

THE JETTIES



U.S. COAST GUARD AUXILIARY

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FLOTILLA 38 MEMBERS SAIL WITH THE RELIANCE

Charlie Grossimon at the helm of the USCG Cutter RELIANCE as the ship makes its way to the Georges Bank for a fisheries enforcement and maritime security patrol.

John McDonald and Charlie were the first members of FL 38 to deploy with the RELIANCE as part of our adopt-a-cutter support mission, they spent six days at sea as crewmembers.

Story and more photos starting on page 4.

UPCOMING FLOTILLA MEETINGS

**at the Plum Island Boathouse
THUR 6 June 02 at 1930
FRI 12 July at 1830 (cookout)**

CALENDAR OF EVENTS

MAY

- ⚓ 30 May Departed Members Memorial Service
(Preceding monthly Division 3 meeting)
- ⚓ 31 May Change of Command, 1100
USCGSTA Merrimack River

JUNE

- ⚓ 3 Jun AUXMIN, final class session / test
- ⚓ 6 Jun Flotilla Meeting, Plum Island Boathouse
- ⚓ 9 Jun Brunch at Plum Island Boathouse, 0900
coincides with division radio net drill
- ⚓ 16 Jun Father's Day

JULY

- ⚓ 4 Jul Independence Day
- ⚓ 12 Jul Flotilla Family Cookout, Plum Is. Boathouse
- ⚓ 27 Jul Coast Guard Ball, 1930 to 2400
Newburyport Elks Lodge

AUGUST

- ⚓ 3 Aug Coast Guard Birthday Picnic
all day, USCGSTA Merrimack River
- ⚓ 29 Aug National Conference starts
Orlando, Florida

Regularly Scheduled Training Sessions & Division or District Meetings

(UNLESS NOTED OTHERWISE ABOVE)

- ⚓ 29 Apr - 3 Jun; **AUXMIN**; (6 Monday sessions @ 1900 - no session on Memorial Day) Lawrence Police SubStation
- ⚓ Saturdays, **coxswain training**; ongoing 0900-1200; USCGSTA Merrimack River
- ⚓ 3rd Friday of the month - DIST 1NR Board & Staff Meetings (June meeting will be 3rd Thursday)
- ⚓ Last Thursday of the month - DIV 3 Board & Staff Meetings

MORE INFO ON MAJOR EVENTS THIS SUMMER

THE COAST GUARD BALL

The Coast Guard Ball will again be held during "Yankee Homecoming Week" to celebrate Newburyport's heritage as the birthplace of the Coast Guard (see date/time details above). The event features a 21-piece orchestra, a light buffet is served and cash bar is available. Dress is dinner-dress white uniform or appropriate civilian attire (civilian black-tie optional). Seating is limited so reserve your tickets early. Tickets are \$30 per person and should be ordered through Linda Piergeorge, the Flotilla 38 reservation coordinator. Phone 978-685-1731, ext. 634 or e-mail nbptcgball02@aol.com to make a reservation. Payments should be then be made payable to Flotilla 38 USCGAUX and sent to Linda at P.O. Box 36, Merrimac, MA 01860.

Any proceeds recognized from this event will be donated to the Coast Guard Mutual Assistance Fund. A primary mission of the fund is to provide assistance to Coast Guard families faced with financial emergencies, especially when the Coast Guard member is deployed on extended missions away from home. The fund itself is in need this year since the sudden activation of so many Coast Guard Reservists after 9/11 created hardships for Coast Guard families.

CHANGE-OF-COMMAND USCGC RELIANCE

All hands are invited to the change-of-command ceremonies for the USCG Cutter RELIANCE. Due to security reasons, specific information about events involving Coast Guard vessels cannot be published in this version of the newsletter which is posted on the internet. Details about the change of command were sent directly to flotilla members. Uniform for the change of command is tropical blue long. If you plan to attend, you must notify Frank Keslof, the flotilla liaison officer to the RELIANCE, so that you will be expected at the gate and admitted. Telephone 978-465-2852 or e-mail frank_keslof@amr-ems.com

COAST GUARD BIRTHDAY PICNIC-LOBSTER FEST

The annual picnic at USCG Station Merrimack River will start at 1100 on Saturday 3 August. Tickets must be obtained in advance from Karen Simmons, VCP 3. Tickets are \$18 with lobster or \$7 if you are not having lobster. For more info or to obtain tickets, contact Karen at 978-463-6669 or via email at simmons21e@rcn.com

FLOTILLA 38 AT THE SPRING DISTRICT CONFERENCE

(Photos by John LeJeune, ADSO-PB 1NR)



For the 3rd year in a row, Matt McDonald, FSO-PB receives the award as editor of *The Jetties*, the “Best Flotilla Newsletter” in the district. Matt is also editor of the Division 3 newsletter *Tidal Waves* which received the award for “Best Division Newsletter.” (Above, L to R) Matt McDonald and COMO Ed MacKenzie, DCO 1NR.



(Above L to R) Steve Tudal, IPFC and Dolly Thomas, FSO-PE, accepted two public education awards awards on behalf of the flotilla. Dolly also received a personal award as the instructor in the district with the most hours devoted to public education. Presenting is COMO Ed MacKenzie, DCO 1NR.



In case you haven't heard, more Flotilla 38 members have stepped up to serve on the district staff. One of the most time consuming jobs is materials officer. Standing (above, right) is Wayne Cedres, the new district materials officer. Seen working with Wayne at one of the computer terminals in the district store is Frank Shippe, who was drafted as an assistant district staff officer for materials.



(Above, left) FL 38 member Frank Keslof, DSO-PB 1NR, received the “Rear Commodore's Plaque.” Annually, the two rear commodores each recognize an individual, who in their opinion, has made an outstanding contribution to the Auxiliary. Presenting the award is Bob Johnson, VCO 1NR, who was the rear commodore north last year.

FLOTILLA 38 SENDS TWO MEMBERS TO SEA

By Charlie Grossimon

When I joined the USCG Auxiliary last fall, one of the things that immediately attracted me was the “Adopt a Cutter” program that Flotilla 38 was establishing with the Coast Guard Cutter RELIANCE. The chance to work directly on a 210-foot cutter was very appealing to me. In my wildest imagination, I couldn’t foresee the adventure that was to come.

When I received the application to sign up for the support mission between RELIANCE and Flotilla 38, I returned it with the box checked off indicating my desire to volunteer for sea duty. That opportunity came when I could coordinate some time off at work, with the itinerary of the cutter. Going through the proper channels, I was eventually invited to spend six days at sea functioning as a member of the crew. Imagine my excitement as I reported this to Ron Booth, Flotilla Commander, and Frank Keslof, the Liaison Officer between RELIANCE and Flotilla 38.

The next evening, I was pleasantly surprised when I received a call from another flotilla member, John McDonald, stating his wishes to come along on the patrol. By the next day, things were properly arranged with BMC Ron Batchelor, USCG, Command Chief of the RELIANCE. The command chief stated how much the crew was looking forward to having us on board. He went on to say that our berthing would be in the chiefs’ mess so we could have the most comfortable ride on the ship. As it turned out, he was right, we had very suitable accommodations.

In the course of a recent patrol, the RELIANCE had made a port call in Boston, so flotilla members Frank and Mike Keslof were gracious enough to give John and I a ride to the ship as we reported on a Saturday evening. We were met by HS2 Kevin “Doc” Cronin, USCG, and were set up with our berths. After that, we joined Frank, Mike and other crewmembers for supper on the mess deck.

Departure was the next afternoon and with John and I on the bridge deck, the RELIANCE pulled out of Boston Harbor and headed seaward. As I stayed on the bridge, John immediately headed for the galley to lend whatever assistance he could for the days meals. While on the bridge, I was taught how to take fixes by electronic means, stand a watch at the



(Above, left to right) Charlie Grossimon and John McDonald enjoy one of the “perks” on the RELIANCE, all the coffee you can drink.

helm and read the radar screens. In the galley, John was making fast friends. As a professional chef, he was able to lend his years of experience and expertise to an already expert food service crew.

Later in the afternoon, we would meet DC3 Sabbatini who would run us through the paces for the Damage Control Personnel Qualification Standard, which all crew members, including all participants from Flotilla 38 must pass.

That evening we had a superb supper of prime rib, and twice baked potato, created by fellow Auxiliarist, John McDonald.

After supper, John and I would rest a bit in the chiefs’ mess watching TV or catching up on our journals. As darkness set in, we would head on up to the bridge to experience that part of the ship at night. Sometimes, the stars overhead were absolutely breathtaking as we could pick out various constellations. On one particular evening, it was clear enough for the boatswain’s mate to take his fix with a sextant. This obviously takes longer than glancing at a GPS, but it was fun, none the less, to witness the process of this more traditional navigation skill.

Usually, by 2200, it was time for bed. The rocking of the ship in the sea was very conducive to a restful night’s sleep, despite the constant drone of the nearby engine room, I always slept well. For the most part, this was our routine. Each day, we would be treated to an excellent breakfast and

then be off to work. I spent a lot of time on the bridge. I was witness to some of the decision making and I saw, up close and personal, the navigational operation of the ship. One particular quiet evening, I was given the opportunity to take the helm for a short time. It was an experience I will never forget.

John spent most of his time, working in the galley, and I know he made quite an impression. I do know the food was absolutely fabulous and John made quite a contribution to that end. To be honest, I think both of us made an impression. Because of this trip, hopefully, RELIANCE and Flotilla 38 are a bit closer together. Now, when I go on board, it feels so much more familiar to me, more like a second home. The best part of all happens when one of the crew members recognizes me and with a wave and a big smile, is glad to see that I've come back for another training session.

RELIANCE is a very special ship and the crew is a group of very special people. I can't think of a better way to volunteer my time serving in the Coast Guard Auxiliary, than serving side by side with such great members of Team Coast Guard.

(Photo at right) Enjoying the fresh air on deck, QM2 Alex Banitch (standing at left) and one of John's kitchen colleagues, FS2 Tom Willard (center), and our own John McDonald. John's kitchen colleagues invented him his own active duty Coast Guard rank of "FS4." No, there is no such rank as food service specialist "4," but they liked his cooking and wanted to promote him.



Pyro-technic training at sea (above left). ENS Marcus Handy, USCG, the officer in charge of the deck division, conducts a class on flares, Flotilla 38 members were among the class participants.



(Above right) John pipes out the stuffing for the twice-baked spuds. The cruise provided the opportunity for John to accomplish many training tasks in the Damage Control Qualification Manual towards becoming a qualified watchstander. However, as a professional chef, he tended to wander into the galley whenever he had a free moment, that was just fine with the rest of the crew.

NOTEWORTHY NATUTICAL NOTES

by *Matt McDonald, FSO-PB 38*

Wentworth-by-the-Sea, a familiar landmark when cruising up the coast, is currently being renovated. Ocean Properties, of Portsmouth New Hampshire, plans to re-open the 1874 structure by the spring of 2003. The hotel has been closed for twenty years and 'Friends of Wentworth', a not for profit group, has been working to find a buyer. However, there are still many hurdles to overcome before the project reaches fruition.

Perhaps the most notable event in the hotel's history occurred during the sweltering summer of 1905. Japan and Russia were locked in a savage war. President Theodore, 'Teddy', Roosevelt offered to broker a peace treaty between the warring nations. He invited the delegates to Portsmouth, New Hampshire and they stayed at Wentworth by the Sea while working out the details of the treaty at Portsmouth Naval Shipyard. Although President Roosevelt never came to Portsmouth he was instrumental in working out the details between Japan and Russia which ended the conflict. For his efforts in brokering The Treaty of Portsmouth President Theodore Roosevelt was awarded a Nobel Peace Prize.

Up closer to my home, the United States Coast Guard has been in negotiation with the property owners of two Vermont lighthouses on Lake Champlain in an effort to relight the towers. The current light at each location is mounted on a steel skeleton tower in close proximity to the old lighthouses. First Coast Guard District, Office of Aids to Navigation has been working on replacing the skeleton towers around Lake Champlain due to age, maintenance, and environmental issues. As a result, perhaps the official ATON will move back to the original lighthouse structures at Windmill Point Light and Isle LaMotte Light.

Windmill Point Light is an octagonal structure made of blue limestone block, and has a passageway connecting to the keeper's cottage and is equipped with Fresnel optics. It was replaced in 1931 by an acetylene light on a steel tower that is now solar powered. The fixed white light is 52' above the lake making it visible for 13 miles. Interestingly Windmill Point had a female keeper from 1859 to 1862, Clarinda Mott.

Isle LaMotte, was authorized in 1857 at the insistence of local pilots, it replaced a small private aide, but was rather small itself. In 1877

the Lighthouse Board received funding from Congress and the 24' Isle LaMotte Lighthouse was built. A new Fresnel lens was added in 1881 with its focal plane 46' above the lake making it visible for 13 miles. Isle LaMotte is named after the founder of the first European outpost on Lake Champlain, Captain Pierre de LaMotte.

Back in Flotilla 38 cruising waters, the news is that White Island Light at the Isles of Shoals is cracking. From a boat, with a pair of binoculars, the spider web cracks in the walls of the 1859 light tower are clearly visible. According to Tom Mansfield, architect for the state of New Hampshire, the cracks are getting worse. White Island is approximately ten miles offshore and has no boat dock so renovations would be difficult. Compounding matters is a dispute over who is responsible for the needed work, the Coast Guard or the state of New Hampshire. New Hampshire owns White Island and the state deeded it to the Coast Guard for much of the last two centuries. Brave keepers once stood watch to keep the light burning, but since 1986 the light has been automated and the Coast Guard turned over its deed to the state in 1993 and White Island became a part of the Department of Parks and Recreation. The Department of Parks and Recreation states that there are no funds available for the needed repairs. According to New Hampshire officials the Coast Guard maintains that they are responsible for the light, antennae, sound signal associated equipment, which are active aides to navigation, but not the tower structure itself. Repairs are estimated to be quite costly, perhaps over \$250,000.

(Photo below) The Windmill Point Lighthouse on Lake Champlain in Vermont.

(official USCG photo)



FLOTILLA COMMANDER'S REPORT

Ron Booth, FC

Turn out at flotilla meetings has been very good with between 28 and 32 members plus guests attending our meetings. At the May meeting, Fred Beaulieu, FSO-Communications reviewed the latest radio communication protocols. Fred has set Sunday 9 June as the next "brunch at the boathouse." This coincides with the Division 3 radio communication network drill which occurs weekly but we like to do brunch quarterly. Things starts at 0900, all are welcome, if you'd like to join us, please let me know via phone 978-465-3870 or tell Fred via e-mail: socm3@yahoo.com

Also, in May, John McDonald and Charlie Grossimon talked about their recent experiences on the RELIANCE. John and Charlie spent a week on the cutter during its last patrol, they joined RELIANCE when it made a port call in Boston and returned with the cutter to Portsmouth. Thanks to Fran Hunt and Charlie Pencinger for making the powerpoint presentation happen as part of John and Charlie's talk on the RELIANCE.

At the last meeting we swore in new member Lucy Blood, welcome aboard Lucy. Also at the May meeting, four members were recognized for some achievements. Congratulations to Charlie Pencinger and Charlie Grossimon (plus yours truly, Ron Booth) for completion of AUXWEA, the Auxiliary specialty course in weather. Also, congratulations to Frank Keslof who received his second Sustained Service Award.

This award was introduced in recent years to recognize Auxiliarists each time they complete 750 hours of service to the Coast Guard and Coast Guard Auxiliary.

Per tradition, the July flotilla meeting will be a cookout, please invite your family and friends. Also, note the change in day/time, we move from a Thursday evening to a Friday, which most prefer for social events. Also, we move to the second week of the month to avoid the Independence Day holiday. So, on 12 July, we start at 1830, but arrive any time, we'll be there late, rain or shine. Anyone who can help with planning or cooking, please let me know, you can also call Roberta Shippee, the vice commander, at 978-388-3130.

There are all kinds of events coming up, so be sure to read the entire newsletter issue carefully to get all the facts. There is the Coast Guard Ball, and its on a Saturday night this year, so tickets will go fast. The Coast Guard Birthday Picnic will be at Coast Guard Station Merrimack River and word has it that fireworks return as a Yankee Homecoming attraction. Go to the picnic and stay at the station to watch the fireworks. The CG Cutter RELIANCE has scheduled its change of command ceremony to take place on the date when our August flotilla meeting would be held. So the August Flotilla 38 meeting takes place at the cutter in the Portsmouth Navy Ship Yard, I hope all of you can make this meeting.

FLOTILLA 38 MEMBER MARY HOLMES TAKES OVER AS OMBUDSMAN - USCGC RELIANCE



CMDR Michael Hamel, USCG, Commanding Officer of the RELIANCE, introduces Mary Holmes to the crew during ceremonies aboard the cutter when Mary relieved her predecessor. As the ship's Ombudsman, Mary will be a resource for family support services. She will provide crew and their families with information about programs and benefits available to them and be a contact person for family emergencies when the ship is deployed. Mary recently attended a 3 day training program conducted by the 1st Coast Guard District to prepare her for her new role. (Photo by Frank Keslof DSO-PB 1NR)



On patrol in the North Atlantic aboard USCG Cutter RELIANCE.

As part of a training session, Flotilla 38 member Charlie Grossimon prepares to light off a smoke flare from the stern of the cutter.

The Jetties is the official publication of the United States Coast Guard Auxiliary,
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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.

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