the-job training required to become qualified. The prerequisite to watchstander training is the AUXCOM course.

The February flotilla meeting will be a dinner meeting, scheduled on the first Thursday of the month (6 February 2003). It will be held at the Starboard Galley Restaurant in Newburyport. Please note the early starting time 1830 (6:30 p.m.) for "attitude adjustment." We need a head count for the restaurant so please call or e-mail me as soon as possible if you plan on coming 6 February. Hope to see you there.



Flotilla 38 members working at "the store," the district materials center, during the January conference at the Burlington Marriott Hotel.

(Left to right) Mike Keslof, ADSO-PB; Charlie Grossimon, VFC; Deb Wilkinson, FSO-IS; Frank Shippee, ADSO-MA; Wayne Cedres, DSO-MA; *(seated)* Kate Deveikis. Missing from the photo was another materials center staffer, Roberta Shippee.

(Photo by Frank Keslof, DSO-PB)

STAFF OFFICER TRAINING AT USCG ACADEMY

by Jim Critchlow, FSO-CC

New homeland security challenges to the Coast Guard helped to give point to an “Accessions Recruiting Workshop” at the Coast Guard Academy in New London attended 08-12 January by some 30 Auxiliary career counselors, SO-CCs and FSO-CCs from all over the United States. The main organizer was John C. Johnson, DVC-PA. Participants were addressed by Captain Susan Bibeau, USCG, the Academy’s Director of Admissions, and members of her staff. We were lodged in the Academy’s Munro Hall or the nearby Navy Lodge, had meals in the “all hands” mess hall, and visited various points of interest in between sessions. In the Academy environment, they were cautioned to pay particular attention to proper uniform. Cadets are cautioned to salute nearly everyone and even though they need not salute Auxiliarists we had to get used to returning the salutes of eager cadets. Of our different experiences, unquestionably the most dramatic was the “visual ship simulator” which reproduces the atmosphere of a ship’s bridge, complete with shifting horizon and moving lighthouses and coastlines. Those with a tendency to seasickness were urged to take their medication before entering the simulator.

The workshop highlighted the Auxiliary’s role in helping to recruit promising candidates, not only for the Academy but for other Coast Guard billets as well. Speakers stressed that each and every Auxiliarist should feel that they are part of this effort and keep the Coast Guard’s needs in mind when meeting members of the public. Websites are a good vehicle for finding out more about Academy admissions and other Coast Guard career opportunities. Particularly recommended are the Academy homepage (www.cga.edu), the Auxiliary’s own website (www.cgaux.org), and the CGATE website (www.cgate.com).



Auxiliarists tour the visual ship simulator during a break from staff officer training at the CG Academy.

For us, the centerpiece of recruiting efforts is the “AIM” (Academy Introduction Mission) program administered by the Auxiliary to identify promising high school juniors and interest them in the Academy. This summer there will be two one-week AIM sessions at the Coast Guard Academy, running from 20 July to 02 August, to provide participants with a taste of life there. AIM participants are divided into platoons, and for seven days live the life of a Coast Guard cadet. Activities range from athletic competitions and drilling to sailing, visits to Coast Guard vessels and aircraft, and to interactive engineering classes. The deadline for AIM applications is 31 March.

Requirements for AIM selection are described as even stiffer than for admission to the Academy, which is among the most selective of United States college-level facilities. Generally, a successful candidate will be in good physical condition, have a combined SAT score of 1150 or more, and outstanding character recommendations. The good side of all this is that selection for AIM usually means that the candidate is well qualified for admission to the Academy as a cadet.

Speakers at the Workshop stressed the promise of an Academy education as career pathway, both in and outside the Coast Guard. Given the Academy’s special emphasis on engineering, the admissions procedure gives additional weight to SAT math scores. Presently, the Academy is trying to raise the percentage of women and minorities in attendance. Athletic ability and musical



CAPT Bibeau addresses CC training session at CG Academy

(Continued, bottom of next page)

GOINGS ON WITH THE FLOTILLA 38 CGC RELIANCE MISSION

Charlie Grossimon, VFC

By the end of January 2003, the training program on the USCGC RELIANCE (WMEC-615) will be entering its second year. As of this year, watches, both on the quarter deck and as fire billets, are conducted regularly by Auxiliarists while the ship is in port.

Recently, Ron Booth, Flotilla Commander 38, has completed his training and passed his board and now serves watches on the quarter deck. In mid January, he performed his first solo as gangway petty officer of the watch or GPOW. One of Flotilla 38's newest members, Jason Esposito is preparing to start his DCPQS and GPOW training aboard RELIANCE. Jason will begin when it returns after the current patrol.

On 9 January 2003, the crew of RELIANCE held their annual holiday party at the VFW in downtown Portsmouth, New Hampshire. Members of Flotilla 38 were in attendance and all had a super time. One of the tough parts about having an association with such a fine group of people is the military reality that eventually, its time to move on to another tour of duty. In this case, HS2 Kevin "Doc" Cronin, RELIANCE'S Independent Duty Corpsman will be moving on to Coast Guard Headquarters in Washington, DC. Doc has done so much to make sure Flotilla 38 has been well taken care of on board and he will be sorely missed by those of us who have had the privilege of serving with him. At the holiday party, Doc was presented with a gift certificate and framed certificate of appreciation by Ron Booth, our flotilla commander.

Throughout this recent in-port, I have continued to stand watches on the quarterdeck and then remain on board overnight, my name being placed on the fire billet board on the mess deck. A typical watch for me starts somewhere around 1600. The Junior Officer of the Deck or JOOD will schedule me for a watch on the quarterdeck and place my name on one of the various positions for the fire billet. The fire billets are various positions on a team of firefighters should a fire emergency

happen on board. One might be a plugman, a hoseman, or an on-scene investigator. Being the rookie of the bunch, I am usually placed in a messenger or plugman position.

At the appointed time, I proceed to the quarterdeck and relieve the previous watchstander. Throughout my 4 hour stint, I am answering phones, making log entries and keeping track of crew members boarding and departing the ship. Occasionally, I have to make a "pipe", an announcement on the ship's public address system. Some of the pipes are routine and are scripted. An example might be: "NOW, Taps Taps, Taps, maintain silence about the decks, 2200 Taps". Some are very mundane: "NOW, Seaman Jones you have a phone call on line 71, Seaman Jones, 71."

So, for four hours, I answer phones, pipe, log and salute, a lot. It doesn't sound very glamorous, its not. It is, however, a very important function of the ship. What is most important is the fact that I am out there doing it. Because I am doing it, one of the crew is relieved of the duty and is freed up for other things, or sent home to spend precious time with family members.

Once I am relieved, I go back inside the ship and ready myself for bed. The location of my rack varies, depending on which one is available for that night. Sometimes I am in the chiefs' mess which is very comfortable. Other times I have been in deck berthing or first class petty officer berthing. In any case, I pity my bunkmates because I snore like a pit bull and am very surprised I haven't woken up in the Piscataqua River because of it.

When the morning comes, many times I am asked to participate in morning colors. I try to look as sharp as I can because, for me, it's quite an honor to raise our National Ensign on the stern of RELIANCE. Liberty expires at 0845 each morning so that's the time I leave to either head to my regular job or, in the case of a weekend, home. Each time I leave with a good feeling. It's nice to know, that for one night, in my little corner of the world, I did my piece to help out.

CC Staff Officer Training *(continued from previous page)*

talent are also being sought. That does not mean that the admissions bar will be lowered for any candidate, but special assistance may be available. In some cases a year of "NAPS" (Naval Academy Prep School) training may be provided. There are also programs like MITE ("Minority Introduction to Engineering") and "CGRIT" (Coast Guard Recruiting Initia-

tive for the Twenty-First Century). Auxiliarists, who would like more information about any of the aforementioned programs or about recruitment for Academy admission, for Officer Candidate School and direct CG commission, or recruiting for enlisted ranks, should feel free to contact me any time: jimcritch@earthlink.net.

NEW CREWMEMBER AT CG STATION MERRIMACK RIVER

By Matt McDonald, FSO-PB

As some of you may know Coast Guard Station Merrimack River recently received a new crewmember, a Chocolate Labrador Retriever named “Alex” or “Alexandra Hamilton.” However dogs are not new to Coast Guard service, perhaps the most famous four-legged member of the Coast Guard was Sinbad.

Sinbad was a black and white mixed breed that served aboard USCGC CAMPBELL beginning in 1937. The CAMPBELL made a port call in Portugal where Sinbad joined the crew. He quickly integrated himself, eating in the crews’ mess and even sharing a berth with a different crewmember each night. In addition, Sinbad would enjoy a cocktail from the local watering hole with his shipmates when they had liberty.

Besides his ability to live aboard ship and have a good time with the crew of the CAMPBELL Sinbad’s heroism and dedication to duty became the stuff of legend. Perhaps the most famous incident occurred when the CAMPBELL engaged a wolf pack [a group of German hunter/killer submarines]. The engagement lasted for 12 hours. The CAMPBELL eventually emerged victorious ramming one German vessel and sinking it with gunfire. The CAMPBELL while victorious did sustain heavy damage, in fact most of the crew was taken off the vessel in an attempt to keep it above water. Sinbad remained on board as part of the skeleton crew with the Captain stating, “As long as Sinbad is aboard, CAMPBELL will survive.” Sinbad became a good luck charm for the crew of USCGC CAMPBELL and his exploits became legendary even being turned into a book, *Sinbad of the Coast Guard*.

At the end of the war the legend of Sinbad had grown so big that the Coast Guard actually sent him on a publicity tour around the United States. Eventually Sinbad was retired from sea duty and spent the last portion of his career with the crew of lifeboat station Barnegat in northern New Jersey. Sinbad passed away on 30 December 1951 after 14 years of service. The CG Cutter CAMPBELL of World War II vintage has also been retired, but its namesake, a new CAMPBELL is homeported in New Bedford, Massachusetts. The spirit of Sinbad does live on, if you wander about the Cutter CAMPBELL currently in service, you will in places find doggie footprints painted on decks and ladders.



Alex, or “Alexandra Hamilton,” a female Chocolate Labrador Retriever joined the crew at CG Station Merrimack River. According to BMC Rob Craighead, USCG, the station O-I-C, “Every Coast Guard Station needs a dog.” Alex was “rescued” from the Labrador Retriever Rescue Society. A previous owner had given her up to the society due to a job transfer. She had been living in a Boston apartment where she didn’t get much exercise and was overweight. However, the crew at the station now have her up to military physical fitness standards.



Photos by
BMC Rob Craighead,
OIC, CGSTA
Merrimack River

FLOTILLA MEMBER ELECTED TO NEW HAMPSHIRE LEGISLATURE

A member of Flotilla 38 was recently elected to the New Hampshire House of Representatives. The new legislator is Richard W. Morris, an avid boater who resides in Seabrook, New Hampshire. Richard represents New Hampshire's Rockingham County District 84 which includes the towns of Seabrook, Kensington, South Hampton and Hampton Falls. Being a boater and a member of the Coast Guard Auxiliary, Richard is very interested in local coastal issues. Therefore, as the 2003 legislative season begins, he hopes to gain a seat on the fish and game committee and also become involved with issues pertaining to marine resources.



One of the first bills sponsored by Richard for the 2003 legislative season involves homeland security. The bill entitled "Operation New Hampshire Coast Watch" seeks the re-introduction of US Air Force fighter aircraft to the former Pease Air Force Base in Newington, New Hampshire for improved domestic security on the seacoast. The actual assignment of the aircraft would be up to the US Department of Defense, however the bill would lay the groundwork by setting up a feasibility study by the State of New Hampshire. Politics is a tradition in Richard's family, his grandfather, William C. Geary, formally of Lowell, served in the Massachusetts Legislature as a senator.



Also being traditional in his boating interests, Richard maintains a large, classic wooden boat (*see photos at right*). He keeps a 1961, 45-foot Pacemaker Motor Yacht in Hampton Harbor. Its powered by a twin-screw Crusader engine and Richard says its lines are more in keeping with that of the old Navy patrol boats of many years ago. Restoring it to its original condition has been a labor of love for some time, especially when it comes to all that mahogany on the inside.

A COUPLE MORE SHOTS FROM THE RELIANCE HOLIDAY PARTY



(L to R) Flotilla 38 member and past flotilla commander Mary Holmes, who serves as Ombudsman to the CGC RELIANCE and CDR Sandra Stosz, USCG, Commanding Officer, CGC RELIANCE.



The recently engaged couple, FS3 Larry Dagen, USCG of the CGC RELIANCE and Flotilla 38 member Christina Cate.

Photos by BMC Ron Batchelor
Command Chief, CGC RELIANCE

CONVERSIONS AND CONVERSATION

John McDonald, DSO-SR

USEFUL INFO FOR BOATERS;
CLIP THIS ARTICLE AND KEEP IT WITH YOUR CHARTS OR LOGBOOK

1 fathom = 6 feet

1 meter = 3.28 feet

1 kilometer = .62 miles

1 liter = 1.057 quarts (3.78 liters = 1 gallon)

1 kilogram = 2.2 pounds

1 gallon fresh water = 8.3 pounds

1 gallon of diesel fuel = 7.1 pounds

1 gallon of gasoline = 6.1 pounds

1 nautical mile = approximately 2000 yards

1 minute of latitude = approximately 1 nautical mile

statute miles = nautical miles x 1.15

nautical miles = statute miles x .875

mph = knots x 1.15

knots = mph x .875

By cruising at 6 knots you cover 1 nautical mile every 10 minutes.

In traveling 1 nautical mile you also travel 1 minute of latitude.

If you cruise 60 nautical miles you will travel 1 degree of latitude.

Under most conditions, the proper scope for anchoring is 7 feet of anchor rode for every foot of depth. Don't forget to add the distance from your bow to the water to the depth of the water. For example, the water depth is 8 feet and it's 3 feet from your bow to the water so $8 + 3 = 11$ and $11 \times 7 = 77$ feet of anchor rode.

A boat, according to the International COLREGS, is any vessel less than 20 meters.

1 meter is 3.28 feet so $20 \times 3.28 = 65.6$ feet.

For fuel management practice the rule of 1/3. That is: 1/3 to get there, 1/3 to get back, and 1/3 in reserve.

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

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