

THE JETTIES



 **U.S. COAST GUARD AUXILIARY**

Vol. 21 Issue 4, A publication of Flotilla 38, 1-NR, Newburyport, Mass. Oct – Nov 2002



INTERNATIONAL CRUISING BY FLOTILLA 38 MEMBERS

In case you've wondered where your publications staff was this summer, here's one view off the stern taken last July. The Canadian Houses of Parliament can be seen on the bluffs overlooking the Ottawa River. Plan on coming to the October flotilla meeting to see a Power Point presentation on cruising Canadian rivers and canals. It will be a fun evening which will include a wine & cheese social. BYOB and the flotilla will supply the cheese and crackers. See you there!

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

UPCOMING FLOTILLA MEETINGS

at the Plum Island Boathouse
THUR 3 October 02 at 1930
(wine & cheese social)
THUR 7 November at 1930
(annual elections)

United States Coast Guard Auxiliary



CALENDAR OF EVENTS

OCTOBER

- ↕ 3 Oct Flotilla Meeting
- ↕ 14 Oct Columbus Day (observed)
- ↕ 27 Oct Navigators check your chronometers, return to Eastern Standard Time
- ↕ 31 Oct Division 3 Meeting / elections

NOVEMBER

- ↕ 7 Nov Flotilla Meeting / elections
- ↕ 11 Nov Veterans Day
- ↕ 21 Nov Division 3 Meeting (moved to 3rd Thurs due to holiday)
- ↕ 28 Nov Thanksgiving Day
- ↕ 29 Nov Hanukkah begins at sundown

DECEMBER

- ↕ 5 Dec Flotilla Meeting
- ↕ 7 Dec Division Change-of-Watch PITA Hall, Plum Island
- ↕ 25 Dec Christmas Day

JANUARY

- ↕ 1 Jan New Years Day
- ↕ 2 Jan Flotilla Meeting
- ↕ 3-5 Jan District Conference - Marriott Hotel Burlington, Mass.
- ↕ 15 Jan Martin Luther King Day (observed)

Regularly Scheduled Training Sessions & Division or District Meetings

(Unless Otherwise Noted)

↕ Wednesdays; **coxswain & boatcrew training**; ongoing 1900-2100; USCGSTA Merrimack River.

NOTE: Wednesday underway training will end with the boating season, shoreside training will move to Saturdays.

↕ Saturdays; (starting date to be announced) **coxswain & boatcrew training** will be ongoing at 0900-1200 at USCGSTA Merrimack River after the Wednesday evening sessions end for the season.

↕ 3rd Friday of the month - District 1NR Board & Staff Meetings (January meeting will be 1st Friday).

↕ Last Thursday of the month - DIV 3 Board & Staff Meetings (No meeting in December/change-of-watch).

MARINE DEALER VISITOR

Patty Critchlow, FSO-MV

As FSO-MV, I started out the summer visiting seven marine dealers; four of them were in Newburyport, two in Salisbury and one in Seabrook. Everyone gave me a warm reception. In some cases, where I had visited previously, they still had last year's brochure stands but some of the slots needed replenishing. In all cases, the supplies of the sought after Federal Regulations manuals were exhausted. I supplied replacements. I also added several recently published leaflets and brochures. Life jacket awareness posters were well received. At every place I was able to leave a US Coast Guard Auxiliary poster that demonstrated in pictures the kind of activities in which our flotilla is involved, and was told that these posters would be placed in their windows. Newly distributed *Boater's Guide* booklets will soon be made available through the Massachusetts Environmental Police. I hope to obtain them in the near future.

I find that the staff officer job of marine dealer visitor is a rewarding experience. It is enjoyable to be by the water, talking to fellow boating enthusiasts who work everyday in that world. The only minor nuisance concerns the aftermath, involving several different forms to fill out and send in, bureaucracy's way of extracting its toll.

PUBLIC EDUCATION

Dolly Thomas, FSO-PE

Public education efforts last spring were very successful. The Boating Safely course graduated 17 young people who also passed the state course requirements. Thank you to Jim Carter for his great work with this class. Thanks also to Dave Stickney and Charlie Grossimon for their help with testing.

Boating Skills and Seamanship graduated 46 students, thanks to Bill Graham, Frank Swain, Jim Maranto, Ron Booth, Fred Beaulieu, Terry Kalil, Fran Hunt, Dave Stickney, Charlie Pencinger, Charlie Grossimon, Lewis Burrridge, Paul Hazel, Wayne Cedres, Frank Keslof and Arthur Smith. Thanks also to Boat US for a copy of Chapman Piloting Seamanship & Small Boat Handling which was awarded to the graduate with the highest score.

The fall Public Education Boating Skills and Seamanship class is underway with some 50 students so help is desperately needed! In particular we need instructor aids at the sessions involving hands-on skills. Piloting on 15 and 22 October, plus 29 October for lines and knots. We could also use help correcting exams at the final session on 5 November. Classes are held 1900-2130 at the Pentucket Regional Middle School, on Route 113 at the West Newbury - Groveland town line.

Editor's note: A little more info for newer members reading the FSO-MV article. It is the responsibility of this staff officer to be our ambassador at marinas and marine supply stores, providing info about our boating classes and vessel inspections, which is in turn passed on to the boating public. If you want to learn more about this mission area, talk with Patty Critchlow at a flotilla meeting.

THE MOTTO SAYS IT ALL; SEMPER PARATUS

*by HS2 Kevin Cronin, USCG
Independent Duty Corpsman*

USCG Cutter RELIANCE (WMEC-615)

Greetings, currently I am underway (somewhere out there) and wanted to share these facts with you. This is an excerpt from the Coast Guard web site to let you know what has been going on since 9/11.

Coast Guard Fact Sheet; since 11 September 2001, the U.S. Coast Guard has:

Created Maritime Safety and Security Teams, highly trained, strategically located, and specially equipped to provide an extra layer of security to key ports, waterways and facilities and established a Special Missions Training Center at Camp Lejeune, NC to train new teams and other CG commands in port security and anti-terrorism/force protection.

Boarded and inspected over 10,000 ships to search for threats and confirm the identity of those aboard.

Developed special "Sea Marshal" boarding procedures where Coast Guard law enforcement officers remain onboard certain ships as they enter and leave ports to ensure they stay safely on course.

Escorted cruise ships in and out of port and enforced 100-yard "no sail" security zones around them.

Established a new, centralized National Vessel Movement Center and required foreign ships to provide a 96-hour advance notice of arrival. Since it's beginning, there have been 64,920 notices in Atlantic Area. The information about the ship, cargo, and all people on board is shared with other intelligence and law enforcement agencies to detect threats.

Established and enforced Naval Protection Zones around all naval vessels, enforced over 100 security zones around sensitive maritime areas and facilities and launched a nationwide Port Security Assessment Program to review and improve security in 55 key ports and waterways. This is the highest level of alert and the largest port security effort since WWII. Port Security Units remain on duty in Guantanamo Bay, Cuba providing security to JTF 160 at the U.S. Naval Base.

Used the pollution and hazardous materials expertise of the Coast Guard's National Strike Force (NSF) to prepare for and respond to bio terrorism response and weapons of mass destruction. NSF Atlantic, Pacific and Gulf Strike Teams

assisted with the World Trade Center response, cleanups of anthrax attacks in Florida and Washington, and were part of joint agency teams on standby at the Superbowl and Olympic Games.

Worked to "push our borders out" to detect threats before they reach our shores. Strengthened our relationships with federal, state, local and international agencies to share information and coordinate security operations.

Launched the first phase of a long-term \$17-billion program to build the next generation of Coast Guard ships and aircraft, communications and logistics systems and began some immediate system upgrades that will enable the Coast Guard to perform essential maritime safety and security missions. Years in the planning and known as the "Deepwater Program" because of its focus on larger ships and planes capable of operating far offshore, this will strengthen the front line of the Coast Guard's layered homeland security strategy.

Procured dozens of new port security boats around the country to enhance patrol and response capabilities of most vital ports. The Coast Guard now also exercises operational control of 13 U.S. Navy special operations patrol boats for homeland security duties, with Coast Guard Law Enforcement Detachments and U.S. Navy crews aboard.

Over 2,700 Coast Guard Reservists were recalled to active duty following 9/11.

Of course in addition to all these homeland security duties, the Coast Guard has continued business as usual in many other mission areas. Since 11 September 2001, Coast Guard men and women have:

Responded to over 31,500 search and rescue cases; saved over 3,200 lives; assisted over 39,000 people in distress; seized 111,903 lbs. of cocaine and 37,024 lbs. of marijuana; interdicted over 3,500 illegal migrants; responded to 4,000 oil and chemical spills; certified the qualifications of merchant ship officers and crew and issued 36,473 merchant mariner licenses, 30,678 merchant mariner documents and 26,443 mariner training certificates; and conducted 6,500 marine safety accident investigations.



A SUMMER OF SEARCH & RESCUE

by Charlie Pencinger, FSO-MS 38

It was a cold and rainy night as Flotilla 38's newest OPFAC (operational facility) 201293, the *Lois Jean* got underway for coxswain training in the Parker River in mid May this year, together with the second newest OPFAC 201997 the *StealthCat 2000*.

Pictured at right on 201293 (from left to right) Ron Booth, Flotilla Commander 38; Charlie Pencinger (facility owner) as crew members and coxswain trainees, and COMO Gene Bernstein, QE (Qualification Examiner), photo by Wayne Cedres, coxswain. From the position of the National Ensign, you can see that it was a windy night (out of the NE) and just perfect conditions to learn station keeping! It was cold, wet, and rainy but we persevered and completed the mission. We have been training ever since on Wednesday nights all summer and can happily report that we have had outstanding conditions to work in during these missions.

On 14 July during its maiden patrol, 201293 distinguished itself with two SAR (search and rescue) cases in the same day. Wayne Cedres served as coxswain with crew members Ron Booth and Charlie Pencinger plus Charlie Grossimon as trainee. Both cases were reported in the [Newburyport Daily News](#).

The first case was around 1515 when we happened upon a 17-foot boat taking on water in the Merrimack River near City Boat Works in Newburyport. We helped the vessel owner pump out the boat, and then towed it to Ferry Landing, there were no injuries or serious consequences. The boat began taking on water when it was launched because the drain plug in the transom of the boat was not installed. This was typical. As reported by a previous edition of this newsletter in an article entitled "Why Boats Sink," forgetting to install the drain plug is one of the top 5 reasons that pleasure boats sink.

The other case involved a boat owner and his five passengers, who escaped injury when their 28-foot pleasure boat caught fire on the ocean side of Plum Island Sound. According to Coast Guard Petty Officer David Milligan, as reported by the newspaper, the boat had just left the Annisquam River in Gloucester and was entering Plum Island Sound when the fire broke out in the engine compartment at 1648. The fire was put out by an on-board automatic fire-extinguishing system. We were dispatched to the scene by Coast Guard Station Merrimack River along with the station's 47-foot



MLB (motor life boat). Fortunately for the boat's occupants, the on-board extinguishing system put the fire out by the time we arrived. We stood by with the MLB until a commercial towing company towed the boat to shore.

Once again on 28 July, the 201293 on its second alpha patrol, handled another SAR case. Wayne Cedres was aboard as coxswain with Charlie Pencinger serving as crew. The newspapers again gave credit to the Auxiliary for the case. At about 1455, we took in tow a disabled 17-foot skiff carrying four people. The engine was disabled and the boat was drifting through the mooring field near the Coast Guard station, we delivered the boat to the Cashman Park launching ramp.

After all this excitement, I have to say that the Auxiliary training paid off in a big way. We were able to help vessels and people in distress and handle the situation in a calm professional manner. This is why I joined the Auxiliary, it's a great feeling to be working with fellow Auxiliarists and other members of Team Coast Guard and its great to be of service to the public.

OPFAC NUMBERS

Just a small member training piece regarding vessel numbers as referenced in the above article. The first two digits of the OPFAC number reflect the size of the vessel, 20 feet in both cases, and the third digit represents the type of drive: 1 for outboard, 2 for inboard and 3 for I/O. From the photos accompanying this article, it is readily apparent that these vessels are powered by outboards. The last 3 digits are from an assigned number sequence from the Coast Guard. All smaller Coast Guard vessels are numbered in this manner, including for example, the 47-foot Motor Life Boat at CG Station Merrimack River. The station's MLB is assigned 47255; 47-foot length with inboard motors and the 55th vessel in sequence.

Waiting for the QE on the Flotilla 38 OPFAC 201997 (left to right) are Wayne Cedres as coxswain and Steve Noyes as crew member and coxswain trainee. It was a hot and steamy summer, but of course on the evenings of coxswain training, you know it has to be cold, windy and raining. Several members of 38 were active in boatcrew and coxswain training over the summer, some were involved in more than one SAR (search and rescue) case, see story on previous page.



REFITTING THE BOATHOUSE

by Frank Shippee, FSO-AN 38

As the appointed “construction manager” for the flotilla, I would like to thank those that joined me at the Boathouse to start our renovations. Thanks to Ron Booth, Steve Noyes, Charlie Grossiman, Charlie Pencinger, Frank Keslof, and my wife, Roberta, we were able to get the communications room ready for carpeting, finish the access ramp and replace some of the old walkway boards. I would also like to thank Ron Booth for coffee and donuts and Roberta for roasting a chicken and baking potatoes on the grill for our lunch. Charlie Grossiman and Charlie Pencinger both left a bit early in order to report for a patrol and Steve Noyes was able to snap a photo as they went by.

Lastly, I would like to thank Jack Holland for his donation of ceiling tiles and Ron Booth and Bill Graham for replacing the old ones. What a difference they make. I hope others will join us for the next “work party” some time in early November. Again, thanks all.



The benefits are definitely better than the pay. The VFC cooked a chicken dinner for the construction crew at the boathouse. (Left to right) Ron Booth, Frank Keslof, Frank Shippee, Roberta Shippee, photographer: Steve Noyes.



Editors note: Flotilla 38 is very fortunate to have its own meeting place. It provides us with the flexibility to hold many different types of events whenever we choose. However, this good fortune does come with the responsibility for maintenance and upkeep of the building. Recently some Flotilla 38 members gave the building some of the TLC that it needs, but more help is needed as the project continues. Try to be there when the call for help goes out! Or better yet, contact Frank Shippee or Ron Booth right now and tell them you want to be called for the next work party.

Photo left: Frank Keslof and Ron Booth put the final touches to the handicapped ramp, and work on their sun tans.

MEMBER PROFILE;

FRAN HUNT

Interview by Matt McDonald, FSO-PB 38

This month's member profile features Fran Hunt who was just recognized with the Auxiliary Membership Service Award for 20 years of Auxiliary membership. However, Fran is also a retired lieutenant commander of the US Coast Guard and has a US Navy plus Coast Guard active duty, reserve and Auxiliary career that spans nearly forty years.

I enlisted in the US Navy Reserve in 1963 as a seaman recruit, performing my boot camp at the Great Lakes Naval Training Center, assigned to "splinter" (wooden) barracks built during WWII. About 0200 (that's 2 AM), when I was polishing the Chief's desk, he walked in and told me I was an idiot for dropping out of college. He then asked if I wanted to grow up as stupid as he was. I couldn't find an appropriate answer. He worked some kind of deal where I could finish college at Nason College in Springvale, Maine and be assigned to the Naval Reserve Center in Portland. I was to spend my college breaks on the *USS Tills*, a destroyer escort, as part of the station keeping force.

Since I was a math major, one of my duties was to teach electricity to electrician's mates. This plan must have been devised by Naval Intelligence. Upon graduation, part of my agreement was to attend Navy OCS (Officer Candidate School) in Newport, Rhode Island. For 3 months I again had the opportunity to reside in more "splinter" barracks constructed during WW II, I think the Navy wanted to get its moneys worth out of those buildings.

My next assignment was not to a "small combatant" (destroyer) to utilize my seamanship skills, but to the Naval Security Group in Washington, DC. I guess they were desperate to find people that could obtain a security clearance. During my assignment there, the Naval Intelligence ship, the *Liberty*, was attacked by the Israelis during the 7-day war. I was also on duty when another intelligence ship, the *Pueblo*, surrendered to the North Koreans, a first for the US Navy.

From Washington, I was assigned to the Naval Security School in Pensacola, Florida and then to the Naval Justice School back in Newport where I became qualified as a legal officer. From Newport, I was transferred to The Naval Security Group Activity in Winter Harbor, Maine. Since there were only 12 officers assigned, I was also the personnel, special services, legal, and command duty officer. In my spare time I was coach of the softball team as well as driver of the bus, not bad duty for a lieutenant. Since I was the bus driver, I got to go on ski trips for free, but had to be the designated driver when we stopped at bars.

As Special Services Officer, I had a gymnasium, bowling alley, several boats, skidoos, and campers under my custody. Naturally I had to use them to make sure they were safe for use. Being the only single officer I had to live off base in a house on the ocean. When I would come back home from assignment, I would find my car was filled with gas, my bed made and laundry done. I guess that meant that the community accepted me. My assignment and career were cut short by post-Vietnam military "downsizing" or a RIF (Reduction in Force). In 1972 I resigned my commission and pursued a civilian career.



Why did you choose to join the Coast Guard?

In 1982, when I was attending a Coast Guard Auxiliary meeting at Station Merrimack, I saw a poster saying, "The Coast Guard wants you." Little did I realize it wasn't me they really wanted, but someone younger. However, with the help of RADM Ray Wood and Bill McGoldrick, I was accepted in the Coast Guard Reserve as an Ensign. That was one of the happiest days of my life and the start of my Coast Guard career.

Since I had been a Navy commissioned officer, I did not have to repeat OCS and was assigned to USCG Group Portland Maine in the training division. That assignment allowed me to become familiar with all the stations under command of Group Portland, all the qualifications necessary for operations, and the personnel assigned to the various units. Being an ensign, it was assumed that I knew nothing, and everyone went out of their way to help me learn. It was the best assignment one could hope for. Unlike the Navy, if you are willing to work, you develop true friendships with both the enlisted and officer personnel.

Besides USCG Group Portland, my assignments in Maine included Marine Safety Office - Portland; Station Boothbay Harbor and a New Hampshire assignment, Station Portsmouth Harbor. I held positions as training, admin, and executive officer at the stations and several different ones at Group Portland and MSO. I became qualified as a Maritime Law Enforcement Boarding Officer and at Boothbay Harbor performed the first OUI (operating under the influence) boarding action under the federal statutes. I

participated in several FTX's (Field Training Exercises). The most notable was to train boat crews in Small Boat Combat Tactics used during the Persian Gulf conflict. This training was necessary to protect a Navy nuclear submarine that was to take on supplies in Portland Harbor.

As my career progressed, I was assigned to the Composite Naval Warfare Unit, now known as the Harbor Defense Command. It was a unit composed of both Navy and Coast Guard personnel, tasked with the duties to control harbors worldwide where US ships would enter or anchor.

I had the opportunity to participate in a NATO exercise in Marmaris, Turkey and even drive a boat of the port security unit. That was known as a learning experience, I learned to hate tents in 100 degree heat and dust, scorpions and MREs (meal-ready-to-eat), the notorious field rations.

My final assignment was on the district staff in the Readiness Division. I found I hated paperwork assignments in an office updating readiness procedures.

How many years have you been in the Auxiliary and why did you join?

I took a PE course at the Newburyport High School in 1982. Jim Thomas convinced me I should join after I passed both the BS&S and S&S exams on the same night.

What jobs have you held in the Auxiliary?

I have held positions as both the flotilla and division PE (public education) officer. I became an Auxiliary Instructor in 1983, since the flotilla at that time had no one to teach sailing. I also was a vessel examiner until it was decided that it was a possible conflict with my official status as a USCG Boarding Officer.

How did you come to be involved with your latest job, the Coast Guard electronic learning initiatives and PowerPoint?

As I said, I was asked to become an instructor to teach the sailing course since most of the members hated wind driven vessels. I had been sailing since I was 8 and handled a 30-foot sailboat when I was 12. In those days, we typed our courses and used a photocopy machine to make foils for an overhead projector. Sometimes if we were lucky, we could find 35MM slides.

I received a call one Friday night, in 1986, that the instructor for navigation quit and could I put a course together. It was to be taught over 2 evenings and the first night was on Tuesday. I spent the weekend with a typewriter, several charts, and a

copier. That was the start of my "career" as a piloting instructor. In those days, there was no current, up to date Advanced Navigation Course and we were the only flotilla offering a course with chart work.

When the Auxiliary eventually introduced a new Advanced Navigation Course at the national level, Peg Watkins, our then PE officer, spent many hours developing an offering for the flotilla. Due to the time commitment, Peg decided she could no longer continue. I was asked if I could take it over, out of ignorance, I said yes. Then I found that national had revised the course but neglected to produce any instructor materials and any previous material was no longer available.

After several heated discussions with heads of the national staff, I came in contact with Mel Kowal, an Auxiliarist in Phoenix, Arizona. He was working for the Director of Auxiliary - District 7 out of Venice, Florida. They were putting together several PowerPoint presentations for PE called the PowerPoint Project. I obtained a set of the presentations that were under development and we were back in business with the navigation courses.

As a result of my involvement with Mel and the D7 staff, I was asked if I would be the PowerPoint Librarian for another District 7 project developing AUXOP course materials. So far I have created and distributed 100 Beta CDs for review and testing before a master CD is created. Distribution of these new materials will be to member training officers both for self-study and classroom training.

FLOTILLA COMMANDER'S REPORT

Ron Booth, FC

At the last flotilla meeting two new members were sworn in, Rebecca Sherman and Richard Morris, welcome aboard! Rebecca and Richard also took part in the CPR certification course at the boathouse which included John Holland, Dave Stickey and some members of other Division 3 flotillas.

Some members received new qualifications and awards. NAV Rules, Charlie Pencinger and Steve Noyes; AUXMIN, Charlie Grossimon; Instructor, Lucille Blood; Membership Service Award-20 years, Fran Hunt.

Member training continues with boat crew and coxswain training ongoing. Boat crew has 4 people, and coxswain has 3 people. Last year we had 1 boat for patrols, this year we have 3 boats and several more members qualified as crew.

Fred Beaulieu will be holding an AUXCOM (Auxiliary Communications) course after the first of the year. Let Fred know if you wish to take part so we can order the manuals.



CDR Sandra Stosz, USCG, Commanding Officer, USCG CUTTER RELIANCE inspects the crew during change-of-command ceremonies. Members of Flotilla 38 attended the ceremonies at Portsmouth Navy Shipyard which coincided with the August flotilla meeting date. The ceremonies were impressive and enjoyable, just one more great event that was part of Flotilla 38's support mission to the cutter.

Speaking of the support mission, congratulations to Charlie Grossimon, the first flotilla member to complete all requirements to serve as a petty-officer-of-the-watch aboard RELIANCE. Also, of note, Bill Graham recently became the third flotilla member to sail with the RELIANCE to work on his watchstander qualifications. For more info and photos, go to the flotilla website at: www.flotilla38.homestead.com (Photo by Mike Keslof, FSO-CS 38)

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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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